Report

18th October 2018

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In association with steer

Report for – London Borough of Haringey
Local Implementation Plan
Strategic Environmental Assessment Scoping Report

Draft

Document version control

Version	Date	Author	Reviewed by	Reviewed and approved by
0.1	9 August 2018	Jonathan Say	David Sutanto	Chris Ferrary
1.0	22 August 2018	Jonathan Say	David Sutanto	Chris Ferrary
1.2	18 Oct 2018	Jonathan Say	David Sutanto	Chris Ferrary

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1.0 Introduction

1.1 About this Scoping Report

This report sets out the scope of the Strategic Environmental Assessment (SEA) of the proposals set out in the London Borough of Haringey's third Local Implementation Plan (LIP).

To meet the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004, Local authorities are required to carry out Strategic Environmental Assessment (SEA) for policies, plans and programmes across various areas, including transport[1]. Government guidance on transport plans stresses the importance of the SEA being an integral part of developing and delivering a transport strategy. The statutory environmental agencies (i.e. the Environment Agency, Natural England and Historic England) must be involved throughout the development and monitoring of a plan.

This Scoping Report is the first stage in the SEA process. It identifies:

- The scope and level of detail of the information to be included in the SEA;
- The context, objectives and approach of the assessment; and
- The relevant environmental issues and objectives that will provide the basis of the assessment.

Although the scoping stage is a requirement of the process, a formal scoping report is not required by the SEA Regulations. However, it is a useful way of presenting information at the scoping stage and helps ensure the SEA process is proportionate and relevant to plan being assessed.

The SEA Regulations also require[2] that when determining the scope of the SEA must consult the statutory consultation bodies[3]. Consultation bodies have 5 weeks of receipt of the request within which to respond. This report provides information on the proposed scope of the assessment into the LIP, and invites comments from the consultation bodies.

Government guidance on transport plans highlights the need for Habitats and Appropriate Assessment (AA) where necessary, starting by clarifying if the plan is likely to significantly affect a European site[4]. If this is likely, the LIP must be subject to an AA[5]. We have adopted a precautionary approach to the HRA for the LIP on the basis the findings of a screening assessment that we are seeking to agree with Natural England. This focuses on establishing whether HRA is required or not, taking account of designated protected habitats in the area covered by the LIPs, and the content of the LIP itself. This may apply to Haringey due to parts of the Lee Valley Special Protection Area (SPA) and Ramsar site being potentially affected by policies within Haringey. This is discussed further in **Section 4.4** following.

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1 The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004/1633).

2 See Regulations 12(5) and 12(6).

3 Regulation 4 defines these as Historic England, English Nature and the Environment Agency.

4 European sites are Special Areas of Conservation (SACs), Special Protection Areas (SPAs), and listed Ramsar sites. Proposed SPAs and candidate SACs are also regarded as European sites.

5 As required by Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 85B of the Conservation (Natural Habitats &c) Regulations 1994, (S.I. 1994/2716 as amended).

1.2 Overview of the Local Implementation Plan (LIP)

The LIP is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999. This Act requires each of London's 33 local authorities to prepare a programme (the LIP) containing proposals for the implementation of the Mayors Transport Strategy[6] in their area.

The LIP guides transport priorities and projects and details a three-year programme of investment (2019/20 to 2021/22).

The central aim of the MTS – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in. The overarching aim of the Strategy is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63% today. The Mayor is seeking to achieve his vision by focusing the policies and proposals in his transport strategy on the achievement of the following three overarching MTS outcomes:

- **Healthy Streets and healthy people, including traffic reduction strategies:**
    - Active: London's streets will be healthy, and more Londoners will travel actively
    - Safe: London's streets will be safe & secure
    - Efficient: London's streets will be used more efficiently & have less traffic on them
    - Green: London's streets will be clean and green
- **A good public transport experience**
    - Connected: The public transport network will meet the needs of a growing London
    - Accessible: Public transport will be safe, affordable and accessible to all
    - Quality: Journeys by public transport will be pleasant, fast and reliable
- **New homes and jobs**
    - Good Growth: Active, efficient and sustainable travel will be the best option in new developments
    - Unlocking: Transport investment will unlock the delivery of new homes and jobs

The rationale and detail of each of these outcomes is set out in the third MTS. The LIP responds to the third MTS, the Sub Regional Transport Plan (north), the Haringey Transport Strategy and other relevant policies. This LIP will replace the council's second LIP (2011). The third round of LIPs will become effective from April 2019.

The LIP does not set out binding policies, rather it pulls together key objectives, policies, themes and priorities from other documents and looks at what can be achieved in the next three years given the availability of resources. It also acts as bridge between existing planning documents and any proposed changes to the Local Development Framework, which will set out strategic policies and priorities in relation to transport.

[6] Mayor of London (2018) – **Mayors Transport Strategy** - Greater London Authority, March 2018

A summary of the key proposals of the LIP are provided in Section 2 following.

1.3 Purpose of this report

This report sets out the proposed scope of issues to be addressed in the SEA and the approach to be undertaken in assessing them. The document aims to outline the baseline information and evidence for the LIP that is needed to inform the SEA. This is based on the identification of plans and programmes relevant to the study area, environmental baseline information and identified environmental issues and problems.

On this basis, the Scoping Report provides the framework for assessing the likely impacts of the LIP in terms of how it will contribute to resolving such issues.

1.4 Report Structure

Following this introductory section, the structure of this scoping report is as follows:

- The context of the LIP and its likely scope, including Identification of other policies, plans, programmes and sustainability objectives (**Section 2**);
- Baseline environmental conditions, and how these might change in the absence of the LIP, and other evidence likely to be available to the assessment, with any important gaps identified, identification of key sustainability issues in the study area; (**Section 3**);
- The topics that the SEA will consider and to what level of detail (**Section 4**);
- The SEA objectives and framework chosen to assess the environmental effects of the LIP and alternatives, together with an overview of the proposed approach to undertaking the assessment (**Section 5**); and
- The next steps in the SEA process (**Section 6**).

2.0 Context and Scope of the LIP

2.1 Introduction

In this section, the context and scope of the emerging LIP for the London Borough of Haringey is described based on work completed by the Council to date. This sets out:

- The background policies that will shape the proposals to be set out in the LIP, and other associated documents.
- The area to be covered by the LIP and therefore forming the assessment area for the SEA.
- The timescales of the LIP and the SEA.

2.2 Policy Context

2.2.1 The Mayors Transport Strategy

The Mayors Transport Strategy (MTS) is described in outline in **Section 1.2** above. As noted, the central aim of the MTS for London not only to be home to more people, but better place for all Londoners. This requires 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared with 63% today.

2.2.2 The Sub Regional Transport Plan (North)

This Plan[7] is part of an ongoing programme, enabling Transport for London (TfL) to work closely with the London boroughs in North London to address strategic issues, progress medium-longer term priorities and respond to changing circumstances. The Plan was first developed in 2010 to translate the MTS goals, challenges and outcomes at a sub-regional level. While these needed to be considered across London, and addressed locally through LIPs, there are some matters which benefit from having a concerted effort at a sub-regional level. Challenges such as improving air quality, reducing CO_2 emissions and achieving targets for increased cycling and walking are better dealt with at sub-regional level across London.

Sub-regional challenges specifically identified for the north sub-region in London were to:

- Facilitate and respond to growth, especially in Brent Cross/Cricklewood and the Upper Lee Valley.
- Enhance connectivity and the attractiveness of orbital public transport.
- Relieve crowding on the public transport network.
- Improve access to key locations and jobs and services.
- Manage highway congestion and make more efficient use of the road network.

[7] Mayor of London (2016) – **North London: Sub-regional Transport Plan** – 2016 update, Transport for London.

Between 2010 and 2018, the North sub-region in London has experienced faster population growth than expected, placing greater demands on transport. The rate of housing delivery needs to increase to cope with this growing population, and effective transport links are critical to this. The way people travel also is changing. There is a growing demand for rail services and cycling in particular.

With the election of the current Mayor, a revised MTS was prepared and adopted in 2018 as noted above. The 2016 update of the Sub-regional Plan recognised the new funding settlement for TfL from the Government, as well as the Mayor's revised priorities about how to allocate this. As not all transport schemes previously considered fitted with the new Mayor's priorities, no map or list of specific projects or proposal was included.

2.2.3 Haringey Transport Strategy 2018

Haringey Council's Corporate Plan sets out a vision to support a healthier and better quality of life for residents and local businesses. Delivery of the Council's Transport Strategy, adopted in 2018, is seen as a key component of this. The Strategy aims to greatly improve how the transport system works in Haringey to support the Council's aspirations for new housing and jobs in the borough. It also aims to promote healthier forms of travel like walking and cycling, so reducing carbon emissions and improving air quality. Working more closely together with internal and external partners, especially the Mayor of London, is seen as a critical element to successful delivery of the strategy.

Working with key partners such as the Government, GLA, TfL, private sector developers, public transport operators, Network Rail and the voluntary sector, the Council's vision will be achieved through four outcomes:

1. A public transport network that is better connected, has greater capacity and is more accessible, supporting the Council's growth ambitions.
2. Making active travel the easier choice, with more people choosing to travel by walking or cycling.
3. Improved air quality and a reduction in carbon emissions from transport.
4. A well-maintained road network that is less congested and safer.

2.3 Summary of the LIP

The policies and proposals set out in the LIP will cover six broad categories based on political appetite, local support, delivery mechanisms and the Haringey Transport Strategy as follows:

- **Local Safety Schemes:** These will comprise the final delivery phase of the Green Lanes study, and other schemes including new zebra crossings, minimising rat runs and speeding and associated traffic calming measures. The priority project locations include:
    - Bruce Grove/The Avenue/Mount Pleasant Road;
    - Ferme Park Study;
    - West Green Road/Spur Road;
    - Dowsett Road;

  - Elsden/Newly/Hartham/Pembury Roads;
  - Lordship lane (between Turnant road and Lordsmead Road); and
  - Weston Park.

- **Traffic calming and Community Streets:** These will comprise physical measures such as vehicle-activated signs (VAS) to support compliance of 20mph speed limit, speed bumps, upgraded beacons, improved road markings and street furniture reviews. Priority project locations include:
  - The Avenue;
  - Wood Lane;
  - Hampstead lane;
  - Perth road;
  - Cranley Gardens;
  - Highgate Avenue;
  - Borne Avenue/Mansfield Road; and
  - West Green Road/The Avenue.

- **Walking and cycling:** New cycle infrastructure and routes, and maintenance of existing facilities including the extension of Cycle Superhighway 1 towards the Lee Valley. Work will commence on cycle routes to support sustainable regeneration. Permeability measures and bike hangars will also be provided. Walking projects could include school crossings and pedestrian facilities, and measures to increase modal shift away from the private car by challenging the barriers to walking.

- **Smarter travel:** Active travel initiatives including school and workplace travel planning, cycle training, personalised travel planning for schools, road safety education, training and publicity, complementary measures to support cycling infrastructure schemes and CPZ proposals. Cycle training for schools and adults will also be provided.

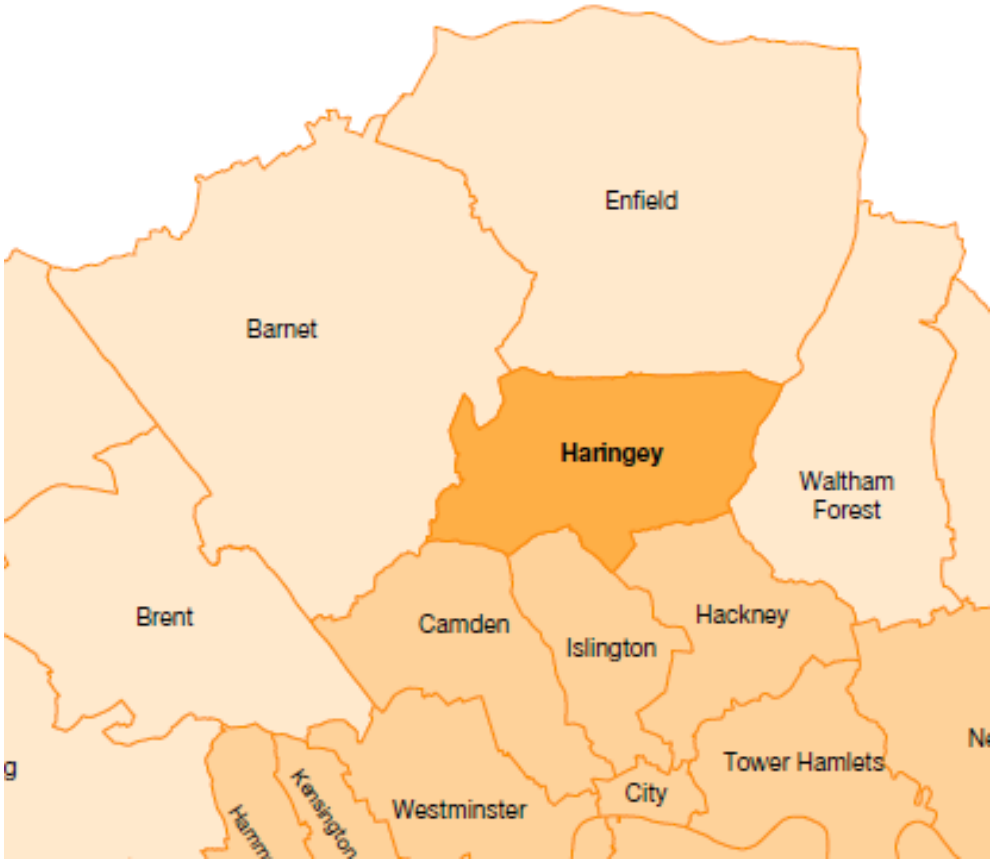
- **Liveable Neighbourhoods:** Pedestrian and cycling conditions in specific neighbourhoods will be improved to help encourage more active travel in the area, tackling congestion and improving air quality and residents' well-being. Initial proposals will focus on Crouch End town centre, which residents will be consulted on. This may involve creation of a new square incorporating the clock tower, currently surrounded by traffic on all sides. Segregated cycle routes will feed the town centre, pedestrian crossings will be improved and traffic will be reduced on residential streets with new modal filters.

- **Public transport:** Reviewing Haringey’s bus network stimulated by changes to the local network with regards to frequency, start and termination points and rolling stock size and cleanliness to deliver a service fit for existing and future residents’ needs.

2.4 Defining the assessment area

The spatial scope for the SEA is the London Borough of Haringey area. The SEA also takes account of potential impacts on adjoining boroughs and districts as appropriate. **Figure 2.1** following shows a map of the London Borough of Haringey area.

Figure 2.1: London Borough of Haringey Area and adjoining boroughs



Source: Haringey Local Plan

2.5 Timeframe for the Plan

The LIP programme covers the period up to 2023. This is therefore also the timeframe for the SEA.

2.6 Other policies, Plans, Programmes and Sustainability Objectives

2.6.1 National and Regional Policies

The most relevant plans and programmes at a national and regional (i.e. London-wide) level used as the basis to inform the objectives included in the appraisal framework for the SEA (See **Section 5.0** following) are set out in **Table 2.1** following:

Table 2.1: Relevant National and Regional Policies Reflected in the SEA Objectives

Topic	Policy Document
All Topics	Upper Lee Valley: Opportunity Area Planning Framework (2013)
	A Green Future: Our 25 Year Plan to Improve the Environment (2018)
	The London Plan: The Spatial Development Strategy for London (2016)
	The New London Plan: Draft for Public Consultation (2017)
	Mayor of London's Environment Strategy (2017)
	National Planning Policy Framework (2018)
Air Quality	Air Quality Standards Regulations 2010
	Defra's Air Quality Plan (2016)
	Environment Act 1995
	EU Ambient Air Quality Directive (2008/50/EC)
	The Greater London Authority Act 1999
Climate Change Adaptation	Climate Change Risk Assessment (CCRA)
	EC White Paper: Adapting to Climate Change
	National Adaptation Programme (NAP)
	UK Low Carbon Transition Plan (2009)
Climate Change Mitigation	Climate Change Act 2008
	Promotion of the Use of Energy from Renewable Sources Directive (2009/28/EC)
	United Nations Framework on Climate Change COP21 (2015) – Paris Agreement-
Fairness and inclusivity	Equality Act (2010)
Flood Risk	UK Water Strategy (2008)
Geology and Soils	England Soil Strategy, Safeguarding our Soils (2009)
	EU Environnemental Liability Directive (99/31/EC)
Historic Environment	Ancient Monuments and Archaeological Areas Act 1979
	Planning (Listed Buildings and Conservation Areas) Act 1990
Materials and Waste	EU Waste Framework Directive (2008/98/EC)
	National Planning Policy for Waste (2014)
	Waste (England and Wales) (Amendment) Regulations 2014
Natural Environment and Natural Capital	Conservation of Habitats and Species Regulations 2010
	Council Directive on the Conservation of Natural Habitats of Wild Fauna and Flora 92/43/EEC
	Directive on the Conservation of Wild Birds 09/147/EC
	Natural Environment and Rural Communities Act 2006
	The Natural Choice – securing the value of nature (2011)
	Wildlife and Countryside Act 1981
Noise and Vibration	Environmental Noise (England) Regulations 2006
	EU Noise Directive (2000/14/EC)
Water Resources and Qualiity	Final Water Resources Management Plan 14 (WRMP14), 2015-2040 (Thames Water, July 2014) and Annual review June 2016; Affinity Water 2014 Water Resources Management Plan
	Thames River Basin District River Basin Management Plan (Environment Agency, December 2015

2.6.2 London Borough of Haringey Policies

The following policy documents published by the London Borough of Haringey have also been used to inform the SEA objectives:

- Going Green: Haringey's Greenest Borough Strategy 2008 – 2018;
- Haringey Air Quality Action Plan 2010 – 2018;
- Haringey Joint Strategic Needs Assessment: Figures about Haringey 2013;
- Haringey Local Plan 2013;
- Haringey Local Plan: Sustainability Appraisal (SA) of the Strategic Policies Alterations 2015;
- Haringey Transport Strategy 2018;
- Haringey Transport Strategy Equality Impact Assessment 2018;
- Haringey Urban Character Study 2015; and
- Strategic Environmental Assessment and Sustainability Appraisal of Haringey Local Plan 2013.

3.0 Baseline Environmental Conditions

3.1 Air Quality

In common with other local authorities, air quality in Haringey is monitored at several specific locations and this information is also used to model the quality of air across the borough. The Council's latest air quality Annual Status Report[8] indicates Haringey continues to breach the UK Government's air quality objectives for nitrogen dioxide (NO_2) in parts of the borough. However, the standards particulate matter (PM_{10}) and all other air pollutants are being met. The dominant source of NO_2 and PM_{10} emissions in Haringey is road transport with a variety of other sources contributing emissions. According to the latest London Atmospheric Emissions Inventory (LAEI) 2013, compiled by the GLA, 62% of oxides of nitrogen (NO_x) emissions, and 55% of particulates (PM_{10}) emissions in Haringey come from road transport, while 43% of NOx emissions and 4% of PM10 emissions come from domestic or commercial gas use.

3.2 Attractive neighbourhoods

Haringey Council has identified distinct neighbourhoods[9] in the borough based on both physical characteristics and social identity. These are identified in **Figure 3.1**, and can be characterised as follows:

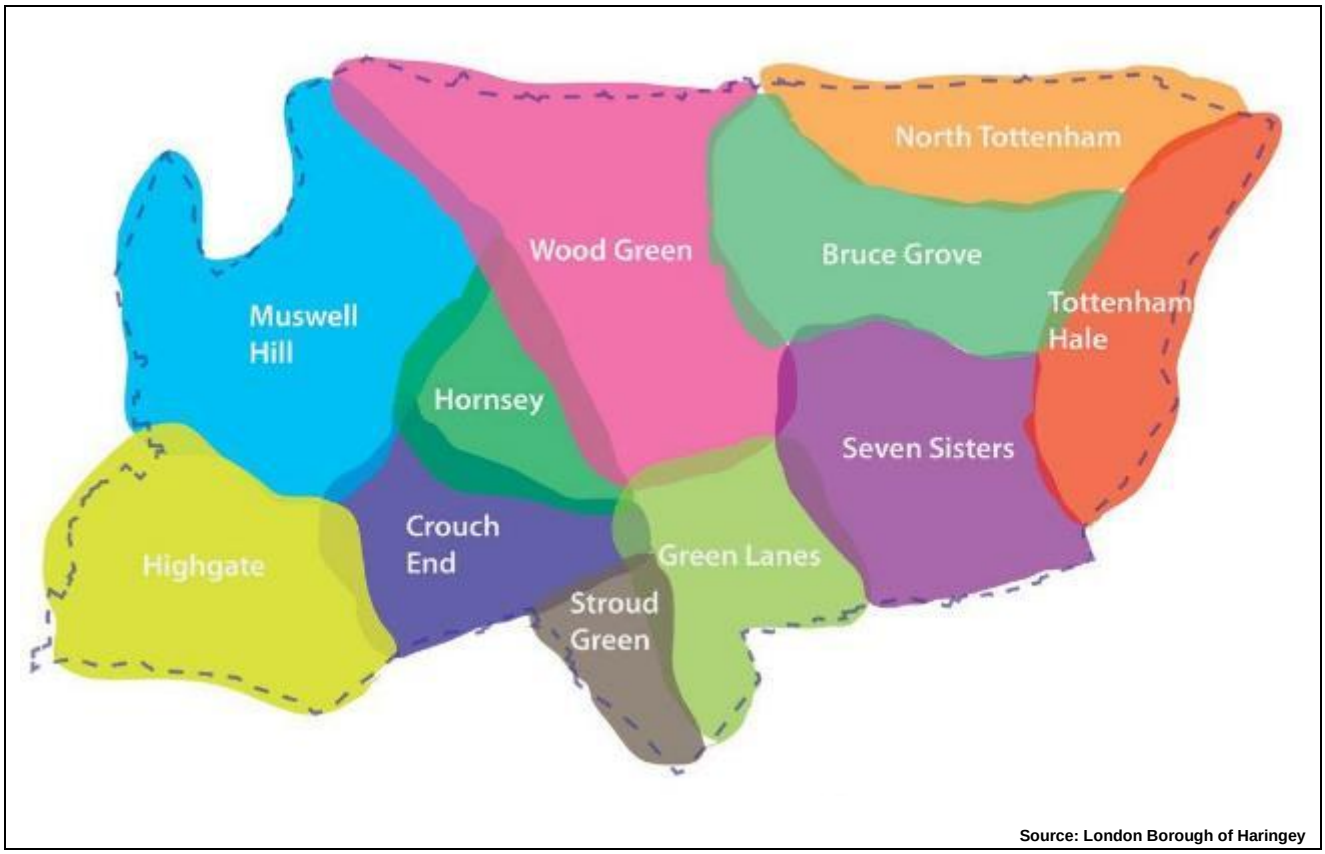
- **North Tottenham / Northumberland Park:** Centred on Tottenham High Road the area has a large hinterland and the Tottenham Hotspur Stadium development will make it a more significant centre of commerce. The area combines terraced housing with proximity to the Lea Valley Park. The High Road provides a strong spine to the area with great diversity of activities and uses reflecting the local communities. Park Lane has a local "village" character with some interesting shops. There is a rich mix of communities, evidenced by the look and function of buildings, shops and businesses. Houses prices are relatively more affordable compared to other areas of the borough, although much of the housing stock is poor quality/condition. The area around Great Cambridge Road is more dominated by cars and has poorer access to public transport. There are also some large monolithic blocks, particularly on the 1960's council estates, and there is poor local connectivity through some of these. In the east of the area, industrial estates, railway line and Meridian Way cut the Lea Valley Park off from the residential areas, and the big sheds of industrial businesses have little architectural or urban design quality.

- **Bruce Grove:** This area has a historic environment and much good quality housing, in the form of robust and desirable family housing in Victorian terraces. It also includes the Broadwater Farm Estate, with buildings varying between six and ten storeys with two 19-storey point blocks at 19 storeys. The community core of the area is formed around Tottenham High Road, Bruce Grove, the area around Bruce Castle and parts of Lordship Lane. This comprises predominantly 3 and 4 storey buildings. The commercial uses and the council estates in the

[8] London Borough of Haringey (2017) - **Air Quality Annual Status Summary Report for 2017**.

[9] London Borough of Haringey (2015) – **Urban Character Study** – February 2015.

Figure 3.1: Neighbourhoods in London Borough of Haringey



Source: London Borough of Haringey

area contribute to perceptions of a poor visual quality, and there are also local concerns about anti-social behaviour and crime.

- **Tottenham Hale:** The area comprises 19th century terraced houses and streets in the north-west and south-west of the area, in proximity to industrial areas in mixed sized buildings accommodating a variety of small businesses, manufacturers and artists. The area is also characterised by its proximity to the Lea Valley and its water-based landscape, meandering rivers, brooks, canals and large reservoirs. There is a well-connected local street network of residential streets with a fair to good quality public realm. The area is well served by public transport, and there has been a significant amount of recent residential and commercial development around Tottenham Hale underground station, which has provided a new hub for activities, but the car-based environment around station and adjacent retail park means the area is affected by lots of traffic, fumes and noise.

- **Seven Sisters:** This area chiefly comprises well-established residential terrace streets laid out during the19th century, providing compact, yet well sized family houses with back gardens. It also contains several large post-war housing estates of contrasting forms, styles and layouts. Tottenham High Road acts as both a spine and heart to the area and a line of severance, due to it being heavily trafficked and difficult to cross in parts. The area is centred on where several important streets meet at the junction of Seven Sisters Road, Tottenham High Road, Brook Road, and West Green Road. This convergence of primary routes generates a lot of pedestrian and vehicular activity, but much of the space is designed primarily for traffic with a generally poor quality pedestrian environment, Tottenham Green and western side of the High Road

being an exception to this. The River Lea defines the area's eastern edge and its wider character. Good east-west routes exist but north-south routes are poorer (except for the High Road). Post-war redevelopment removed much of the legible Victorian street pattern, making north-south movement from St Ann's Road to West Green Road difficult and confusing.

- **Green Lanes:** Green Lanes is a busy through route and an important and distinctive local centre with Victorian terraces to either side. To the west, the 'Harringay Ladders' form a strong grid of tightly grained terraces. The terraces follow the topography creating a gentle undulating and rhythmic roof form. Parked cars dominate the area, but street trees soften the otherwise dense built form. The East Coast mail line railway forms a strong edge and a barrier to the west. To the east, the street pattern is not as strong and creates a more irregular layout of terraces with dead ends and cul-de-sacs. To the north there are some newer estates and apartments, with impermeable circulation patterns. St Ann's Hospital defines the eastern end of the area along with Chestnuts Park. At the corner of Black Boy Lane and St Ann's Road, the Chestnuts Primary School is a landmark building in Victorian Gothic style. Finsbury Park runs along the southern edge of the area along with the New River Channel. Woodberry Downs Estate forms a landmark defining this edge. Green Lanes is dominated by traffic and related signs. Shop fronts often are in poor condition, and facades are heavily cluttered with signs, advertisements, satellite dishes and other additions.

- **Wood Green:** This is the strategic centre of the borough, located on the busy High Road, (A105) lined, largely by 3 storey mixed use buildings, of a variety of periods but principally Victorian/Edwardian. Turnpike Lane lies at the southern end and Wood Green proper at the northern end. The High Road comprises ground floor shops, local businesses, cinemas, nightclubs, bars, cafes, and restaurants. The large and imposing Wood Green shopping complex lies to the north. At either end of this section of the High Road are two historic Commons that provide important 'green lungs' off the busy High Road. To the north lies Wood Green Common, a lozenge shaped green space with a belt of mature trees on its northern edge. To the south lies Duckett Common, a somewhat larger green space. Another important and distinctive green space is Stuart Crescent, enclosed by civic and residential buildings and overlooked by two landmark buildings; the Civic Centre and St Michael's Church. There is an active arts, creative, and small business community west of the High Road and south of Wood Green Common, including the Chocolate Factory, Parma House, Karamel cafe, and Mountview Academy of Theatre Arts. Noel Park Estate forms a distinctive part of Wood Green, lying immediately to the east of the High Road, including Victorian terraces and villas.

- **Hornsey:** Hornsey is characterised by terraces of two and three storey buildings with retail frontages along the High Street and Tottenham Lane. To the north of Hornsey High Street, and immediately to its south are housing estates built during 1970s and 80s, surrounded by the late Victorian terraces. To the south west of the High Street is Priory Park, a pleasant urban green space opened in 1926. There is more recent development to the south of the Water Works at New River Village comprising five storey blocks of homes and offices.

- **Crouch End:** Crouch End has an 'urban village' feel with human-scaled buildings centred around the junction of Park Hill Road, Crouch End Hill and Crouch End. The Broadway is an Edwardian shopping parade with several landmarks like the Queens Pub, Hornsey Town Hall, Hornsey Library and the Kings Head Pub. The steepness of streets leading to neighbouring places is a defining and important aspect of its character. Hornsey Town Hall is set back from the Broadway fronting a civic square that functions as a gathering spot and public space as well as hosting events and markets. The rest of the area comprises Victorian/Edwardian

houses lining elegant avenues and is a popular place for families due to good quality family housing and excellent local schools. Crouch Hill Playing Fields and Queens Wood to the northwest provide important greenspace.

- **Stroud Green:** Stroud Green Road is the principal thoroughfare and spine of this area, with many independent retailers including ethnic and international grocery stores, cafes and restaurants. The residential streets in this area are largely late Victorian and Edwardian domestic townscape, comprising a mixture of townhouses, villas and smaller worker cottages forming terraces. Several important local landmarks contribute to the areas historic interest and sense of place such as Stroud Green Primary School, Stapleton Hall, The Old Diary, Faltering Fallback Public House, and Stroud Green Library. Finsbury Park, a major green space, lies on the eastern edge of the area, accessible by several railway crossings.

- **Highgate:** Highgate Village, centred on the High Street, has an organic early 19th Century layout that contrasts with later suburban-style development. The village crowns one of twin hills to the north of London, characterised by its 17th to 19th century small-scale terraced houses and traditional shop frontages, with Pond Square (in neighbouring Camden) at the heart of the village. Archway Road runs to the east of the area, fronted by late Victorian and Edwardian retail parades and has high quality residential areas of Victorian, Edwardian and early 20th century terraced housing on either side. There are also large detached houses to the west of the area, some of which back onto Highgate Golf Club, and good examples of 20th century buildings such as High Point 1 and 2. The area also provides long distance views to Central London, the Olympic Park and Alexandra Palace.

- **Muswell Hill:** Public transport connections to Muswell Hill are relatively poor, with no tube or mainline station. It is also located on high ground, so connections with other parts of the borough, particularly to the south, are very steep. The area derives its character in part from these factors, which gives it an 'urban village' feel. Muswell Hill is centred on the distinctive Edwardian curves of the Broadway shopping parade. Other buildings such as the art-deco Odeon Cinema (Grade II listed) add to the quality of the area. Many bars, cafes, restaurants, specialist food stores and other shops, together with a weekly farmers market gives the area a strong independent character. Alexandra Palace stands at the highest point of the area, providing panoramic views of London and surrounded by expanses of parkland. Elsewhere, Muswell Hill is a largely Edwardian suburban residential area set on interconnected, undulating streets with distinctive red brick terraced or semi-detached houses. To the north-west, there are more varied residential developments from the inter-war and post-war periods comprising low-rise, suburban cul-de-sacs and crescents.

3.3 Climate change mitigation and adaptation

The most recent figures available, for 2016[10], indicate that after reaching a peak of 1,061 kilotonnes per annum (kpa) in 2006, CO_2 emissions for the borough had fallen back to 711 kpa. This comprised 49% from dwellings, 26.5% from non-domestic buildings and 24% from transport.

[10] Department of Energy and Climate Change (2018) - **2005 to 2016 UK local and regional CO_2 emissions: Statistical Release**.

3.4 Energy use and supply

In 2015 (the latest figures available), Government statistics[11] indicated that 261,000 tonnes of oil equivalent (ktoe) energy was consumed in the London Borough of Haringey. This is lower than the average for boroughs across Inner London. Of this, gas consumption accounted for just over 50%, while 26.5% was electricity consumption and just over 20% was of petroleum products. Nearly 25% of energy consumed was by industry, and 53.6% was consumed in people's homes. 20.4% of energy used was for transport.

3.5 Fairness and inclusivity

The London Borough of Haringey is exceptionally diverse and fast-changing. The population was just under 255,000 at the 2011 Census. This is estimated to have risen to under 284,300 by mid-2018, an increase of nearly 11.5%. Almost two-thirds of people living in the borough, and over 70% of young people, are from ethnic minority backgrounds, and over 100 languages are spoken in the borough. This makes Haringey one of the most ethnically diverse places in the country. The breakdown of Haringey's population by ethnicity is indicated in **Table 3.1** following:

Table 3.1: Ethnic makeup of London Borough of Haringey 2018

Ethnicity	Number	%
White - British	95,579	33.6
White - Irish	7,985	2.8
Other White	73,592	25.9
White and Black Caribbean	4,929	1.7
White and Black African	2,896	1
White and Asian	4,204	1.5
Other Mixed	6,522	2.3
Indian	6,147	2.2
Pakistani	1,870	0.7
Bangladeshi	4,367	1.5
Chinese	4,699	1.7
Other Asian	9,498	3.3
Black African	23,418	8.2
Black Caribbean	16,418	5.8
Other Black	7,468	2.6
Arab	2,634	0.9
Other ethnic groups	12,061	4.2
Total	*284,287*	*100*

Source: London Datastore

[11] Department for Business, Energy and Industrial Strategy (2017) - **Sub-national total final energy consumption in the United Kingdom (2005 - 2015)** – 28th September 2017.

The borough also ranks as one of the most deprived in the country with pockets of extreme deprivation in the east of the area. Haringey is the 13th most deprived borough in England and the 4th most deprived in London.

The fastest growing population locally is typically among working age people aged between 30 and 50. The number of people aged 65 and over has typically been declining. Population growth locally seems mostly due to an increase in birth rates locally and net gain from international migration, principally from EU states in Eastern and Southern Europe.

There are marginally more women and girls than men and boys living in the borough, but no significant differences from the proportions at London and national levels.

3.6 Flood risk

Flood zones for planning purposes are defined by the Environment Agency, based on the likelihood of an area flooding. The three zones are:

- **Flood Zone 1** has less than 0.1% chance of flooding in any year (or 1:1000-year chance). There are very few restrictions on development these areas, exception where proposed development over 1ha in size, or is in a Critical Drainage Areas (i.e. deemed to be at high risk of flooding from rainfall).
- **Flood Zone 2** has between 0.1% – 1% chance of flooding from rivers in any year (between 1:1000 and 1:100 chance).
- **Flood zone 3** has 1% or greater probability of flooding from rivers.

The flood risk zones in the London Borough of Haringey are illustrated in **Figure 3.2** following, and are principally in the east of the borough, associated with the natural and man-made waterways in the Lee Valley. Other areas relate to the Moselle Brook flowing from Hornsey to Tottenham, and Pymmes Brook on the northern edge of the borough. More information on water resources in the borough is provide in **Section 3.14** below.

Figure 3.2: Flood Risk Areas in the London Borough of Haringey

Source: The Environment Agency

3.7 Geology and soils

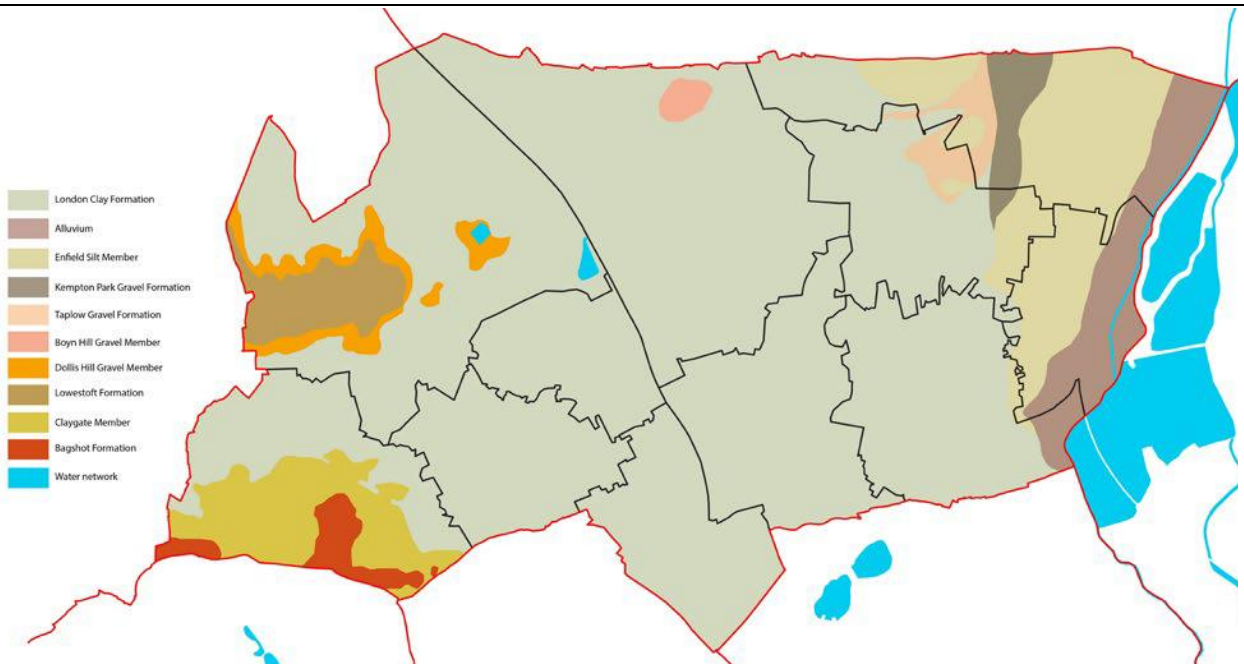
The Borough is within the London Basin, bounded by chalk uplands: to the south by the North Downs and to the north by the Chiltern Hills. Eight geological types are found within the Borough, i.e. London Clay, Enfield Silt Member, Alluvium, Kempton Park Gravel Formation, Taplow Gravel Formation, Boyn Hill Gravel Member (BHT), Dollis Hill Gravel Member, Lowestoft Formation, Claygate Member and Bagshot Formation. Of these, London Clay is most prevalent.

There are four principal soil types within the Borough, relating to the above geological type, as follows.

- 18: Slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soil. This type covers most of the borough, linked to the underlying London Clay.
- 20: Loamy and clayey floodplain soil with naturally high groundwater. This is found around Tottenham Hale and the Lee Valley.
- 6: Freely draining slightly acid loamy soil. This is found in North Tottenham and parts of Tottenham Hale.
- 22: Loamy soil with naturally high groundwater. This is found around Highgate.

The geology and soils of the Borough are illustrated in **Figure 3.3** following.

Figure 4.3: Geology and Soils in the London Borough of Haringey



Source: London Borough of Haringey (2017) - **Urban Character Study** -February 2015

3.8 Historic Environment

The Boroughs historic assets include 286 listed buildings of Special Architectural or Historic Interest, six Grade I buildings and 280 Grade II buildings, 1150 locally listed Buildings of Merit, 28 Conservation Areas (some of which have had Character Appraisals13 completed), two Registered Parks and Gardens (Finsbury Park and Alexandra Park), 34 Local Historic Green Spaces, 23 Sites of Industrial Heritage Interest, and 22 Archaeological Priority Areas. Also, the view of St Paul's Cathedral and the City from Alexandra Palace is identified in the London Plan as a strategically important Viewing Corridor.

Haringey has 17 Listed Buildings and 5 Conservation Areas on English Heritage's Heritage at Risk Register including the Grade II Listed Alexandra Palace.

3.9 Materials and waste

The total amount of Municipal Solid Waste collected by Haringey in 2011 was 115,793 tonnes. 29% of the total was sent to landfill or 33,578 tonnes. Haringey has an overall capacity for waste management of approximately 104,800 tonnes per annum.

The Borough achieves good recycling rates. There are two Reuse & Recycling Centres, and these accept an increasing range of materials and items for reuse or recycling. Other waste, if suitable, is sent for incineration at Edmonton Waste Incinerator, which also generates electricity for the National Grid. The overall recycling and composting rate for the North London Waste Authority, including Haringey is 33.2%.

3.10 Mental and physical wellbeing

Health and well-being in Haringey typically are similar to the London average. Life expectancy rates in Haringey are increasing and are expected to improve further. Health inequalities are most evident in the more deprived areas in the east of the Borough where people tend to experience the poorest health. Mental illness, levels of physical activity and obesity a greater concern in more deprived parts of the borough. Men who live in the most deprived areas in the borough die on average 7.7 years younger than those in more affluent areas. Also, health inequalities are more prevalent among groups with protected characteristics. For example, obesity is more prevalent amongst black and minority ethnic groups with 41.4% of BME children overweight or obese compared to 23.4% of White British children. Women in Haringey typically live longer than men but spend more years of their lives in poor health (23 years versus 20 years).

Childhood obesity rates in the Borough are higher than the London and England average. One in four children aged 4-5 and one in three children aged 10-11 are overweight or obese. These children are more likely to live in the east of the Borough. About 112,865 adults in Haringey are estimated to be overweight or obese.

The effects of environmental issues on health are more concentrated in certain parts of the borough. For example, town centres and other areas with traffic congestion experience poorer air quality with consequent impacts for people vulnerable to respiratory and heart conditions. Some issues also impact more heavily in more deprived parts of the borough, with higher traffic accident casualty rates in the East of the borough.

3.11 Natural Capital and Natural Environment

There are three European Sites are within a 10 km radius of Haringey, i.e.:

- **Epping Forest Special Area of Conservation:** Epping Forest was designated as a SAC in 2005. It comprises a large ancient wood-pasture with habitats of high nature conservation value including ancient semi-natural woodland, old grassland plains, wet and dry heathland and scattered wetland. The forest is primarily beech on acid soils, which are important for a rare mosses, fungi, invertebrates and insects (including stag beetles) associated with decaying timber.

- **Lee Valley Special Protection Area and Ramsar Site:** Lee Valley comprises nearly 450 ha. of embanked water supply reservoirs, sewage treatment lagoons and former gravel pits that display a range of man-made and semi-natural wetland and valley bottom habitats. The area comprises the Sites of Special Scientific Interest (SSSIs) at Amwell Quarry, Rye Meads, Turnford and Cheshunt Pits, and Walthamstow Reservoirs. SPA status was granted in 2000 because of the site's European ornithological interest. It is used regularly by rare species such as Bittern and migratory birds like shoveler and gadwall. Other species of interest are cormorant, great crested grebe, tufted duck, pochard and grey heron.

The Borough has a total of 60 areas designated as Sites of Importance for Nature Conservation Importance. Of these, five are of Metropolitan Importance, 22 of Borough Importance Grade I and Borough Grade II and 33 of Local Importance. Haringey also has five Local Nature Reserves (LNRs) - Alexandra Palace & Park, Coldfall Wood, Parkland Walk, Railway Fields and Queens Wood. The waterways also offer a valuable habitat, which it is recognised should be preserved and enhanced.

The Lee Valley Regional Park straddles the eastern boundary of the Borough. This area is home to European designated sites and is a Site of Special Scientific Interest.

3.12 Noise and vibration

Little information is available on noise and vibration generally across the Borough. **Figure 3.4**. following shows estimated levels of road traffic noise, which is the primary noise source in most parts of the Borough. This is based on the strategic noise mapping exercise undertaken by the Government in 2012, and shows results are shown for LAeq,16h, which is the annual average noise level (in dB) for the 16-hour period between 0700-2300.

Figure 3.4: LAeq 16-hour road traffic noise levels in London Borough of Haringey 2012

Source: http://extrium.co.uk/noiseviewer.html

The actual level of noise may have increased due to increases in traffic since 2012, but this is unlikely to be to a significant extent. The pattern and distribution of noise levels is likely to be relatively unchanged over this time. From **Figure 4.4** it may be seen that the main areas affected by traffic noise in Haringey unsurprisingly are along the main traffic routes through the Borough. In particular, areas close the A406 North Circular Road and A1055 Watermeaad Way are particularly affected by noise, but the other main routes such the A10 Tottenham High Road and Great Cambridge Road, A1010 Tottenham High Road, A105 Green Lanes and Wood Green High Road, A1 Archway Road, A504 through Hornsey and Muswell Hill and A503 Seven Sisters Road all experience higher levels of traffic noise.

3.13 Safety and security

Crime has been steadily declining across Haringey over time, but some neighbourhoods and groups remain more likely to fall victim to crime than others. There has, however, been a recent increase in crime rates during 2017/18. This is now at 106.7 crimes per 1,000 population, which is above the London average and 8th highest in the capital. Crime is particularly prevalent in Noel Green Ward (i.e. the area around Wood Green town centre) and Tottenham Green Ward (the area around the southern End of Tottenham High Road).

Historically, property crime (includes robbery, burglary and vehicle crime) in the Borough has contributed significantly to overall crime figures and has also been a top concern of its residents. Unemployment is strongly correlated with acquisitive crime. However, most recently, the highest crime rates have related to anti-social behaviour and violent or sexual offences, where for both of these rates are above the London average also.

There is a spatial dimension to crime within the borough, with crime incidents, particularly incidents of violent crime, concentrated in places with high deprivation. Young people are more likely to be both victims and perpetrators of violent crime and those aged 13-21 are more likely to be victims of personal robbery

There is a strong gender dimension to violent crime with 1 in 3 violent crimes an incident of domestic violence

3.14 Water resources and quality

The River Lee is located along the eastern extent of the Borough and flows south to the Thames, forming the boundary between Haringey and Waltham Forest. It drains a large rural catchment to the north of London in Hertfordshire and Essex, extending as far as Luton.

The New River flows southwards through the centre of the borough. It was constructed in 1613 to supply drinking water to London. It is owned and operated by Thames Water and is currently used to transport water from the surrounding reservoirs and treatment plants.

Pymmes Brook flows east mostly through the London Borough of Enfield, entering Haringey near Tottenham Marshes, then flowing south to the River Lee Navigation near Tottenham Hale.

The Moselle Brook was a natural tributary of the River Lee but is now flows in a culvert into Pymmes Brook. This flows east with only a small stretch above ground in Tottenham Cemetery.

4.0 Topics to be Covered in the SEA

4.1 Overview

The information that needs to be included in an Environmental Report of a SEA is specified in Schedule 2 of the SEA Regulations. Whether or not a topic is to be included in the scope of the SEA will depend on whether the proposals set out in the LIP will be likely to result in significant environmental effects. A commentary on the reasons why topics are included in the scope of the SEA is also provided.

The SEA will also consider the inter-relationship between the issues referred to Schedule 2 of the SEA Regulations as indicated in the table following.

In order to produce a focused, concise and accessible Environmental Report, avoiding duplication of other assessments, in scoping the SEA we have taken account of the Government's advice on SEA[12]. This says that SEA should reflect the stage in the decision-making process at which the LIP is being produced, and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment. In this respect, we have considered the findings of assessment set out in the Integrated Impact Assessment of the MTS[13]. We have also avoided the assessment in detail of effects associated with particular proposals of the LIP which may be assessed more appropriately as part of the specific consent processes that will be part of their delivery.

4.2 Topics to be Covered in the SEA

The environmental topics to be covered in the SEA are set out in **Table 4.1** following, together with an indication of how this relates to the requirements of the Regulations.

[12] Office of the Deputy Prime Minister, et al (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive** – London, ISBN 1851127887

[13] Jacobs et al (2017) – **Integrated Impact Assessment of the Consultation Draft of the Mayor's Transport Strategy 3** – Transport for London, June 2017.

Table 3.1 Topics to be Covered in the SEA

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Air Quality	(h) air	Y	Road traffic is the main source of local air pollution in Haringey, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect air quality.
Attractive neighbourhoods	(b) population; (c) human health; (l) landscape; (k) cultural heritage, including architectural and archaeological heritage	Y	The presence of traffic, and noise and air pollution due to it, is a major factor in the way that the attractiveness of neighbourhoods is perceived. Air and noise pollution also directly affects human health adversely. Parking also impacts on neighbourhood character, especially where front gardens are converted to drives to park vehicles. Traffic influences local activities, including cultural heritage. Traffic and changes to infrastructure can impact directly on heritage resources and affect the setting and enjoyment of these.
Climate change mitigation and adaptation	(i) climatic factors	Y	CO_2 emissions from road traffic is one of the major sources of greenhouse gases, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect these emissions. Measures to encourage uptake of alternative fuels will also have an effect.
Energy use and supply	(j) material assets	Y	Transport is a major consumer of energy in Haringey and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect this. Measures to encourage uptake of alternative fuels will also have an effect.

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Fairness and inclusivity	(b) population; (c) human health	Y	The way that people travel and access the facilities that they need is an important factor in inequalities experienced within Haringey. This not only affects levels of deprivation in terms of access to education and jobs, but also has an impact on health inequalities due to the unequal distribution of pollution levels across the Borough.
Flood risk	(g) water	N	There is a significant flood risk only in very limited areas of the Borough. The proposals to be set out in the LIP are unlikely to directly affect these areas. Any detailed proposals coming forward in areas with higher levels of flood risk will be subject to risk assessments during the development of designs. On this basis it is concluded that significant effects on flood risk levels will not occur at the strategic level due to implementation of the LIP.
Geology and soils	(f) soil	N	The proposals to be set out in the LIP are unlikely to involve extensive excavation work or disturbance of soils. Any detailed proposals coming forward in areas with risk of land contamination will be subject to risk assessments during the development of designs. On this basis it is concluded that significant effects on geology and soils will not occur at the strategic level due to implementation of the LIP.
Historic Environment	(k) cultural heritage, including architectural and archaeological heritage;	Y	Traffic influences local activities, including cultural heritage. Traffic and changes to infrastructure can impact directly on heritage resources and affect the setting and enjoyment of these.

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Materials and waste	(j) material assets	N	Other than energy (see above) transport is not a significant user of materials in Haringey, nor a significant generator of waste. The proposals to be set out in the LIP are unlikely to involve extensive excavation work or generation of waste either. On this basis it is concluded that significant effects on materials and waste will not occur at the strategic level due to implementation of the LIP.
Mental and physical wellbeing	(b) population; (c) human health	Y	Air pollution and noise from road traffic can be a significant factor in health inequalities.
Natural Capital and Natural Environment	(a) biodiversity; (d) fauna; (e) flora;	Y	Pollution from transport and the physical presence of transport infrastructure can have significant effects on fauna, flora and biodiversity.
Noise and vibration	(b) population; (c) human health	Y	Transport is a major source of noise and vibration in Haringey, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect noise and vibration levels.
Safety and security	(b) population; (c) human health	Y	Road traffic accidents account for a significant proportion of injuries reported within Haringey. The presence of traffic and the design of the urban realm are also important factors in the perception of how safe people feel in public places.
Water resources and quality	(g) water;	N	There few water resources within the Borough. The proposals to be set out in the LIP are unlikely to directly affect these. Any detailed proposals coming forward in areas in proximity to water resources will be subject to risk assessments during the development of designs and means of controlling water pollution will be included in these. On this basis it is concluded that significant effects on water resources and quality will not occur at the strategic level due to implementation of the LIP.

4.3 Alternatives

To meet the requirements of the SEA Regulations, it is also necessary to identify reasonable alternatives to the proposals presented in the LIP, and meaningful comparisons made of the environmental implications of each. Experience tells us that, in the context of LIPs delivering the policies and proposals already identified in the MTS, it can be assumed that the only real reasonable alternative to the LIP proposals is the "do-nothing" scenario. On this basis, we do not propose to manufacture other alternatives simply for comparison in the SEA.

However, the SEA will examine the process that Haringey Council has used to identify and prioritise the proposals included in the LIP, and in particular how evidence has been used as part of this. This will assist in demonstrating that an evidence-led approach has been used in developing the proposals and identify the extent to which environmental considerations have been taken into account in the development of the LIP. This process will be described in both the Environment Report from the SEA and the Post-adoption statement, reflecting the state of development of the LIP at the point when these are published.

4.4 Habitats Regulations Assessment

As well as SEA, the LIP may also require a Habitats Regulations Assessment (HRA), as set out in the Conservation of Habitats and Species Regulations 2010 (as amended) if it is likely to have significant effects on European habitats or species.

HRA is the process that considers whether a plan is likely to have significant effects on a European site designated for its nature conservation interest. The protection given by the EU Habitats Directive is transposed into UK legislation through the Habitats Regulations. Special Areas of Conservation (SACs), candidate Special Areas of Conservation (cSACs) and Special Protection Areas (SPAs) are protected under the Regulations.

HRA is sometimes referred to as 'Appropriate Assessment' (AA) although the requirement for AA is first determined by an initial 'Screening' stage. This typically comprises:

- Identifying international sites in and around the plan/ strategy area;
- Examining conservation objectives of the interest site, where available; and
- Reviewing the plan proposals and considering their potential effects on European sites in terms of their magnitude, duration, location, and extent.

Taking note of the reasons for designation of the sites described in **Section 3.11** above, the proximity of these areas in relation to the proposals set out in the LIP, and the characteristics of the proposals, it is concluded that no significant environmental effects on the protected areas that may affect their conservation objectives[14,15] will be likely to arise from implementation of the LIP. On this basis, no further assessment will be undertaken.

[14] Natural England (2014) - **European Site Conservation Objectives for Epping Forest Special Area of Conservation** - Site Code: UK0012720.

[15] Natural England (2014) - **European Site Conservation Objectives for Lee Valley Special Protection Area** - Site Code: UK9012111.

5.0 SEA Objectives and Framework

5.1 Objectives

Temple and Steer have confirmed with Haringey Council that it is happy to use the TfL/GLA framework that was developed to satisfy SEA requirements for plans and strategies produced by the Mayor of London as the basis for the current assessment.

The SEA topics indicated as in scope in **Section 4.0** above and the objectives against which the proposals set out in the LIP will be evaluated are set out in **Table 5.1** below.

Table 5.1: TfL/GLA environmental objectives for SEA

Environmental topic	Objective
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure
Attractive neighbourhoods	To maintain and create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population; and
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and benefits it provides, delivering a net positive outcome for biodiversity
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure
Safety and security	To contribute to safety and security and generate the perceptions of safety;

We will review the baseline information collated, together with the outcomes of the IIA undertaken for MTS3 and other information on the specific proposals likely to come forward through each LIP to identify the existing sustainability issues that are relevant.

5.2 SEA Framework Matrix

To evaluate the effects of the LIP, Temple and Steer will use the adapted GLA SEA framework matrix as illustrated in **Table 5.3** on the following pages.

In the SEA framework matrix, effects will be evaluated using the following scale, as set out in **Table 5.2** following:

Table 5.2: Scale to be used for Evaluation of Environmental Effects in the SEA

Scale of effect		**Definition**
+ +	Major positive effect	Revised LES contributes greatly towards achieving the IIA objective/Significant Effect
+	Minor positive effect	Revised LES contributes to achieving the IIA objective
0	Neutral or no effect	Revised LES does not impact upon the achievement of the IIA objective
-	Minor negative effect	Revised LES conflicts with the IIA objective
- -	Major negative effect	Revised LES greatly hinders or prevents the achievement of the IIA objective/Significant Effect
?	Uncertain	Revised LES can have positive or negative effects but the level of information available at a time of assessment does not allow to make a clear judgement

Table 5.2: SEA Framework Matrix

Topic	**objective**	**Assessment guide questions**	**LIP Proposal**		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM_{10}, NO_x, NO_2)?			
		Will it help to achieve national and international standards for air quality?			
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?			
		Will it result in air quality changes which negatively impact the health of the public?			
		Will it reduce the number of premature deaths caused by poor air quality?			
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?			

Topic	**objective**	**Assessment guide questions**	**LIP Proposal**		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and livability of key streetscapes and townscapes, including removing barriers to use?			
		Will it improve the use of the urban public realm by improving its attractiveness and access?			
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?			
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?			
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at risk groups?			
		Will it improve access to services during severe weather events?			
		Will it reduce exposure to heat during heatwaves?			
		Will it enable those vulnerable during severe weather events to recover?			

Topic	**objective**	**Assessment guide questions**	**LIP Proposal**		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?			
		Will it reduce health inequalities and impacts on more vulnerable communities and at risk groups			
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?			
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?			
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?			
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?			
		Will it provide infrastructure to make a better use of renewable energy sources?			

Topic	**objective**	**Assessment guide questions**	**LIP Proposal**		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at risk groups?			
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?			
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?			
		Will it improve the wider historic environment and sense of place?			
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at risk groups?			
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?			

Topic	**objective**	**Assessment guide questions**	**LIP Proposal**		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport			
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?			
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?			
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?			
		Will it improve access to greenspaces for recreational and health benefits?			
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?			
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the	Will it enhance the potential for the green space network to provide ecosystem services?			

Topic	**objective**	**Assessment guide questions**	**LIP Proposal**		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	services and benefits it provides, delivering a net positive outcome for biodiversity	Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?			
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?			
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?			
		Will it increase the planting of green roofs, green walls and soft landscaping?			
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?			
		Will it result in a greener public realm that can enhance mental health benefits?			
Noise and vibration	To minimise noise and vibration levels and disruption to people	Will it improve access to quiet and tranquil places for all?			

Topic	**objective**	**Assessment guide questions**	**LIP Proposal**		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	and communities across London and reduce inequalities in exposure	Will reduce levels of noise generated?			
		Will it reduce inequalities in exposure to ambient noise?			
		Will it protect vulnerable groups at risk from impacts of noise pollution?			
		Will it reduce night time noise in residential areas?			
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?			
		Will it protect vulnerable groups at risk from impacts of noise pollution?			
Safety and security	To contribute to safety and security and generate the perceptions of safety;	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?			

6.0 Next Steps

6.1 Development of the LIP

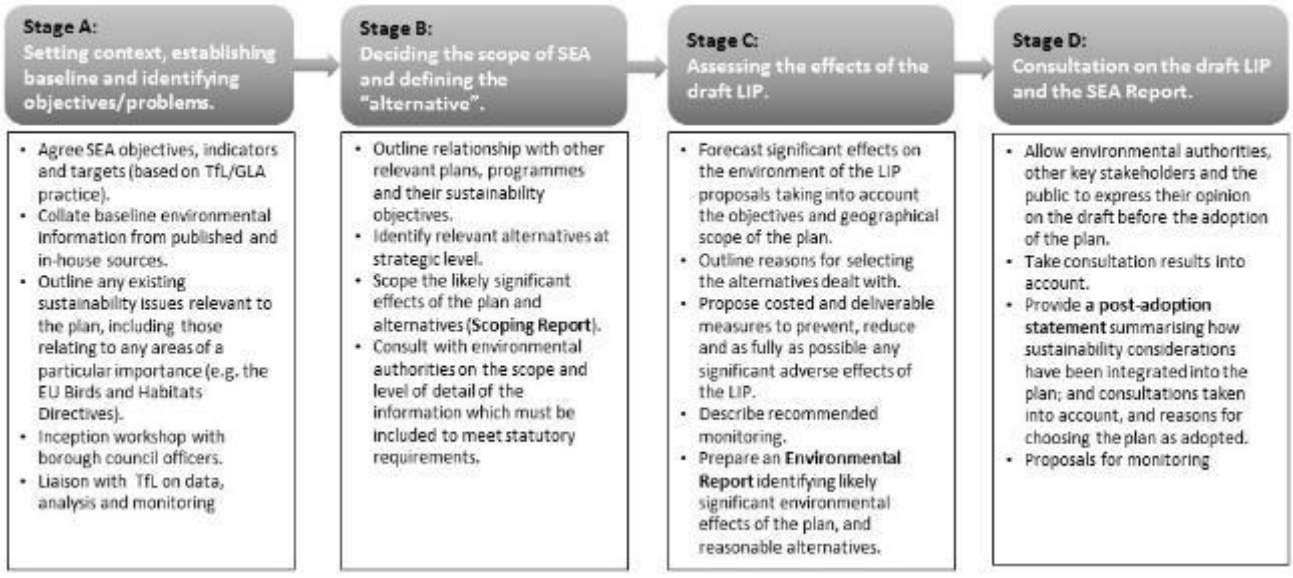
A draft of the LIP will be submitted to Transport for London in November 2018 for comment. Following this, Haringey Council will be conducting a public consultation exercise on the LIP proposals during the Autumn/Winter 2018 period.

Taking account of the comments received from TfL and the outcomes of the consultation, Haringey Council will then make any revisions to the LIP that may be necessary, and a final version will be sent to the Council's Cabinet for approval in Spring 2019.

6.2 Remaining Stages in the SEA Process

The stages that Temple and Steer are following in the SEA process are illustrated in **Figure 6.1** below:

Table 6.1: Stages in the SEA Process



Adapted from: ODPM (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive**

This Scoping Report represents the output from Stages A and B of the process illustrated above. While TfL are considering their response to the draft LIP, and the public consultation is being undertaken, Temple and Steer will continue to evaluate the proposals in the draft LIP and complete the SEA Report (Environmental Report).

Based on the information on LIP proposals provided by the borough council officers, we will assess the effects of the draft LIP in terms of the TfL/GLA objectives identified in **Table 5.1** in the preceding section. This will identify changes to the environmental baseline arising from the LIP, comparing these against the SEA objectives. Following Government guidance[16] this most likely will

[16] Office of the Deputy Prime Minister et al (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive** – Paragraph 5.B.10, London.

be expressed in qualitative terms drawing on readily available data, reflecting uncertainty around the detail of proposals set out in the LIP at this stage and therefore as equally valid and appropriate as quantified data.

In line with regulatory requirements, the strategic environmental effects of the LIP will be described in terms of magnitude, geographical scale, the time period over which they will occur, whether they are permanent or temporary, positive or negative, probable or improbable, frequent or rare, and whether there are secondary, cumulative and/or synergistic effects. Although not all changes will be expressed in quantitative terms, the descriptions will be equally valid and appropriate. They will be expressed in easily understood terms on a scale from ++ (very positive) to – – (very negative), as indicated in **Table 5.2** above, and linked to specific objectives. Wherever possible, the changes described will be supported by evidence (references to broader research, discussions with stakeholders or arising from consultation).

The Environmental Report for each borough will collate information from the stages in the SEA clearly and concisely. The processes, consideration of alternatives and sifting will all be clearly summarised in a non-technical way. Legislation, guidance and our experience points towards the SEA Report including the following:

- An outline of the LIP, and fit with other plans;
- Baseline conditions, including sensitive sites (i.e., without implementation of the plan);
- SEA objectives and how these have been used;
- Likely significant effects;
- Proposed mitigation and enhancement measures;
- Reasons for selecting the preferred strategy, and a description of how alternatives were considered;
- Proposed monitoring of the environmental outcomes of implementing the LIP;
- A non-technical summary of the above information; and
- How consultations affected outcomes.

Each section of the Environmental Report will note any circumstances and impacts unique to individual areas. Throughout the process, Temple and Steer will apply their expert knowledge gained from our previous experience of the legal requirements of the process and ‘best practice’ examples from our experience of assessments and transport plans.

The Environmental Report will be considered by the Council Cabinet before adoption of the LIP.

During Stage D, Temple and Steer will prepare the Post-Adoption Statement on behalf of the Borough Council, who will publish this in turn. The Post-Adoption Statement will clearly summarise the way that consultation has influenced the assessment process, demonstrating how feedback has been considered, changes that have been made, and reasons for choosing the preferred policies and options. We will ensure this is clearly and sensitively set out, avoiding potential difficulties with interested stakeholders.

In line with the requirements of the SEA Regulations, the Borough Council will monitor the effects of the LIP. This will feed into any future LIP progress reporting. The basis of monitoring will have been set out in the Environmental Report as noted above.

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