

# **Haringey Local Development Framework**

## **A New Plan for Haringey 2011 - 2026**

### **Draft Core Strategy Preferred Options**

**Consultation Document  
May 2009**

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## **Introduction**

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

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

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

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

The Core Strategy will also:

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

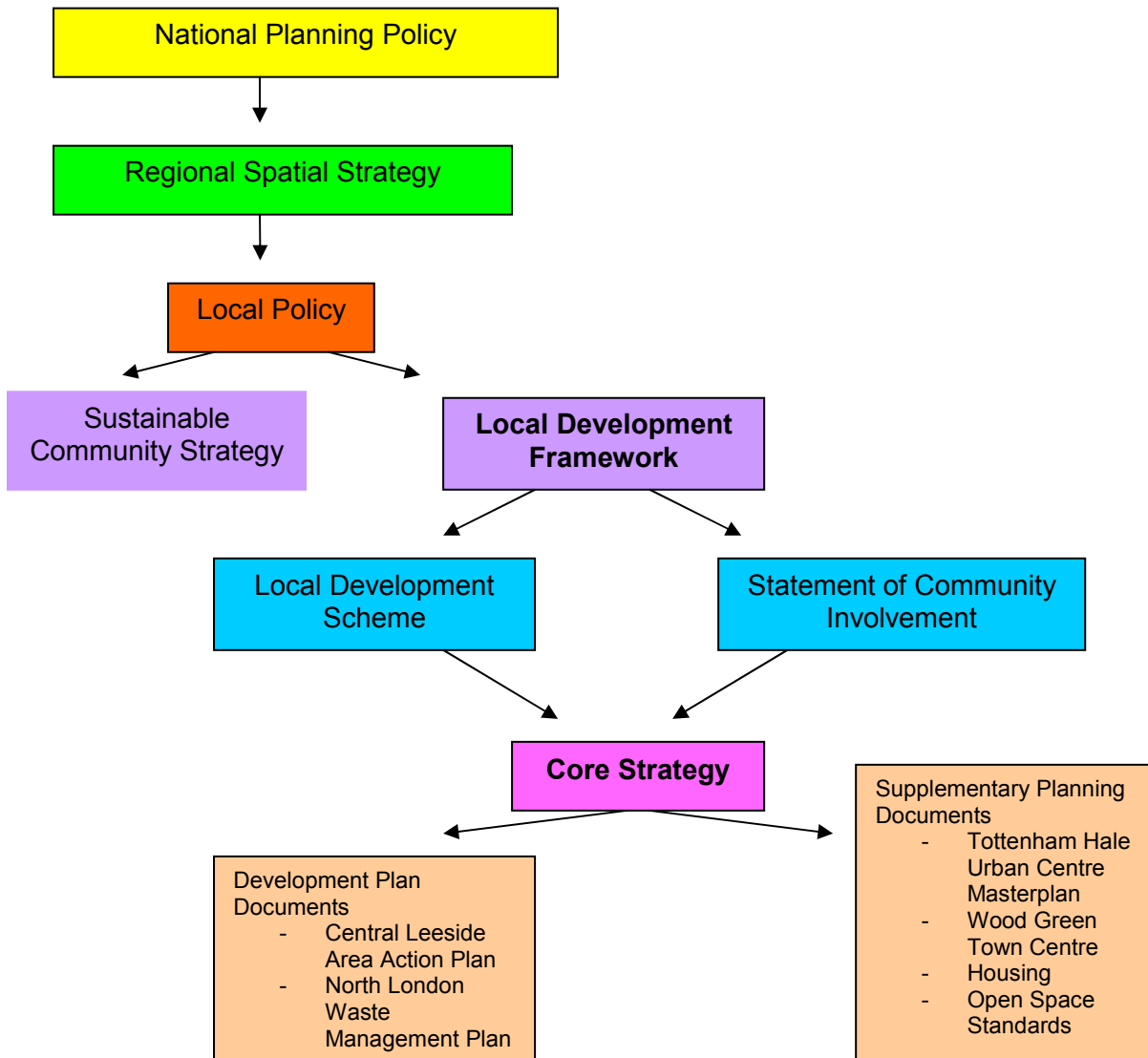
Last year we asked for views on the key issues and challenges that will face the development of Haringey over the next fifteen years and options dealing with them. Following this we considered the responses we received along with evidence collected, results of the sustainability appraisal we carried out and national and regional policy. From this information gathering and analysis we developed our preferred approach for the Core Strategy, which is set out in this document.

## **Other Local Development Framework Documents**

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

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

Alongside the Core Strategy, the Council is also producing other Development Plan Documents: a North London Waste Plan and a Central Leaside Area Action Plan. The work programme of the LDF is set out in a Local Development Scheme 2007 (LDS) which includes a description and timetable for the production of each document. The LDF will eventually replace Haringey's Unitary Development Plan (UDP) 2006 which sets out our current planning policies.



### Haringey's Sustainable Community Strategy and other strategies

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

The Core Strategy will seek to contribute to achieving the vision in Haringey's Sustainable Community Strategy which is 'a place for diverse communities that people are proud to belong to'.

Other strategies relevant to the Local Development Framework include:

- Haringey's Housing Strategy (draft March 2009)
- The Local Implementation Plan (LIP) (May 2007)
- Haringey's Regeneration Strategy (January 2008)
- 'Changing Lives' Haringey's Children and Young People's Plan 2006-09
- Haringey's Greenest Borough Strategy (July 2008)
- Safer Communities Strategy 2008 - 2011
- Well-being Strategic Framework (2007)

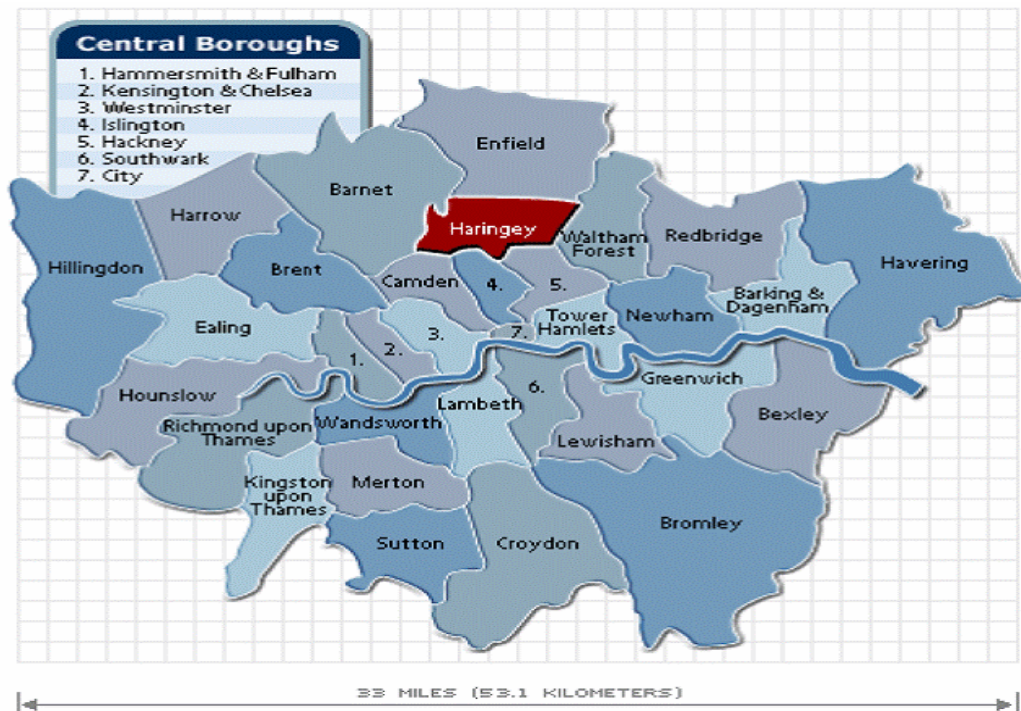
### **What happens next?**

The process for preparing our Core Strategy is set out below:

- Gathering evidence and consulting on key issues and options (February - March 2008)
- Developing the Council's preferred approach and consulting on them alongside the sustainability appraisal (April – May 2009)
- Preparing the Core Strategy for pre-submission consultation and then submission to the government (Feb – June 2010)
- A public examination where the document is assessed by an independent inspector (September 2010, normally takes up to six months)
- Adoption of the Core Strategy by the Council (Jan/Feb 2011)

## **Haringey in London and North London**

Haringey is one of London’s 32 boroughs and is located in the centre of north London (see figure 1). Historically considered an outer London borough, large parts of Haringey have the social and economic characteristics of an inner London borough. Haringey does not sit in isolation. Therefore, when we are developing our strategy for the borough it is important for use to take into account the borough's relationship with neighbouring boroughs and other parts of London.



**Figure 1 – Haringey in London**

**Haringey in north London**

Haringey is strategically located in the London-Stansted-Cambridge-Peterborough growth area (see figure 2). With strong links to the City, West End and Stansted Airport the borough is very well placed for both business and commuting. By 2016 it is estimated that approximately 350,000 new London jobs will have been created within one hours commuting time of Haringey. These include the new job opportunities being created at Stratford City and the Olympic 2012, accessible by rail in 15 minutes from Tottenham Hale.

Haringey’s strategic “hub” position is shown below. North London lies between the growth areas of:

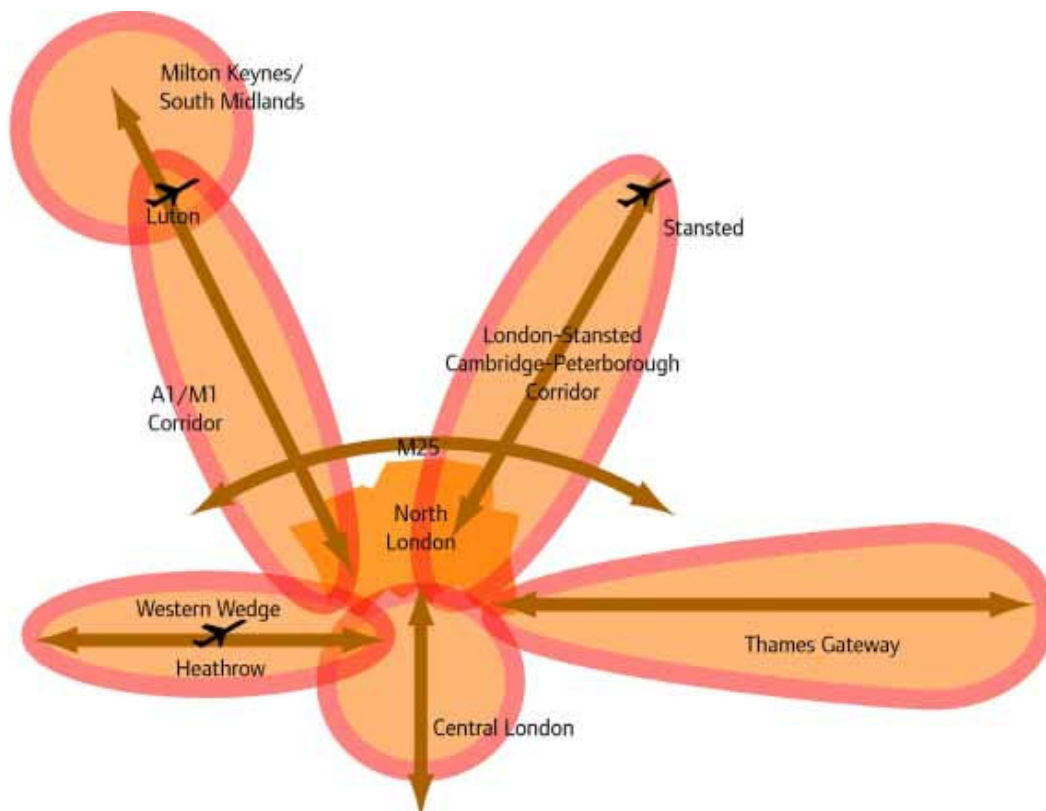
- Central London, which is the focus of London’s expanding world city role. It will continue to offer employment for many workers living in North London, to be a major source of demand for goods and services from North London and also to be a source of growth in the form of activities that need to be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

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

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

□ □

- The Western Wedge stretching from Paddington to the Thames Valley and abutting the west of North London at Brent Cross. Although this is not a formal growth area, it has been one of the most dynamic development areas in the UK, buttressed by the expansion of Heathrow. The impetus of this growth will continue to a significant extent, even though the strategic priority area is now East London.
- The M1 and A1 corridors are also not formal growth areas, but they underpin North London's strategic role as the corridor between London and many parts of the UK. They link North London to Luton Airport, the growth area around Milton Keynes/South Midlands and expanding towns like Watford and Stevenage.



**Figure 2** North London Sub Regional Development Framework, 2006

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

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

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

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

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

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

- The Upper Lee Valley
- South Tottenham and Stamford Hill
- Bounds Green and the North Circular Road corridor
- Highgate



- Finsbury Park and Manor House - with major regeneration projects at Finsbury Park station (in Islington) and at Woodberry Down (in Hackney).

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

Other sub-regional partnerships have been established to address housing and waste issues. A north London grouping of Barnet, Enfield, Haringey, Islington, Camden and Westminster are preparing a Strategic Housing Market Assessment and the seven boroughs of the North London Waste Authority are working to prepare a North London Waste Plan development plan document.

## **Making Haringey Distinctive**

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

### **Local Character**

Haringey is home to 224,700 people living in an area of 30 square kilometres. Nearly half of the population comes from ethnic minority backgrounds. This diversity is reflected in the fact that almost half of all pupils in Haringey schools speak English as an additional language. Haringey has a relatively transient population. At the time of the 2001 Census, there were 36,000 migrants in the borough, the 9th highest proportion in London.

30% of Haringey's population live in central and eastern areas in the borough which are amongst the 10% most deprived in England. This has been recognised in recent years by the award of neighbourhood renewal funding for deprived parts of the borough. Nevertheless, it is recognised that the borough has significant potential to deliver major growth and regenerate communities and has received growth area and community infrastructure funding from the Government to redevelop major opportunity sites in the borough - at Haringey Heartlands and Tottenham Hale.

Haringey boasts national landmarks like Alexandra Palace and is the home of Tottenham Hotspur Football Club. Some parts of the borough have good tube and rail links to central London and to Heathrow and Stansted Airports. A network of parks, open space, wildlife sites and Green Belt is one of Haringey's strengths, making an important contribution to the quality of life. Despite this, parts of Haringey are deficient in different types of open space provision.

The borough has numerous natural and historical assets. It includes part of the Lee Valley Regional Park, which is Green Belt, areas of Metropolitan Open Land, including Alexandra Park and Ecologically Valuable Sites of Metropolitan Importance.

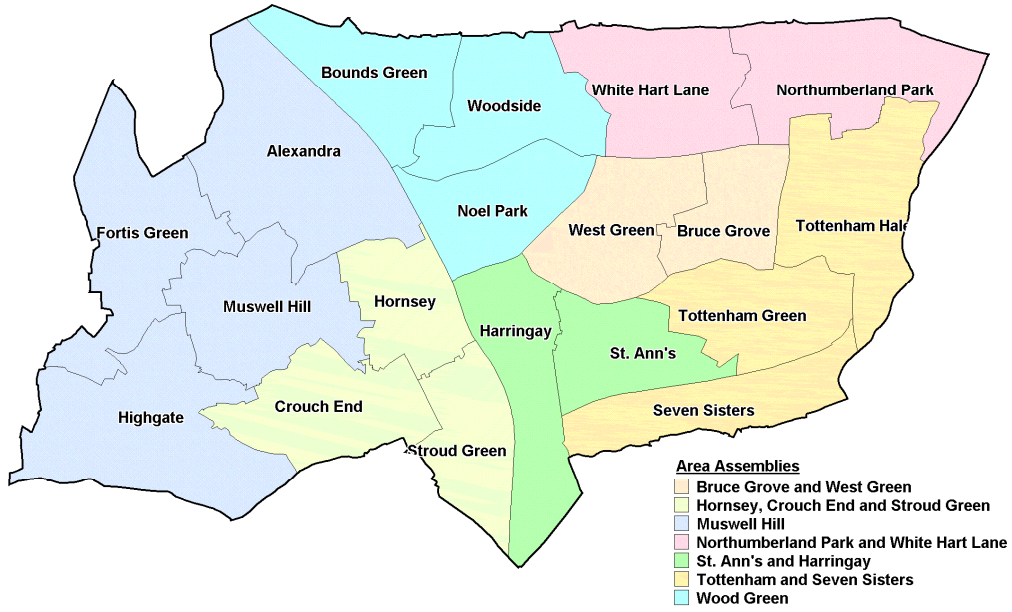
The borough retains concentrations of employment in industry, offices and warehousing. The Unitary Development Plan identifies 22 Defined Employment Areas (DEAs) in the borough. Collectively the DEAs provide 133 hectares of employment land, over 1,000 buildings, 722 business establishments and nearly 736,000m<sup>2</sup> of employment floorspace. The borough also contains other smaller employment locations which total a further 16.6 hectares of employment land. Haringey's economy is dominated by small businesses. 90% of the businesses employ 10 or less people. The major sectors of employment in Haringey are public administration, education and health (28%) and distribution, hotels and restaurants (including retail) (26%). Manufacturing and construction account for 12% of all employment.

## **Haringey's Places**

Our borough contains 19 wards which are further divided into seven Area Assemblies. These Area Assemblies provide local residents with the opportunity to contribute to the enhancement and improvement of their neighbourhoods. A snapshot of each is provided below highlighting key information as well as potential opportunities/aspirations for the area over the plan period.

- Tottenham & Seven Sisters
- Crouch End
- Bruce Grove & West Green
- Northumberland Park and White Hart Lane
- Wood Green
- St. Ann's & Harringay
- Muswell Hill

Haringey Wards & Area Assemblies.

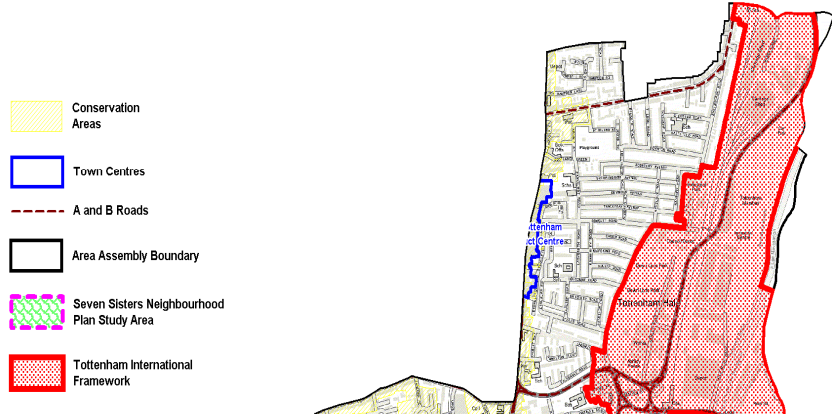


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**Figure 3 – Haringey Wards & Area Assemblies**

# Tottenham and Seven Sisters

## Tottenham and Seven Sisters Area Assembly



**People**

- The area has a population of 37,873, just over half of whom are female
- The population is extremely diverse, 68% of people are from a BME community
- Nearly 44% of residents live in areas which fall into the 10% most deprived in the country

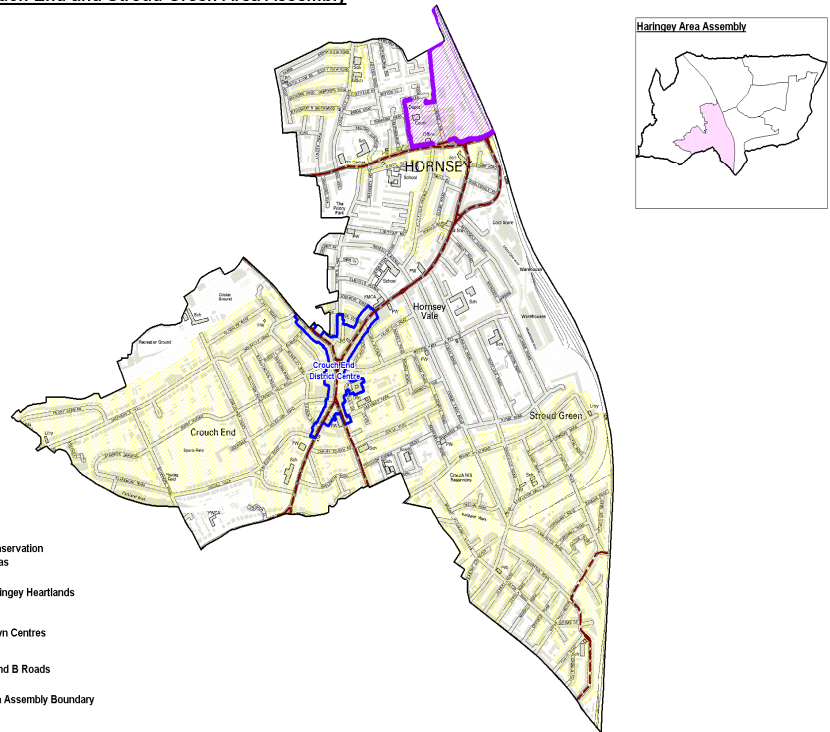
**Places**

- The area assembly consists of three wards – Tottenham Hale, Tottenham Green and Seven Sisters
- Just over half of the residential properties in the area are flats
- Six Conservation Areas are located in this area. The Tottenham High Road Historic Corridor includes Tottenham Green, Seven Sisters, South Tottenham, Scotland Green and Bruce Grove conservation areas and Clyde Circus.
- Average house prices are a third lower than the Haringey average of £350,000

**Opportunities**

- Tottenham Hale, an Area of Opportunity identified in the London Plan is located here.
- The Hale Village scheme will provide over 1,000 residential units as well as a mixture of commercial and leisure uses.
- Major transport improvements are planned for the area through improvements to the Tottenham Hale gyratory system.

## Hornsey, Crouch End and Stroud Green Area Assembly



## Crouch End

## Bruce Grove and West Green

### People

- The population of the area is 31,161
- Half of all households are owner occupied
- Unemployment rates slightly below the borough average – 65% of the working age are in employment

### Places

- The assembly is made up of Crouch End, Hornsey and Stroud Green wards

### People

- The area has a population of 23,881.
- About 25% of the population live in the 10% most deprived areas in the country.
- The Broadwater Farm Estate in West Green is home to almost 4,000 people.

Walk as well as Stationers Park which has Green Flag status

### Places

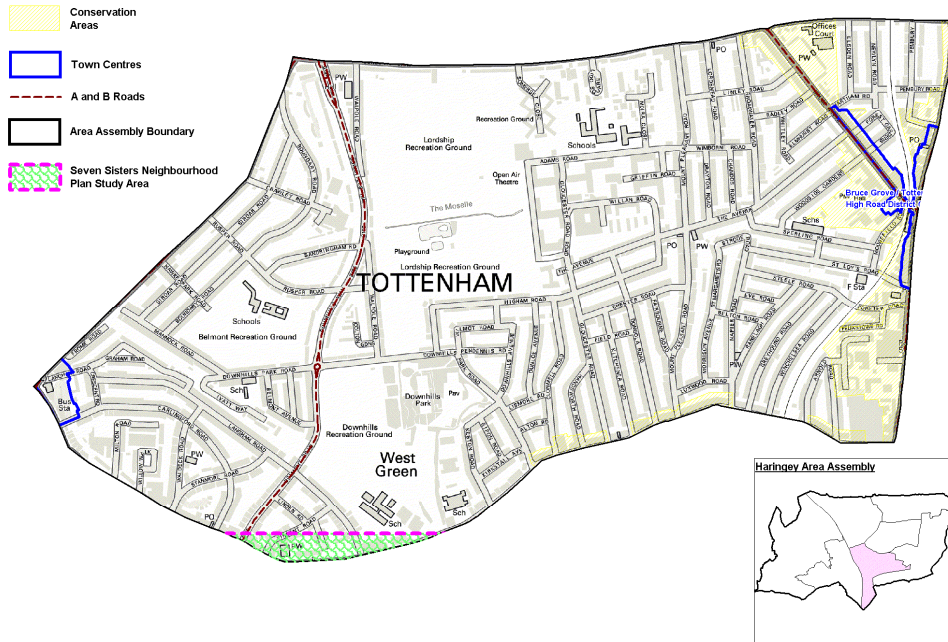
- This assembly area consists of West Green & Bruce Grove wards
- Bruce Grove ward is a Restricted Conversion Area
- This area is part of the following conservation areas; Bruce Castle, Scotland Green, Bruce Grove, Tottenham Green and North Tottenham.
- Downhills Park in West Green is one of Haringey's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

area

### Opportunities

- Improvements are planned to the Bruce Grove District Centre which will encourage residents to shop locally

**Bruce Grove and West Green Area Assembly**



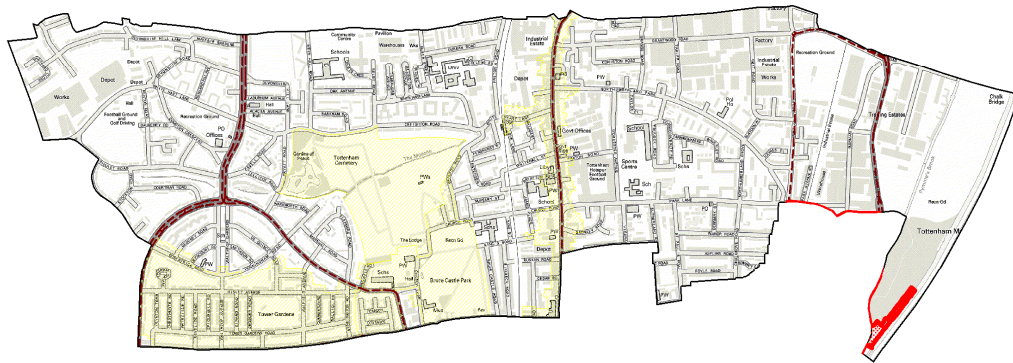
- Training and employment opportunities for local residents
- Improvements to Tottenham High Road Historic Corridor
- Major improvements are planned to Lordship Recreation Ground, including an eco-education play centre, a Model Traffic Area for children and opening up of the River Moselle

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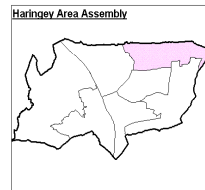
**Northumberland Park and White Hart Lane**



**Northumberland Park and White Hart Lane Area Assembly**



- Conservation Areas
- Tottenham International Framework
- A and B Roads
- Area Assembly Boundary



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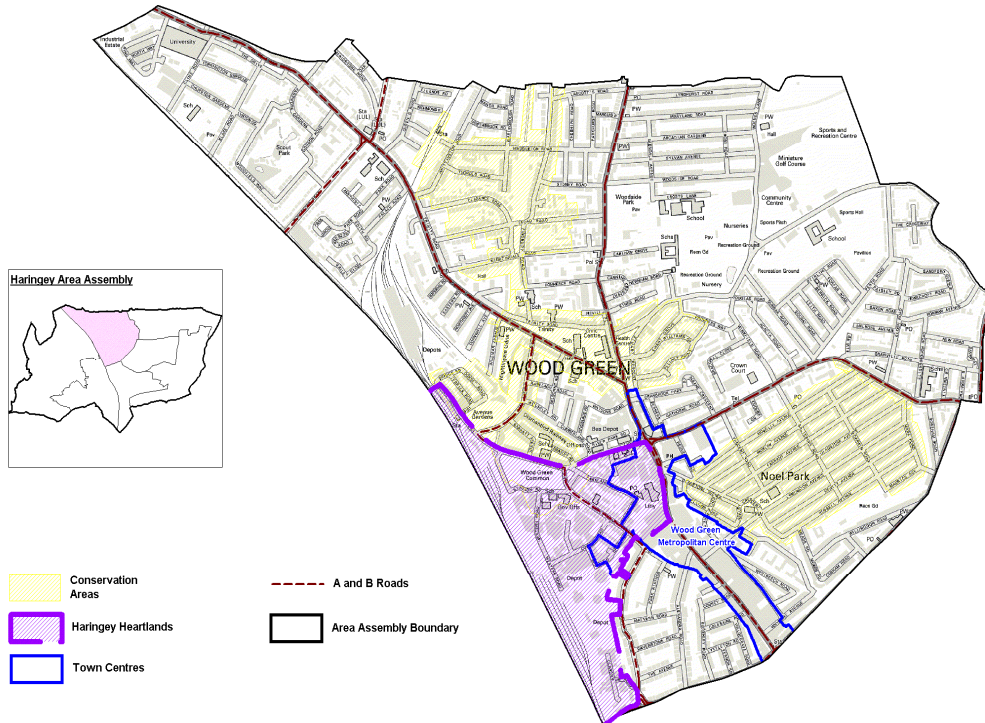
- People**
- Located in the east of the borough the assembly is made up of Northumberland Park and White Hart Lane wards
  - It has a population of 24,591, just over half of which are female
  - The area is characterised by high levels of social and economic deprivation, and a high proportion of social housing
  - Approximately 86% of residents live in areas which fall within the 10% most deprived areas in the country

- Places**
- There are four conservation areas in White Hart Lane – Tower Gardens, Tottenham Cemetery, Bruce Castle and Peabody Cottages and Tower Gardens estate was one of the first ‘Garden Cities’ in England.
  - Tottenham High Road Historic Corridor is located in Lee Valley Regional Park
  - Part of London’s largest Metropolitan Open Space, Lee Valley Regional Park, is located in Northumberland Park.

- Opportunities**
- Major redevelopment and expansion of Tottenham Hotspurs Football Club. Proposals include a new stadium, hotel, club shop, museum, supermarket and new homes.
  - Central Leaside is a strategic employment area within both Northumberland Park and the London Borough of Enfield.
  - Training and employment opportunities for residents from both Tottenham Hotspurs and Central Leaside schemes.
  - Development of ‘green collar’ industries as part of proposed development at Marsh lane

**Wood Green**

## Wood Green Area Assembly



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## St. Ann's and Harringay

### People

- It has a population of approximately 33,878 people, just over half of whom are female.
- Approximately 26% of the residents live in areas which fall within the 10% most deprived areas in the country.

### Places

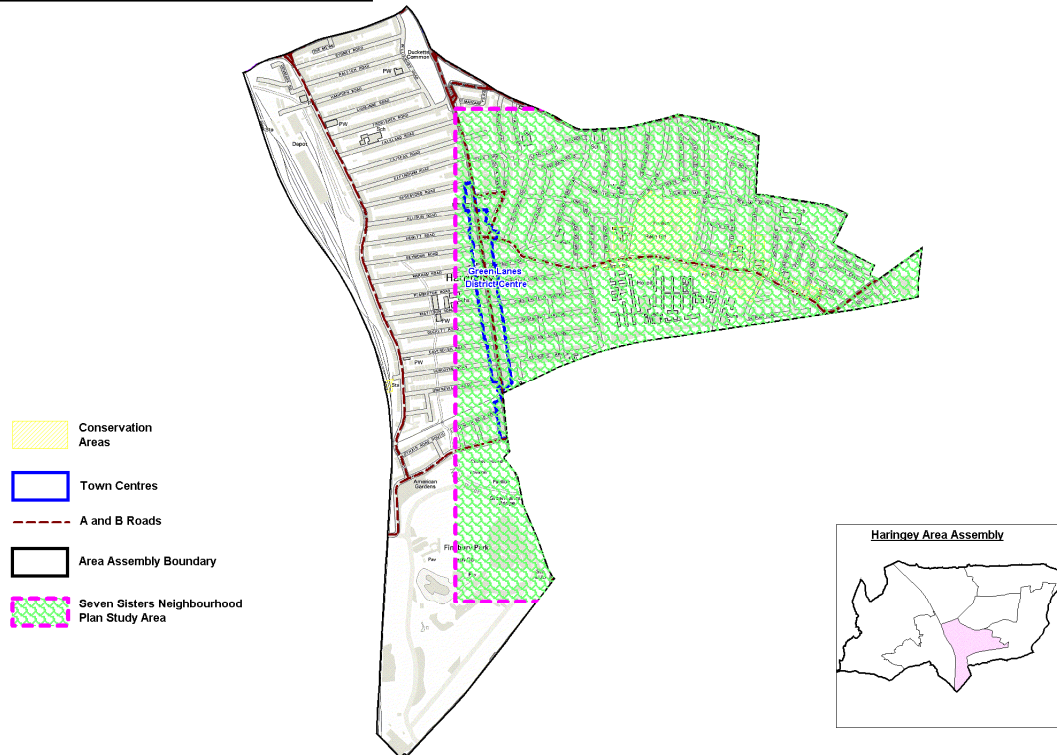
- Wood Green Area Assembly consists of three wards, Bounds Green, Noel Park and Woodside.
- Bowes Park, Trinity Gardens, Wood Green Common and Noel Park Conservation Areas are located here.
- Open spaces include; Woodside Park, White Hart Lane Recreation Ground, Chapmans Green, Wood Green Common and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

### Opportunities

- Increasing capacity, variety of uses and pedestrian linkages at Wood Green metropolitan town centre
- The scope to provide training and employment as well as better housing will be fully exploited.
- Haringey Heartlands to provide a variety of housing, employment, community and education facilities.



## St. Ann's and Harringay Area Assembly



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### People

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

### Places

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

### Opportunities

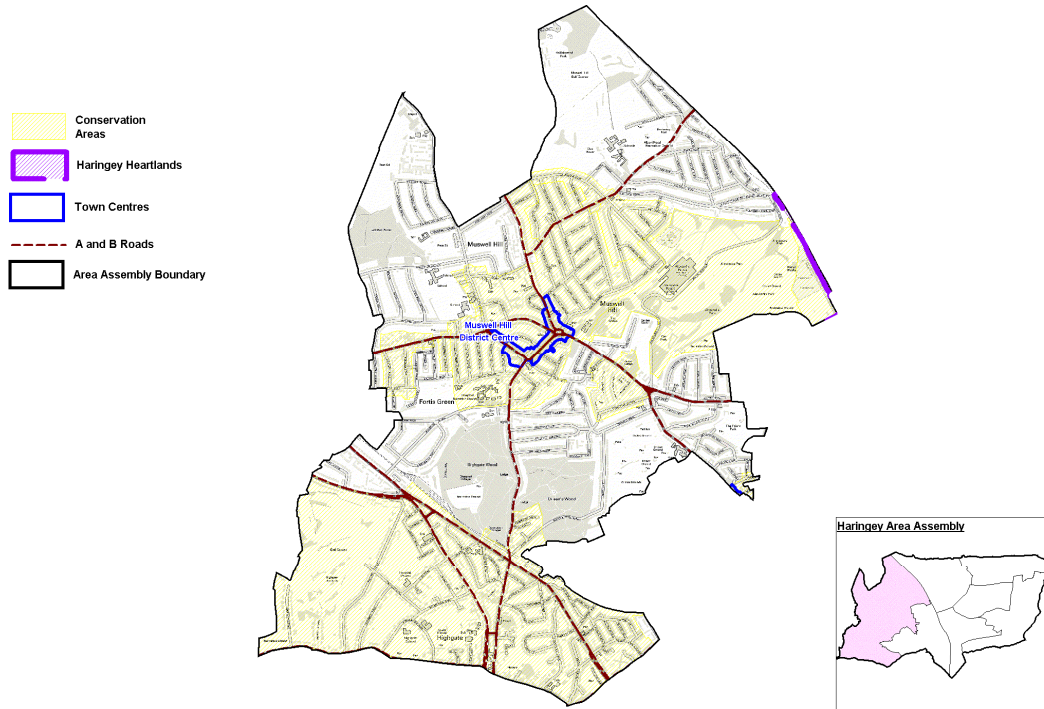
- The area lies within the Bridge New Deal for Communities Neighbourhood Plan.
- Improvements in housing stock are a priority.
- The consolidation of health services and new residential units at St. Ann's hospital
- Improve access to the employment market; raising skills and educational attainment.

### People

- Population 41,995

# Muswell Hill

## Muswell Hill Area Assembly



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- Over half of households are owner occupied
- Predominant housing unit for the area are flats, with Alexandra ward being the only area where the majority of housing types are houses
- Unemployment well below the borough average
- Alexandra has the highest male life expectancy in the borough at 78.2 years

### Places

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

### Opportunities

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

## **Future Challenges facing Haringey**

Sustainable development is the core principle underpinning planning. It involves meeting our social, economic and environmental needs in ways that protect the environment and do not harm our ability to meet our needs in the future.

- Environmental - responding to climate change and protection of the environment and natural resources.
- Social - social progress which recognises the needs of everyone and promotes inclusive access, equality and a healthy urban environment.
- Economic - vibrant local economy and maintenance of high and stable levels of economic growth and employment.

In developing a strategy to guide change and development up to 2026, there are a number of social, environmental and economic challenges that we need to respond to. These challenges are cross cutting issues which shape the Core Strategy's preferred options.

The key challenges are as follows:

- Climate change.
- Demographic change.
- Use of resources.
- Health and well-being.
- High quality design.
- Equality and inclusion.
- Economic change.
- Transport.
- Crime and safety.
- Sub-regional issues.

### **Climate Change**

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

Haringey Council signed the Nottingham Declaration in December 2006, and adopted a Greenest Borough Strategy in July 2008, committing itself to significantly reducing greenhouse gas emissions. Haringey will work towards the government target of an 80% reduction in carbon dioxide (CO<sub>2</sub>) levels by 2050 (against a 1990 baseline). Baseline carbon emissions data (in 2003) reveals that CO<sub>2</sub> emissions for Haringey are 49% from dwellings; 33% from non-domestic buildings and 18% from transport.

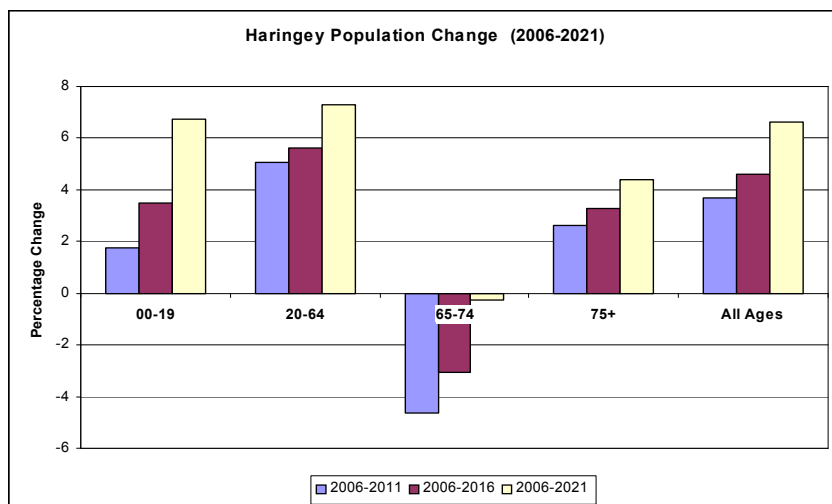
### **Demographic change**

Haringey's current population is estimated to be around 224,700<sup>1</sup>. By 2026, it is anticipated that the population will have increased to over 260,000, an increase of over 15%<sup>2</sup>. This increase, and the levels of transience it represents, presents challenges, as well as enormous opportunities for Haringey.

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

The ethnic profile is constantly changing and becoming more and more diverse. By 2023 the 'white' population is estimated to make up 63.9% of the population compared to 64.7% in 2008. 'White' includes the established Greek and Turkish populations, but also includes a growing Eastern European population, as indicated by a significant increase in the number of National Insurance registrations.

Haringey has a young population with a high birth rate. The population is set to increase over the coming years, with increases across all age groups with the exception of the 65-74 group which is set to decrease very slightly as a proportion of the total population.



**Figure 5 – Haringey Population Change (2006 – 2021)**

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

## Use of natural resources

<sup>1</sup> Office for National Statistics 2007 Mid Year Estimate

<sup>2</sup> 2007 Round of GLA Demographic Projections – PLP High

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

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

### **Health and well-being**

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

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

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

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

### **High quality design**

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

### **Equality and Inclusion**

In accordance with government legislation and policy, Haringey's Local Development Framework will incorporate policies that will promote fairness,

inclusion and respect for people from all sections of society, regardless of their age, gender, disability, sexual orientation, race, culture or religion. Everyone should have an equal opportunity to access the services and opportunities available within Haringey. The Core Strategy, will, therefore, promote socially inclusive communities through new development by:

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

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

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

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

### **Economic change**

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

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

### **Transport**

Level of car ownership and car use continues to rise. This places increasing pressure on the borough's roads and on parking. Travel patterns are becoming more complex, particularly at peak times with commuting and the school run. The borough is relatively well served by north-south routes, but movement east-west,

particularly by public transport is often difficult. Increasing car use and road congestion can harm local air quality, and in turn affect the health of residents. The Council wants to promote travel in Haringey so that it's safe, easy, healthy and does not harm our local environment or contribute to climate change. In response, a package of measures is required to restrict car use, promote sustainable transport options and change travel behaviour.

### **Crime and safety**

The need to tackle crime, drugs and anti social behaviour, which harm the quality of life for many in the borough is a key priority in Haringey's Sustainable Community Strategy. We need to ensure that Haringey becomes a safer place while retaining the vibrancy that makes it such an interesting and popular place to live and visit. There are solutions to 'designing out crime' from our buildings and places.

Haringey's preferred policies to address these environmental, economic and social issues run throughout this plan.

## **Vision and Objectives**

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

- Haringey's Sustainable Community Strategy and other Council plans and strategies;
- The responses to consultation on Issues and Options Consultation (February - March 2008) see appendix 1;
- Evidence we have collected and commissioned and
- Other relevant plans and strategies.

### **Core Strategy Vision**

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

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

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

#### **Strategic Priorities**

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

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

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

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

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

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

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



## **The Core Strategy Vision**

To ensure Haringey is a place for diverse communities that people are proud to belong to in the coming years, all agencies will work together to enable people to be at the heart of change and to improve their quality of life in an environmentally, economically and socially sustainable way.

We have a diverse growing population and a diverse landscape, embracing the Edwardian sweep of Muswell Hill, the colourful spectacle of Haringay Green Lanes, the panoramic hill top views from Alexandra Palace and the wide vistas of Tottenham Marshes and the River Lee. We want to promote the uniqueness and distinctiveness of our varied communities.

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

Growth in Haringey will be managed to support sustainable communities and the sustainable development of the borough in terms of physical, social and environmental infrastructure in line with economic and housing growth.

We want Haringey to be a safer borough where people feel safe, secure and confident about all the wonderful spaces and places the borough has to offer. Haringey will be a safe place with a high quality of design and public realm in the built environment guided by international and national best practice. The borough's open spaces will be of high quality and will be of sufficient number to serve the needs of the borough. The heritage and historic spaces, structures and buildings of Haringey will be protected and maintained for existing and future generations to be proud of and enjoy.

We want a socially inclusive borough that tackles poverty and disadvantage. Haringey will have a sustainable economy in terms of economic growth, and making the most of employment opportunities. We want more people engaged in employment, training and education. We want Haringey's strategic location championed and used to increase inward investment and to link people to areas of employment. The food and drink, clothing, information, communication and technology and the creative and cultural industries will all form key parts of Haringey's 'unique selling point' with Haringey's diverse and entrepreneurial population creating robust markets for their goods and services.

We want people to live longer and healthier lives in all parts of Haringey. All residents of Haringey will have access to health and education facilities, and social and community services and will enjoy a healthy lifestyle, improved quality of life and well-being which are measurable across the borough.

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

## Spatial Objectives

We have developed a series of spatial objectives which take forward the Sustainable Community Strategy's strategic priorities identified above and set out the basis for the Core Strategy and its key policies. These are set out below, and are arranged by the Community Strategy themes. For each issue within these sections this paper sets out our preferred way forward and how that preferred option meets the spatial objective. It also addresses why that approach has been chosen, the alternative options considered and the reasons why they have not been chosen, how the plan will be implemented and the key evidence used. A summary of the comments received during the consultation on issues and options is considered in each section.

<b>Objectives</b>	<b>Core Strategy Strategic Policy (SP)</b>
<b>People at the Heart of Change</b>	
To manage growth in Haringey so that it meets our needs for homes, jobs and services, is supported by necessary infrastructure and maximises the benefits for the local area and community and the borough as a whole.	<b>SP 1, 2</b>
To provide homes to meet housing needs, in terms of affordability, quality and diversity and to help create mixed communities	<b>SP 2</b>
To promote the efficient and effective use of land whilst minimising environmental impacts	<b>SP 1, 2</b>
To strengthen the role of town centres as accessible locations for retail, office, leisure and community uses and new homes	<b>SP 1, 2, 6</b>

<b>Objectives</b>	<b>Core Strategy Strategic Policy (SP)</b>
<b>An environmentally sustainable future</b>	
To limit climate change by reducing CO2 emissions	<b>SP 3</b>
To adapt to climate change by improving the sustainability of buildings against flood risk, water stress and overheating	<b>SP 3</b>
To manage air quality within the borough by travel planning, promotion of walking, cycling and public transport	<b>SP 3, 4</b>
To protect and enhance the quality of water features and resources	<b>SP 3</b>
To reduce and manage flood risk	<b>SP 3</b>
To increase energy efficiency and increase the use of renewable energy sources.	<b>SP 3</b>
To ensure the sustainable use of natural resources – by reducing, reusing and recycling waste and supporting the use of sustainable materials and construction methods	<b>SP 3, 7</b>
To manage air and noise pollution and land contamination	

To promote the use of more sustainable modes of transport	<b>SP 4</b>
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<b>Objectives</b>	<b>Core Strategy Strategic Policy (SP)</b>
<b>Economic vitality and prosperity shared by all</b>	
To reduce worklessness by increasing skills, raising educational attainment and improving childcare and nursery provision	<b>SP 5</b>
To enhance the environmental quality and attractiveness of the borough's town centres in response to changing economic and retail demands	<b>SP 5, 6</b>
To link deprived areas with the employment benefits arising from the development of major sites and key locations in the Borough and to improve access to new employment opportunities outside of the Borough	<b>SP 5</b>
To meet the needs of different sectors of the economy, including SMEs and those organisations within the voluntary sector through the provision of a range of premises of different types, sizes and costs	<b>SP 5</b>
To support the development of Haringey's most successful growth sectors.	<b>SP 1, 5, 6</b>

<b>Objectives</b>	<b>Core Strategy Strategic Policy (SP)</b>
<b>A Safer, Attractive &amp; Valued Urban Environment</b>	
To promote high quality buildings and public realm to improve townscape character	<b>SP 7, 8</b>
To promote safe and secure buildings and spaces	<b>SP 7</b>
To promote a network of quality, accessible open spaces as areas for recreation, visual interest and biodiversity	<b>SP 9</b>
To protect and enhance the Borough's buildings and areas of architectural and historic interest.	<b>SP 7, 8</b>

<b>Objectives</b>	<b>Core Strategy Strategic Policy (SP)</b>
<b>Healthier People with a Better Quality of Life</b>	
To improve the health and wellbeing of Haringey's residents by reducing inequalities in access to health services and promoting healthy lifestyles	<b>SP 10</b>
To improve the provision of, and access to, education and training facilities	<b>SP 12</b>
To improve access to local services and facilities for all groups	<b>SP 12</b>
To ensure that community, cultural and leisure facilities are provided to meet local needs.	<b>SP 11, 12</b>

## **1. People at the Heart of Change in Haringey**

This is the key underpinning objective of the community strategy. Community relations are often a good barometer for the health of a borough. Haringey is one of the most diverse areas in the Country and this represents many challenges in terms of its location, high levels of deprivation and hugely successful local business entrepreneurship.

The Core Strategy will direct development to the most appropriate locations, so that housing growth is supported by sufficient jobs, key infrastructure including community facilities such as health, education and sports facilities. However, the challenges do not stop there for Haringey as we need to think about wider issues such as climate change, population growth and community health and well-being in order to create the right conditions to help people settle in the borough and make a success of their lives. The needs of our communities will be at the heart of decision-making with clear advantages resulting from investment and change.

In common with the rest of London, Haringey is expected to experience rapid growth in population, with a projected population increase to 260,305 by 2026<sup>3</sup>. This growth will bring with it pressure for new housing and associated infrastructure. The London Plan identifies capacity for at least 44,750 homes in North London's Opportunity and Intensification Areas and an estimated 109,700 new jobs over the period 2001-2026. The North London Sub-Regional Planning Framework (SRDF) concludes in order to meet this growth in appropriate locations housing densities will have to rise and intensification will need to be sought across the sub-region, in key locations, such as town centres.

## **1.1 Managing Growth**

### **Local Considerations**

There are two key areas of growth within the London Borough of Haringey. These are Haringey Heartlands/ Wood Green and Tottenham Hale. Their significance lies in their location within the London-Stansted-Cambridge-Peterborough Growth Area and the opportunities that they offer in terms of regeneration and housing delivery. These locations have been and, will be subject to considerable change over the plan period with new transport infrastructure and major housing growth.

The policy framework for the borough's strategic growth areas are fully consistent with regional and sub-regional strategies such as the London Plan, the Mayor's Draft Housing Strategy, the North London Sub Regional Development Framework, the North London Development and Investment Framework and the emerging vision for the Upper Lee Valley.

The Council's preferred spatial strategy is illustrated on the key diagram, showing strategic sites (main growth areas), in the context of key transport interchanges, Wood Green Metropolitan Centre and other district shopping centres, as well as other key features of the borough. The Council's general approach to these areas of growth and change is in figure 1.1.

### **Haringey Heartlands/ Wood Green**

The London Plan designates Haringey Heartlands/ Wood Green as an area of intensification with proposals for the creation of approximately 1500 new jobs and 1700 new homes as part of an intensive mixed-use redevelopment (see figure 1.2)

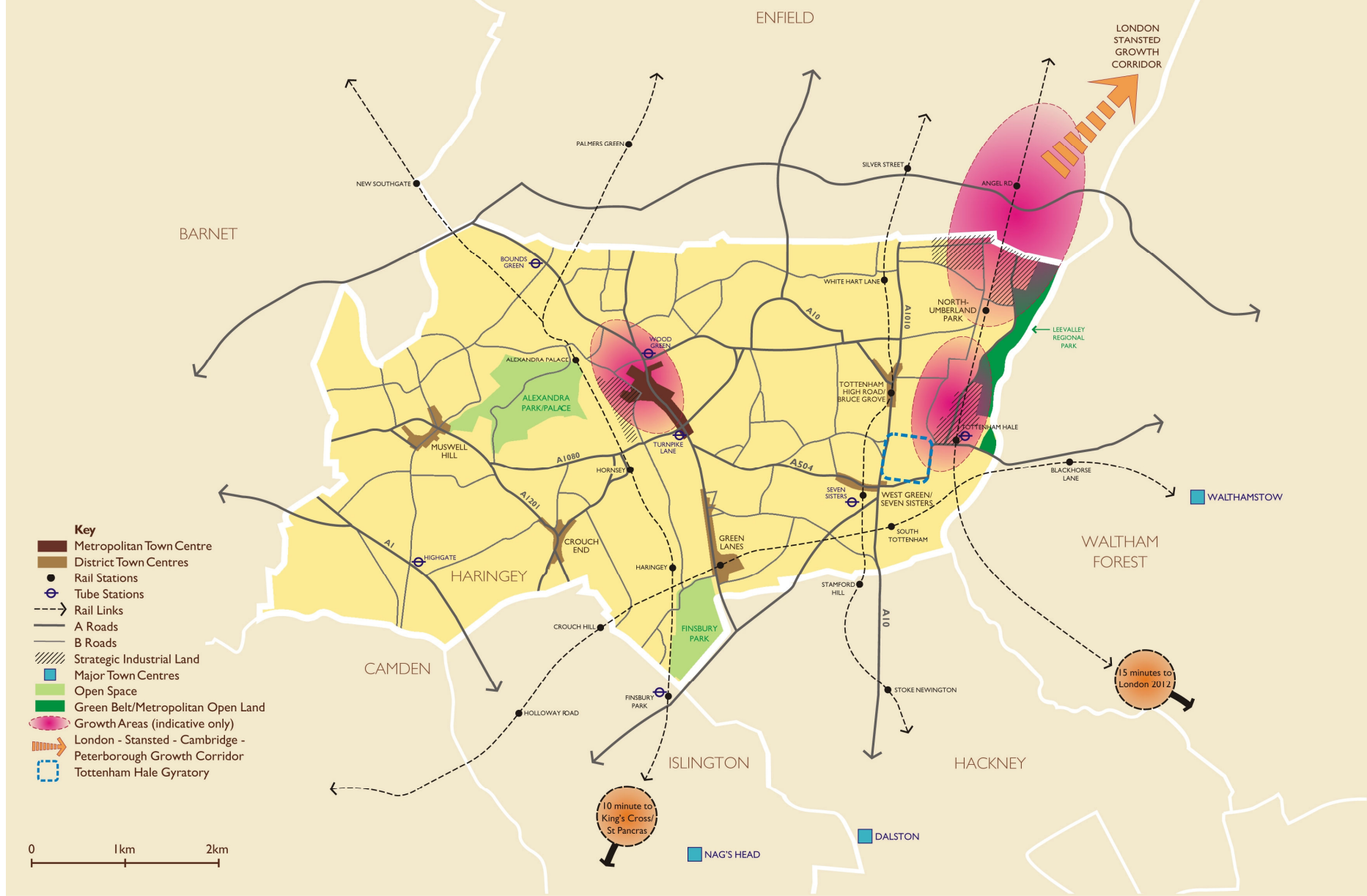
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<sup>3</sup> 2007 Round of GLA Demographic Projections – PLP High

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

Wood Green is a vibrant and busy town centre, which has an important role to play within the London and North London Sub-regional town centre hierarchy. It is designated as a Metropolitan Centre in the London Plan (2008), one of only 10 identified in London, which reflects its role as a key retail and commercial destination in north London.

# Haringey Core Strategy Key Diagram



- Key**
- Metropolitan Town Centre
  - District Town Centres
  - Rail Stations
  - Tube Stations
  - Rail Links
  - A Roads
  - B Roads
  - Strategic Industrial Land
  - Major Town Centres
  - Open Space
  - Green Belt/Metropolitan Open Land
  - Growth Areas (indicative only)
  - London - Stansted - Cambridge - Peterborough Growth Corridor
  - Tottenham Hale Gyratory

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

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

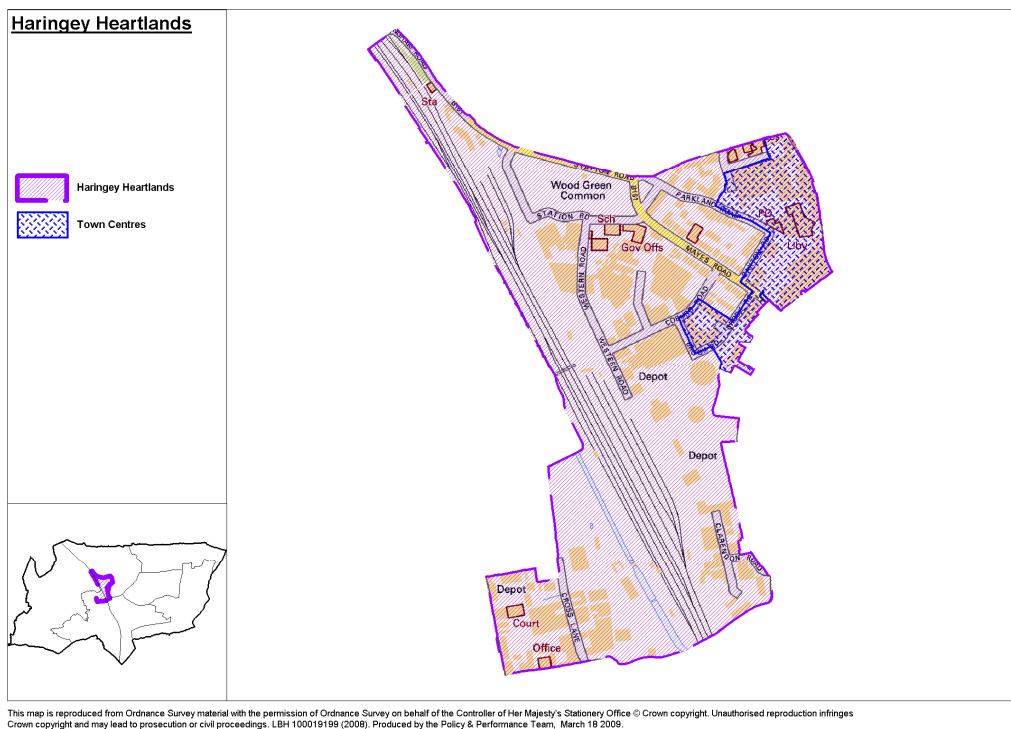
The town centre boundary has been tightly drawn as defined by the existing UDP. However in planning for the future intensification of the town centre opportunity sites will be considered that lie beyond the UDP town centre boundary on the basis of their relationship with and impact on the town centre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

### **Key Challenges and Opportunities**

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

Further information on development opportunities with the Heartlands can be found at Haringey Heartlands Development Framework (2005).





**Figure 1.2 – Haringey Heartlands/Wood Green Growth Area**

## Tottenham Hale

Tottenham is situated on the eastern side of the borough and sits within the Upper Lee Valley (see figure 1.3). It is predominantly industrial in nature, comprising a number of retail warehouses, industrial estates, a major gyratory road system and public transport interchange, which add to its image as an unwelcoming and traffic dominated environment. Relatively few people live within this area, which has suffered from the continued decline in manufacturing and remains characterised by deprivation, a poor physical environment, underused and vacant sites, and divisive transport corridors. Currently, the area does not reflect its many advantages and exciting new vision for its transformation as a bustling new urban centre. This includes its exceptional natural environmental assets, in close proximity to Lee Valley Regional Park and its waterside location next to the River Lee offering significant environmental and recreational benefits. The London Plan defines Tottenham Hale (as part of the Lower Lee Valley) as an "opportunity area" which has the potential to accommodate 15,000 new jobs and 7,000 new homes.

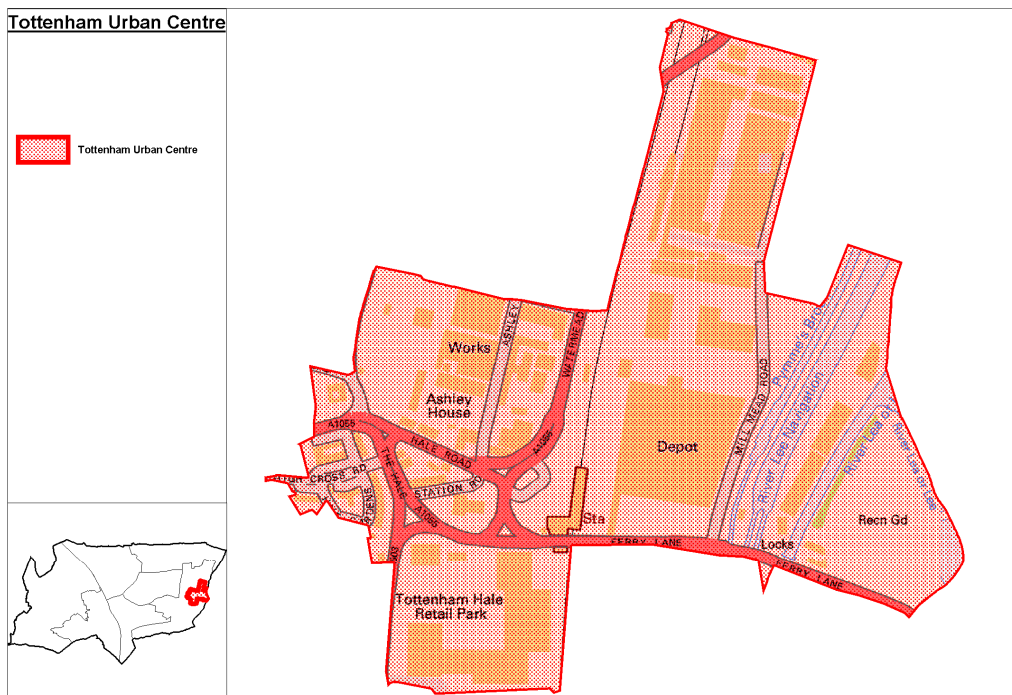
### Key Challenges and Opportunities

- Integration of new communities with existing. Clear and explicit links must be made between new opportunities in Tottenham and the existing community, to ensure regeneration benefits include local people.
- Returning the gyratory to two-way traffic, currently the gyratory is part of the local one-way system, distributing traffic from Tottenham High Road towards the Tottenham Hale. It carries a heavy volume of fast-flowing traffic which creates a dangerous environment for pedestrians

and cyclists. Its future will be a crucial factor in the transformation of the area.

- Introducing measures to reduce flood-risk such as the de-culverting of the Moselle Brook, application of sustainable urban drainage systems, and the introduction of measures to reduce water consumption to include water efficiency measures.
- The creation of a new Green Industries Centre at Marsh Lane that will facilitate the establishment of a centralised, borough-wide recycling facility
- A new high quality station square and a state of the art new public transport interchange at Tottenham Hale

Further information on future development opportunities in the area can be found within the Tottenham Hale Urban Centre Masterplan Supplementary Planning Document (2007).



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**Figure 1.3 – Tottenham Hale Growth Area**

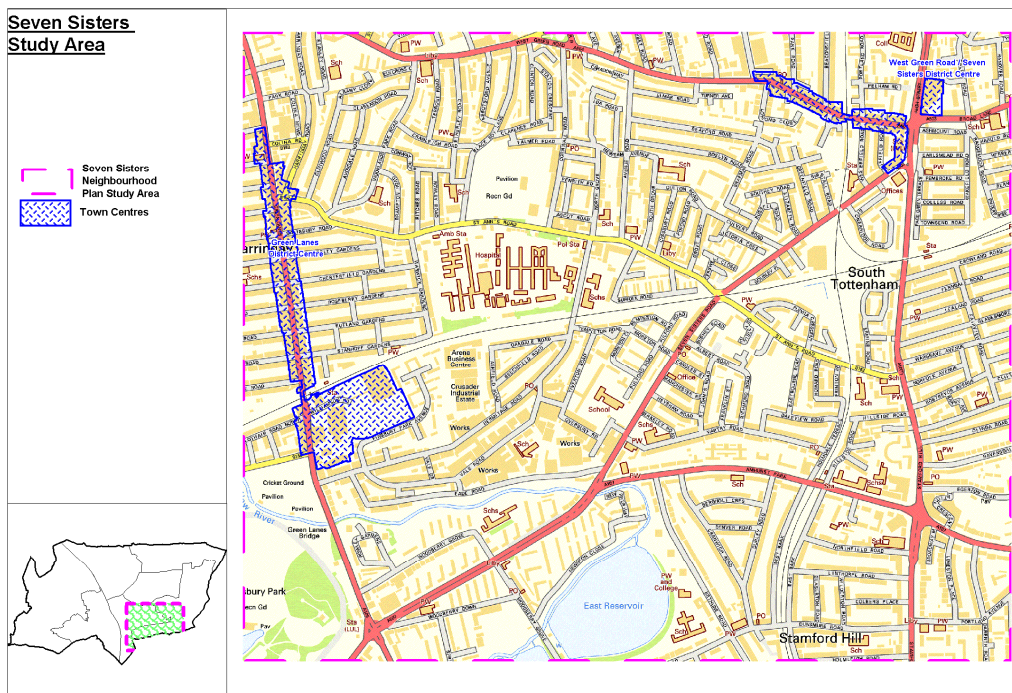
### Seven Sisters

Seven Sisters (see figure 1.4) is a priority area for change and has a strategic role to play in the future growth of Haringey. This is reflected in the high levels of multiple deprivation in terms of unemployment, low educational achievements, poor/ lack of affordable housing, a poor environment and high crime levels. It is no coincidence that this area is also recognised as being within the 10% most deprived in England.

Bridge New Deal for Communities (NDC) was set up in 2001 as part of central government's 10-year regeneration programme, with the aim to improve the quality

of life for residents by bringing positive changes to the area so that it becomes a better place to live, has more sustainable communities, tackles social exclusion and reduces the long-term impact of poverty. This intervention has already succeeded in improving local peoples lives through the delivery of a wide range of capital and community programmes across the area. However the NDC Programme is coming to an end and a legacy strategy for the continued regeneration of the area is required to guide development within the wider Seven Sisters area.

The legacy strategy will take account of the wider Seven Sisters area, extending through to the south of the borough to where the borough meets with the adjoining London Borough of Hackney.



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**Figure 1.4 – Seven Sisters Area of Change**

**Key Challenges and Opportunities**

- Consolidating health services at St. Ann’s Hospital and redeveloping part of the site as a new residential neighbourhood with strong links to its surroundings
- Extension of Chestnuts Park into the St. Ann’s site
- Opening up access along and across the New River to link to Woodberry Down
- Redeveloping Apex House as a strong district landmark building and gateway to Seven Sisters
- Re-landscaping Culvert Road as the “green spine” of a transformed residential area
- Reinforcing Seven Sisters as a memorable tree-lined urban avenue
- Opening up Overbury Road as a key route of entry to a thriving mixed use working neighbourhood centred on Vale Road

## **Central Leaside**

Central Leaside is the collective name given to the strategic employment sites that lie on the border between the London Boroughs of Haringey and Enfield (see figure 1.5) The London Plan designates some of the employment land within this area as Strategic Industrial Land (SIL) and by definition is protected as part of London's strategic reservoir of industrial capacity. Haringey is working with LB Enfield to explore the nature and scale of changes to the area for its regeneration through a joint Area Action Plan (AAP). Most of the AAP area lies within Enfield.

### **Site description**

The AAP boundary in Haringey covers the employment sites at Brantwood Road, Willoughby Lane, North East Tottenham and Marsh Lane, extending to Northumberland Park station and includes parts of Lee Valley Regional Park around Stonebridge Lock. The area is set within the broader context of the London - Stansted - Cambridge - Peterborough Growth Corridor and the Upper Lee Valley Opportunity Area.

### **Key challenges and opportunities**

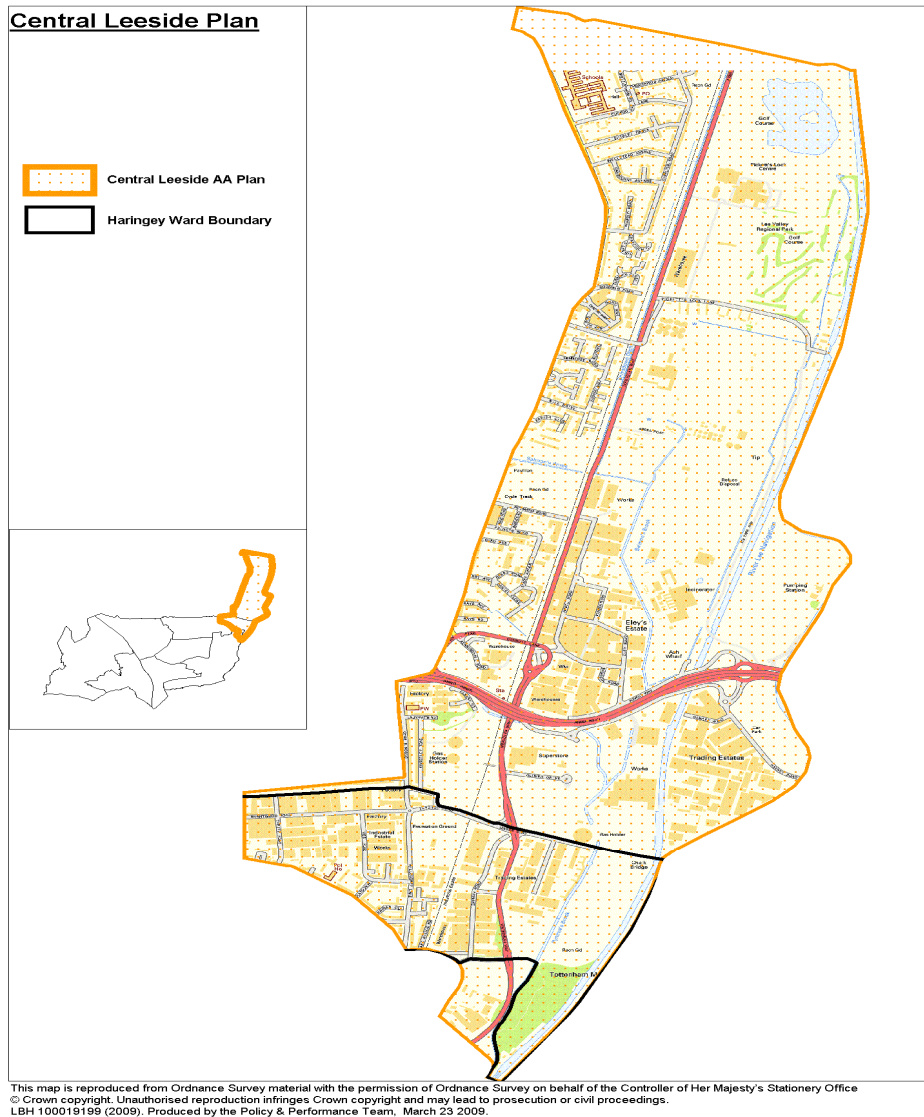
Central Leaside's historic role as a location for traditional industrial activity has been in decline for some time and this trend is likely to continue in the future. The sectors now occupying the greatest percentage of employment land are warehousing, logistics, operations, refuse and recycling, utilities, motor vehicle sales and repairs and wholesalers. These uses will provide a valuable source of local jobs, to benefit local residents within Northumberland Park ward – one of the most deprived wards in the UK.

Local assessments in Haringey and Enfield indicate that there is likely to be limited scope for the release of employment land for other uses. However some sites within the area do offer opportunities for significant mixed use development. The following are key issues facing the area:

- Poor public transport accessibility;
- No access to Lee Valley Regional Park;
- In an area at high risk of flooding;
- Lack of east-west local road connections;
- Introduction of higher value added employment uses; and
- Environmental improvements.

The Central Leaside (AAP) Issues and Options Report was consulted on in February 2008. Both Councils are assessing the outcome of this consultation, developing evidence base and considering the level and scale of changes needed in the area before moving forward with preferred options.





**Figure 1.5 – Central Leaside**

**Preferred Policy**

**Strategic Policy 1 - Managing Growth**

New development will be directed to Haringey Heartlands, Tottenham Hale (including Upper Lea Valley), Wood Green Metropolitan Town Centre and all town centres in ensuring strong, healthy and sustainable communities in Haringey.

*This option would enable a focused approach to the growth areas but care would need to be taken to ensure that these areas are not developed at the expense of the rest of the borough, in terms of meeting housing, employment, environment, open space and transport needs.*

## Discussion of option and justification

The Council's preferred option responds to the government agenda of making best and efficient use of land from all sources of supply, with growth being concentrated in areas with significant redevelopment opportunities at or near locations with good public transport accessibility, in close proximity to services and facilities and at locations capable of meeting high numbers of homes and other infrastructure to help build sustainable communities.

This option promotes a spatial approach to housing growth. It does not preclude housing opportunities arising elsewhere in the borough. It reduces the need to encroach into valuable open spaces such as Green Belt and Metropolitan Open Land, whilst protecting existing residential areas from intensification and over development.

The role of town centres as focal points for community identity and for a range of community facilities is critical and therefore housing within and adjacent to town centres will provide the essential resources to help them remain viable. By reinforcing existing patterns of development through concentration, this reduces the need for additional infrastructure and essential services such as water, sewerage and power.

This option scored well against the sustainability appraisal compared with the other 3 options. It performed particularly well against the social objectives: SA Objectives 4 (housing), 5 (community cohesion) and 6 (access to services) and it will have positive impacts on the economic base as a result of regeneration programmes in areas of change, contributing to the vitality and vibrancy of the town centres. It also delivers significant positive effects in terms of promoting the use of previously developed land.

The Issues and Options consultation highlighted residents support for concentrated growth at key sites and that housing and employment growth should be encouraged in areas with sufficient public transport capacity. This was reinforced by key stakeholders such as the Government Office for London (GOL).

## Alternative options

Option 1 aims to focus growth in relation to the differing needs and issues present in the east, central and western areas of the borough.

*This approach assumes each area is equal in terms of existing infrastructure and opportunities such as affordable homes to meet borough needs, availability of employment and good areas of open space. However, there is concern that an area based approach will not deliver the spatial strategy and in turn could cause detriment to the rest of the borough.*

Option 2 sets out a housing-led approach to future growth.

*This approach would secure significantly greater provision of new housing (beyond the London Plan target of 680), at higher densities throughout the borough than at present, through comprehensive redevelopment, de-designation of surplus employment land and office floorspace for residential use. This option does not recognise Haringey is a working borough and as such does not meet local objectives of maximising job opportunities and supporting local businesses.*

Option 3 sets out an economic-led growth approach.

*This approach would achieve high levels of economic growth within the borough by releasing non-employment related sites for business uses in sustainable locations and along transport corridors, investing in good quality employment space. Whilst this option meets community objectives to support local employment it does not meet housing needs which by far outweigh the needs for other infrastructure. This option does not provide a spatial planning approach which balances economic, social and environmental concerns and therefore was rejected.*

### **Planning Obligations**

The power to enter into a planning obligation is contained in section 106 of the Town and Country Planning Act 1990. ODPM Circular 05/2005, on Planning Contributions' clarifies the basis on which planning obligations should be assessed for their acceptability on policy terms and gives guidance on the process of securing obligations.

A planning obligation can be used in the following ways:

- i) To prescribe the nature of the development to achieve planning objectives.
- ii) To mitigate the impact of a development
- iii) To compensate for loss or damage caused by a development.

The Council will assess each application individually and on its merits to determine if a planning obligation is needed and what matters it should address. This will include those relevant adverse impacts that might arise as a result of the development including those on the environment, transport, local economic conditions, social, recreational, health, educational, emergency services, and community facilities.

The Council will ensure that a section 106 agreement will only be entered into where planning conditions cannot be used to overcome problems associated with a development proposal.

In delivering the spatial development strategy, the Council will prioritise its infrastructure needs as set out below:

- Affordable Housing
- Transport Infrastructure
- Environmental and public realm improvements
- Community facilities (education & healthcare)

### **Community Infrastructure Levy**

In conjunction with the Government's announcement to embark on a national house-building programme, the Government has introduced a new charge- the Community Infrastructure Levy (CIL). The CIL will be a standard charge to be decided upon by charging authorities which will contribute to the costs of infrastructure arising from new development. The definition of what can be covered by CIL is expected to be as wide as possible, including residential developments. It is important to note CIL does not replace developer contributions, but should be seen as a complementary mechanism for infrastructure delivery. Dependent on further guidance the Council will investigate the appropriateness of CIL and its application within Haringey. The CIL would build on the current borough approach of using standard formulae to calculate contributions.

Identified transport, social and other infrastructure required to deliver the spatial strategy is provided in Appendix 2. This draft infrastructure priority list provides a summary of current and future plans by various service providers on key areas such as transport, education, health and green infrastructure.

## **1.2 Housing**

One of the priorities of Haringey's Sustainable Community Strategy is Managing Development with People at the Heart of Change by delivering new homes and new jobs, in locations supported by employment and social infrastructure. This section of the Core Strategy looks at housing supply and housing demand in meeting the housing needs of the borough up to 2026.

The London Housing Strategy (draft), 2008 will invest nearly £2 billion every year, over the next 3 years to deliver new homes and improve existing homes. It identifies the need to make provision for 50,000 new homes over a 3 year period. Haringey's target is 1,115 affordable dwellings (372 new affordable homes a year) from all sources of supply.

The London Plan sets out the following housing targets for Haringey: Policy 3A.2 Borough Housing Targets identifies Haringey's contribution to the London-wide housing target as 6,800 new homes (or 680 new homes a year) as a minimum, between the plan period 2007 to 2017. Half of this should be affordable to people on low or average incomes.



London Plan Policy 3A.3 Maximising the potential of sites makes clear boroughs should develop residential density policies in line with Table 3A.2 that are compatible with sustainable residential quality.

London Plan Policy 3A.9 sets out the Mayor's strategic target for affordable housing provision that 50 per cent of provision should be affordable, and within that, the London wide objective is to pursue 70 per cent social housing and 30 per cent intermediate provision in ensuring mixed and balanced communities.

### **Local Circumstances**

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

Haringey is the fifth most diverse borough in London and is home to 224,700 people<sup>4</sup>. It contains both areas of relative affluence and concentrations of deprivation. The borough has high levels of housing need, and many homes that don't meet required standards of decency or are situated in run-down areas. At the same time the borough contains highly successful neighbourhoods, and there are significant regeneration schemes underway.

### **Housing Demands**

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

Within the borough house prices have risen by 49.8% in the period 2000 to 2005, this is below the rate of the increase observed nationally but similar to increases seen in Greater London as a whole. The average house price in Haringey is £264,152, ranging from an estimated £130,000 for a one-bedroom property to £288,000 for four bedrooms, minimum rents ranged from £620 to £1,165 depending on property size. The largest volume of sales in the borough was for flats/ maisonettes, with an average price of £206,301. Survey results for household incomes in Haringey estimate the average gross income level to be £33,301 per annum. This average conceals wide variations among different tenure groups with

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<sup>4</sup> Office for National Statistics 2007 Mid Year Estimate

households in social rented housing showing average incomes significantly below the borough average. There is a high demand for housing across all tenures.

### **Maximising Housing Supply in Haringey**

The London Plan has set out Haringey’s contribution to new housing supply as a target of 6,800 over the period 2007 to 2017. On the basis of sites allocated in existing plans, sites with unimplemented planning permissions and past trends in unidentified sites coming forward, the Council considers this to be a realistic target based on previous year’s completions see table 1.1 below.

<b>Year</b>	<b>Net Additional Dwellings</b>
2002/03	280
2003/04	516
2004/05	834
2005/06	624
2006/07	1067
2007/08	662

**Table 1.1 – Past housing completions in Haringey**

However, a new requirement of national policy is to identify a 15 year supply of housing land in the form of a housing trajectory. The purpose of a housing trajectory is to measure Haringey’s performance in meeting its strategic housing target, as set out in the London Plan and, to ensure a continuous supply of land for housing over a 15 year period from the year of adoption, with a focus on identifying specific sites for the first 10 years. The borough’s housing trajectory demonstrates we are likely to exceed the 680 annual target leading to 2016/17 (see figure 1.6).

### **Affordable Housing**

The draft London Housing Strategy, 2008 sets a borough target of 1,115 affordable dwellings (372 per annum) to be provided over a 3 year period, 2008-11. This will be monitored through the Annual Monitoring Report (AMR). This target is still to be agreed with the GLA.

The most recent Housing Needs Assessment (2007) identified a shortfall of 4,865 affordable dwellings a year for the next 5 years as a result of overcrowding (i.e. there is at least one room too few). This is compared with the London average of 21 per cent and is three times as much as the national average at 9 per cent. Housing demands identify acute need for family homes (3+ bedrooms) and housing for larger families who have cultural and social issues. This presents issues for the borough in that those in priority need and in temporary accommodation require larger accommodation which is not sufficiently available in terms of existing housing stock.

Housing need particularly affects BME households, with 40% of Black African and Asian households living in unsuitable accommodation. Responding to this shortfall is a priority for the borough. 26% of residents consider affordable decent homes to be the most important thing in making somewhere a good place to live, and 17%

think that it is the thing that most needs improving in the local area. Housing need is reflected in high demand for social housing.

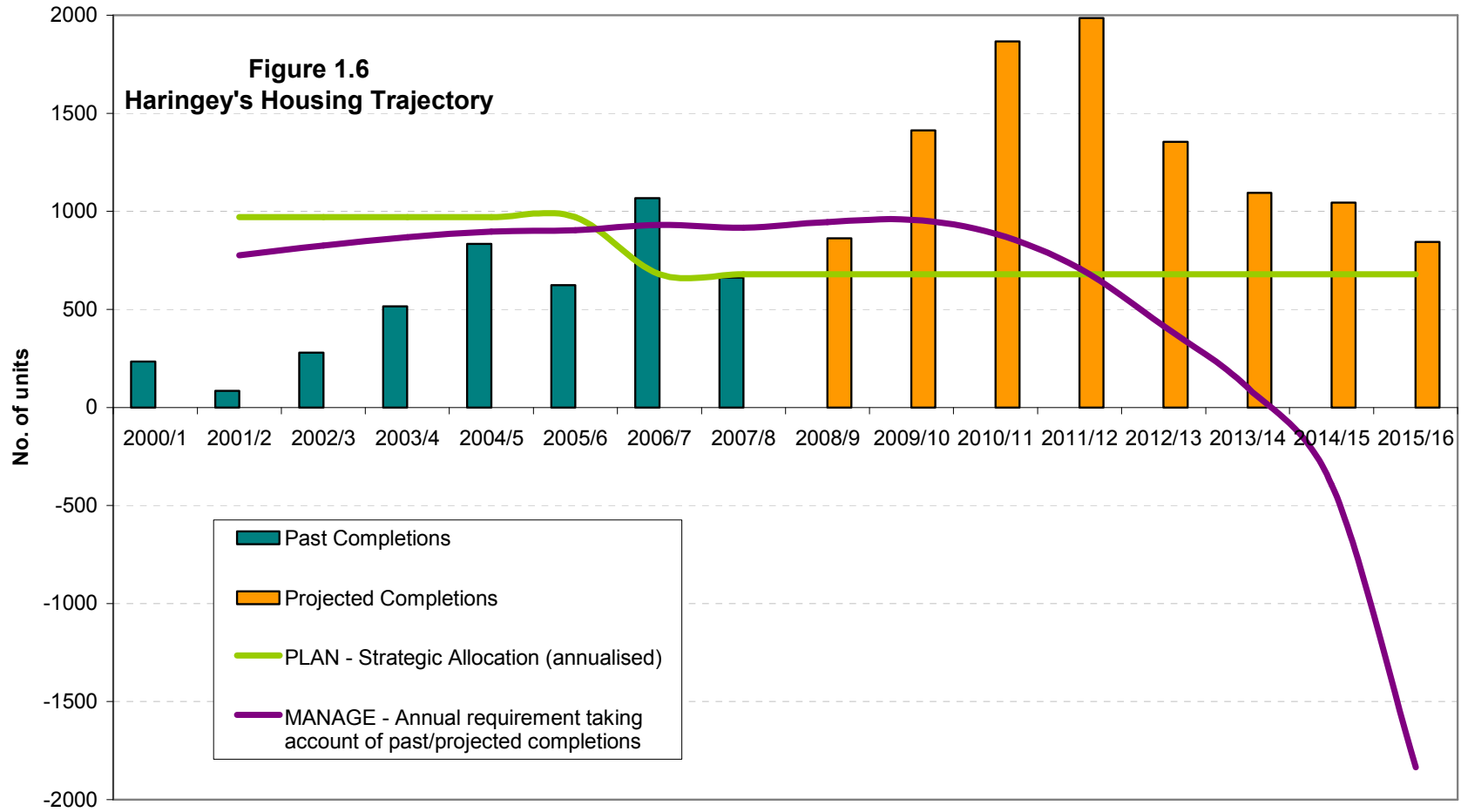
In 2007/8, 1488 households joined the Housing Register, while only 868 households secured a permanent social rented home. At November 2008 about 4,800 households in Haringey were living in temporary accommodation, and the borough faces a huge challenge in meeting government targets to reduce these numbers. The findings of the Borough Housing Needs Survey makes clear that any target for affordable housing would be perfectly justified in terms of borough needs, which are significantly above the London average.

Therefore, in light of local circumstances, the Council will apply the 50% strategic London target for new affordable housing and the 10 dwelling threshold, consistent with the London Plan.

Parallel to this, the Council has commissioned a joint Sub-Region Strategic Housing Market Assessment (SHMA) with the other North London Boroughs. The findings of this assessment will inform the housing mix, household size, the need for, and level of, specialist housing to be provided to meet housing needs in the borough. Findings of this study are expected in June 2009.

Circular 01/2006 "Planning for Gypsies and Traveller Caravan Sites" places an obligation on local authorities to identify land for gypsy and traveller site development. The London Gypsy and Traveller Accommodation Needs

**Figure 1.6**  
**Haringey's Housing Trajectory**



Assessment (GTANA) was completed in March 2008, setting a range of targets for London as a whole over the period 2007-2017. It is proposed these targets will be produced through the Mayors London Housing Strategy. A gypsy and travellers policy will be detailed within Haringey's Site Allocations DPD.

There are currently two permanent gypsy and traveller sites in Haringey providing 20 pitches. The Council will continue to safeguard these sites.

## **Housing Quality**

The government has set a target that by 2010 all social housing stock will reach Decent Home Standards. A survey of council stock concluded that at March 2008, 42% of Council stock did not meet these standards. An investment programme is underway to address this, with similar improvements being carried out by other social landlords in the borough. There are areas in the borough where there are wider environmental issues, for example poor design of estates, where we need to look beyond upgrade of individual homes to explore potential for wider estate renewal and CO<sub>2</sub> emissions. Domestic properties contribute 50% of all CO<sub>2</sub> emissions in Haringey, and improvements to the thermal efficiency of homes in the borough will be key to work to reduce poverty and contribute to the Mayor's target to reduce carbon emissions in London by 60% by 2025.

Good quality housing design can improve social wellbeing and quality of life by reducing crime, improving public health, easing transport problems and increasing property values. Building for Life promotes design excellence and celebrates best practice in the house building industry. Haringey will ensure that CABI's Building for Life criteria are used to evaluate the quality of new housing developments across the borough.

The Council's policy goals are set out in the draft Housing Strategy (2008):

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

## **Preferred Policy**

### **Strategic Policy 2 – Housing**

To provide 6,800 homes as a minimum over the plan period of which 50% will be affordable. To maximise housing needs for affordable housing, larger family housing, more smaller households and housing for specific groups, whilst retaining the borough's historic character.

## **Discussion of option and justification**

The preferred option enables Haringey to meet its housing and affordable housing targets, consistent with the London Plan. It is also considered to be the most sustainable as it distinguishes between the need for affordable housing and the needs of different groups in the community whilst acknowledging there will be a presumption against new housing in inappropriate locations such as green belt and other open spaces of value that contribute to the landscape and historic setting of the borough. The preferred option performs well against social objectives: SA Objective 3 (health) and 4 (housing), SA Objective 12 (townscape and cultural heritage) SA Objective 9 (economic inclusion) by locating housing in sustainable locations, which means that residents have good access to jobs.

### **Alternative option**

Option 1 aims to provide sufficient housing in terms of numbers, the range and type to meet the needs of the borough's population.

*This approach is a blanket approach to meeting housing needs, it promises everything but does not distinguish between location, type of housing needed and impacts on the locality where major developments would be provided and therefore was rejected.*

## **2. A Greener and Sustainable Future**

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

The following London Plan policies will apply particularly to Haringey:

Policy 4A.1 Tackling Climate Change makes clear major developments should make the fullest contribution to the mitigation and adaptation of climate change and to minimise carbon dioxide emissions.

Policy 4A.2 Mitigating Climate Change requires reductions in carbon dioxide emissions in order to meet the Mayors long-term target of 60 per cent by 2050.

The following hierarchy will be used to assess major developments:

- Using less energy by adopting sustainable design and construction measures (Policy 4A.3)
- Supplying energy efficiency by prioritising decentralised energy generation (Policy 4A.6) and Using renewable energy whereby developments will achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation (Policy 4A.7)
- Integration of adaptation measures with mitigation to tackle climate change (Policy 4A.9)

Policy 4A.12 Flooding requires borough to carry strategic flood risk assessments to identify locations suitable for development and those required for flood risk management.

Policy 4A.18 Water and Sewerage Infrastructure highlights the need for water and wastewater infrastructure to be put in place in support of planned growth.

### **Mitigating against Climate Change**

The Council launched its Greenest Borough Strategy in 2008 which sets out how the Council will take forward actions to tackle climate change and embed environmental sustainability into everything we do. One of the key aims is to make Haringey a low carbon borough and tackle climate change by reducing carbon emissions from the development, construction and occupation of buildings and transport. We have commissioned a report on carbon reduction scenarios (2006) for Haringey which found that use of fossil fuel based energy in domestic buildings is responsible for almost 50% of CO<sub>2</sub> emissions in the borough. This relates to space heating, lighting, cooking and other energy use in our homes. The Council is working to develop a model which can be used to assess the site capacity for decentralised energy options. This will be made available as part of the evidence base in support of the Submission document.

The way in which buildings are designed and constructed have a direct and indirect impact on natural resources, climate change, the quality of our lives and our immediate and wider natural environment. Buildings which integrate the principles of sustainability create better and healthier living and working environments and are cheaper to operate in the long run.

There are a number of measures and solution to reduce energy demand in buildings and promote sustainable energy supply. These range from utilisation of sun's energy through effective passive design solutions to site-wide decentralised energy networks, from achieving higher levels of insulation through applying Code for Sustainable Homes levels 3 -6. The Council will expect developers operating in Haringey to consider and apply appropriate measures at appropriate levels to environmental challenges we face and to reduce energy demand and CO<sub>2</sub> emissions from new development. Over the lifetime of this plan, there is a national target for all new homes to be carbon neutral by 2016. Therefore it is important that all possibilities for a site-wide or neighbourhood wide decentralised energy options are considered in parts of Haringey most likely to support them, i.e. in the growth areas of Haringey Heartlands and Tottenham Hale, and other large developments sites elsewhere in the borough such as St Ann's Hospital in the Seven Sister area of change and regeneration.

## **Flooding**

Implications of anticipated change in climate in the UK, increased frequency in extreme weather conditions and possibility of flash floods should be considered carefully. The borough contains areas of flood risk in proximity to the River Lee and the Moselle Brook. According to Environment Agency approximately 9% of land in Haringey has 1 in 100 year probability of flooding from rivers, and about 8,000 properties are at risk of flooding although the defences such as the Lee flood relief channel reduce the risk of this happening. In developing this document the Council has worked on a Strategic Flood Risk Assessment for the borough, and consulted with Environment Agency on measures which are necessary to reduce flood risk in the area.

Increased flood risk due to anticipated changes in the climate also requires us to consider measures for adapting to climate change and focus on minimising the flood risk in the area. Hard and soft landscaping associated with new development must take account of sustainable land management practices by considering appropriate species, encouraging biodiversity and managing the risk of flooding by applying sustainable urban drainage.

## **Water conservation and quality**

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

An increase in residential and commercial developments in the growth areas of Heartlands and Tottenham Hale will increase demand for water and abstraction from rivers. Too much water taken from rivers can cause problems for wildlife and



increase the risk of pollution, as there is less water available to dilute pollutants. Therefore new developments should aim to decrease the demand for water as much as possible. Details of water conservation techniques can be obtained by the Environment Agency or Thames Water.

The Council will require new residential developments to reflect the requirements of level 3 in the Governments Code for Sustainable Homes.

River Lee downstream of Tottenham Lock has poor chemical and biological water quality. This is partly due to the confluence of the River Lee and Pymmes Brook at the Tottenham Lock. Pymmes Brook has historically poor chemical water quality. Biological quality of Lee Navigation in Haringey has declined over the last few years.

### **Air quality**

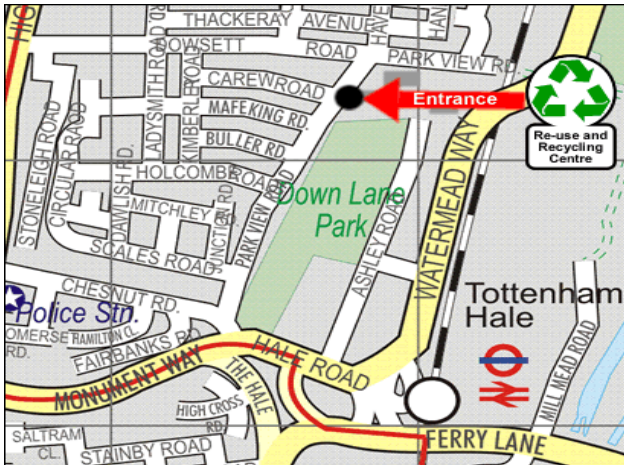
Poor air quality can arise from transport, industrial processes and energy consumption. The Council monitors air quality in the borough and has declared the whole borough an Air Quality Management Area. Of particular concern is the high levels of particulates (PM10s) and nitrogen dioxide, caused by high traffic levels. This is addressed in more detail under the Movement chapter.

The Council will control potential air pollution resulting from development in the borough by requiring development to locate close to facilities and public transport; requiring developments to include measures to avoid, reduce and only then mitigate the emissions of pollutants; and separating potentially polluting activities from sensitive areas or uses.

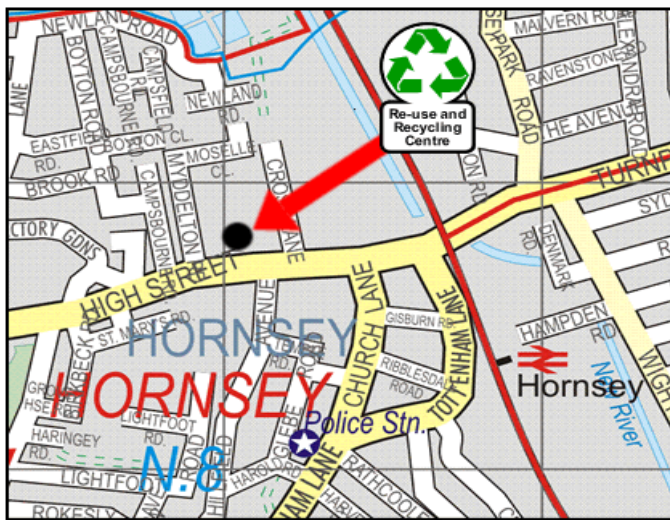
### **Waste and Recycling**

Haringey is committed to sustainable waste management that supports waste reduction and increased self sufficiency. North London is expected to deal with 1,504,000 tonnes of waste in 2010, rising to 2,342,000 tonnes in 2020. Haringey is planning for future trends in waste by safeguarding existing sites and identifying adequate facilities to deal with waste.

The latest figures reveal that more than a quarter of the borough's household waste (25%) has been recycled rather than being sent unnecessarily to landfill or incineration during 2007-08. The Borough Recycling Strategy for 2006-2020, sets out plans to give every resident easy access to doorstep, kerbside or "near-entry" recycling facilities. The strategy is aimed at tackling the 85,000 tonnes of waste generated by Haringey residents each year and includes plans to introduce a trade waste recycling service for businesses in the borough, along with new wheelie bins for recyclable waste, more recycling services for schools, and an increase in the range of materials accepted at the borough's Reuse and Recycling Centres. There are two waste sites in Haringey, with the potential for the creation of a new Green Industries Centre at Marsh Lane as part of the Tottenham Hale development, over the plan period. The Council's policy approach would be to continue to safeguard existing sites at Tottenham and Hornsey for waste use.



**Figure 2.1: Park View Road, Tottenham**



**Figure 2.2: Hornsey Recycling Centre**

In this context the North London Waste Plan is a planning framework developed to identify a range of suitable and viable sites to meet the North London boroughs future waste management needs. The plan is part of each borough's Local Development Framework.

A Joint North London Waste Plan Development Plan Document (DPD) is being prepared with the six surrounding London boroughs of Barnet, Camden, Enfield, Hackney, Islington and Waltham Forest. The DPD has to identify sufficient sites to cover 85% of the waste produced in the north London area. 18.75 hectares of land is required to address GLA waste apportionment, currently 14.5 hectares in waste management and transfer use, leaving a shortfall of 4.2 hectares to be identified.

**Preferred Policy**

**Strategic Policy 3 - Environment**

To protect and enhance Haringey's strategic and local resources for current and future generations.

- Commitment to act to minimise the use of natural resources in new development by sustainable design and management.
- Ensure the potential of new development to use and generate renewable energy is maximised, with a minimum reduction in Carbon Dioxide of 20% from on site renewables, in line with the London Plan.
- Protection of new development from flood risk by flood protection and mitigation, working closely with the Environment Agency to support new development in areas of lower risk.
- Commitment to ensuring that development does not add to flood risk in Haringey and elsewhere by consideration of Sustainable Urban Drainage Systems and Flood Risk Assessment.
- Commitment to reduce pollution of the water, air and land environment from construction and operation of new development.
- Development in Haringey will be implemented along the principles of environmental protection and sustainable design to protect and enhance local resources, reducing impact in Haringey and beyond the borough boundaries.

## **Discussion of option and justification**

The preferred option takes forward the current policy approach and promotes the climate change agenda in accordance with government guidance and sustainable development.

The findings of the Issues and Options consultation highlighted residents support for exceeding London Plan targets for carbon reduction, however only 10 responses to the question were received. The GLA did insist that we adopt London Plan targets.

This option also supports Council initiatives such as Greening your Home, the Greenest Borough Strategy and school travel plans.

## **Alternative option**

To encourage development in Haringey, protecting local resources and maintaining as a minimum, statutory protection for residents and the environment.

*This alternative option would meet only those minimum environmental requirements in Haringey as required by regional, national and international policies and regulations. It has been discounted as an option as Haringey seeks to work beyond these standards, working to improve the environment for all. This is in-line with the Haringey Greenest Borough Strategy and the Sustainable Community Strategy which clearly set higher targets and best practice, improving the environment and working beyond the legal minimum.*

## 2.2 Movement

Haringey's Sustainable Community Strategy priority An environmentally sustainable future commits the Council and all its partners to respond to climate change and manage our environmental resources more effectively to make Haringey one of London's greenest boroughs. The location and mix of development, the way it is linked to transport networks, and the availability of more sustainable modes of transport can help achieve this aim. This section focuses on promoting sustainable travel and making sure development is properly integrated with all forms of transport.

The London Plan underlines the guiding transport objectives that are identified in the Mayor of London's Transport Strategy and identifies five key policy areas:

- Closer integration of transport and spatial development.
- Enhancing International, National and Regional transport links.
- Better public transport in London.
- Reducing congestion and making better use of London's streets.
- Improving freight movements and the distribution of goods and services.

Haringey actively participates in a range of sub-regional partnerships. These include the North London Strategic Alliance, North Orbital Rail Partnership and North Central Travel Network as well as London-wide partnerships to deliver the London Cycle Network Plus, London Bus Priority Network and Bridge Strengthening programme. Haringey is also an active participant in the North London Transport Forum giving a sub-regional focus to the Borough's promotion of transport issues and aspirations.

Key transport-related issues in north London are:

- Rail and underground services are predominantly radial and, related to this, is a lack of good quality orbital public transport which results in increased car dependence.

- Many of the sub-region's strategic road and rail networks are at capacity at peak times.
- Traffic congestion, particularly on the A406, and its impacts on the environment, business efficiency, health and quality of life.
- Most journeys on the North Circular Road start and end within north London so a high proportion of congestion is produced within the sub-region.
- Poor accessibility to the sub-region's opportunity areas, especially along the Lee Valley, means that the area is not currently maximising its economic potential.
- Poor air quality particularly on the strategic road network. For most pollutants a decrease is projected with implementation of the National Air Quality Strategy.
- The car dominates mobility of North London's residents.

The Transport for London Business Plan for 2009/10 to 2017/8 includes proposals for expanding capacity on the Victoria, Northern and Piccadilly lines as well as a general expansion of bus service capacity of 8% over the same period. Increased capacity on the West Anglia and East Coast lines are planned by Network Rail. This expansion would support the regeneration proposals for Haringey Heartlands and Tottenham Hale growth areas.

### **Local Considerations**

Haringey has relatively good public transport, providing its residents access to employment opportunities in the City and West End, which are within easy travelling distance of rail and tube connections. Local residents have access to the job opportunities within the London-Cambridge Corridor and at Stansted Airport. Around two thirds of Haringey residents commute to work outside the borough.

National Rail services run mostly North to South. Local services on the East Coast main line serving Alexandra Palace, Harringay and Hornsey have a peak 10 minute frequency while the Enfield Chase and Southbury Loop services provide a combined frequency of 4 trains per hour to stations in the borough. However the frequency of local services on the West Anglia line serving Tottenham Hale and Northumberland Park are constrained by lack of capacity on the route. An improvement to these services is a major aspiration for the borough. With the exception of the Gospel Oak to Barking rail line which serves Harringay Green Lanes and South Tottenham, there are no orbital East-West rail links. Moreover the Gospel Oak to Barking Line operates at relatively low frequency (2 trains per hour) although there are proposals for an increase to 4 trains per hour from December 2009.

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

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

In common with many London Boroughs, Haringey suffers the effects of large amounts of through road traffic arising from radial commuter flows. This has implications for air quality which is being addressed through the measures outlined in the Council's Air Quality Action Plan.

Haringey's Local Transport Strategy [referred to as the Local Implementation Plan (LIP)] was approved by Transport for London (TfL) in May 2007. It sets out details of specific transport schemes up to March 2009 with indicative proposals for the following two years. The document includes plans for Parking and Enforcement, Walking, Cycling, Road Safety and School Travel. The LIP also includes a Strategic Environmental Assessment to ensure that proposals are sustainable and will not damage the environment. Transport programmes and projects are contained within the LIP. Each year the borough submits a LIP Annual Progress Report to TfL seeking funding for transport projects as well as providing a progress report against Mayoral targets.

## **Preferred Policy**

### **Strategic Policy 4 – Movement**

To support economic regeneration, improvements to safety and security on transport networks, reduce car dependency and use, combat climate change and improve environmental quality, the Council will:

- promote public transport, walking and cycling (including minimum cycle parking standards)
- seek to locate major trip generating developments in locations with good access to public transport
- reduce the need to travel by integrating transport planning and land use planning
- promote improvements to public transport interchanges and infrastructure
- adopt maximum car parking standards
- seek to mitigate the impact of road based freight and promote alternatives
- support measures to influence behavioural change
- require the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance

## Discussion of option and justification

The proposed policy is consistent with national and regional policy. Promotion of public transport, walking and cycling in the preferred option recognises that the travel needs of the borough, both now and in the future, can be met by improvements to public transport provision especially when most journeys originating in the borough are short- 60% of all trips by Haringey residents are less than 3km and 48% of all car journeys are less than 3km.

The choices we make about when and how we travel have implications for the environment and our health as well as for the ease and speed of our journeys. Cycling and walking are much healthier and far less polluting ways to travel than using motor vehicles which produce greenhouse gases and harm local air quality.

Reductions in car usage can be achieved by behavioural change. Government research in 2005 showed that such work can potentially reduce urban peak hour traffic by 21% and off peak traffic by 13% assuming intensive demand management work over a 10 year period. Management of road traffic can contribute to reducing car ownership and usage. Parking controls can influence car ownership by significantly increasing the cost of parking permits for households with more than one car. Car clubs have been shown to reduce individual car ownership and usage. It has been estimated that one car club car can take the place of up to 10 privately owned cars.

Responses received to the Issues and Options consultation supported the preferred option. With majority support for:

- minimising additional traffic generation arising from new development, by maximising public transport provision.
- support for planning gain contributions to be directed towards a borough wide pool of transport infrastructure contributions.
- a divisive response to car free developments with suggestions for research into the operation of existing car free developments in the borough.
- support for measures to reduce the need for car ownership and use such as car clubs, expanding the public transport network and improving walking and cycling infrastructure.
- support for improved east – west connections.
- support for conversion of Parkland Walk to a rail line but responses to an extension of the Victoria line to Northumberland Park were more ambiguous with mixed comments on the feasibility versus possible regeneration outcomes.
- support for major developments to make a contribution to public space improvements and safer by design principals to be included in works involving streets and public spaces.

This option was considered in light of the sustainability appraisal. The option performs well against environmental objectives: SA Objective 17 (air quality), 18 (CO<sub>2</sub> emissions) and 20 (transport). It also addresses the issue of safety, which could have a beneficial effect on the social objective of reducing crime.

## Alternative options

Option 1: To meet strategic objectives through provision of public transport and road network capacity to meet anticipated future demand.

*This Option was rejected because to meet all anticipated future demand for travel by merely seeking to expand capacity is not considered sustainable for financial, economic and environmental reasons. This option was not chosen because the provision of additional public transport and highway capacity in London is expensive. With much of the highway network at capacity in Haringey during the working day it is not considered feasible to meet anticipated demand as experience has shown that in such a scenario expanded highway capacity is matched by increases in road traffic with no net benefit to the community. It is also contrary to Government policy.*

Option 2 is to support private car ownership and usage.

*This option goes against government policy to reduce reliance on the private car. The encouragement of private car ownership and usage would lead to worsening road conditions such as general delay and unreliability for journey times, adverse environmental impacts such as air pollution and noise and delay more efficient users of the road such as buses. It is the Council's view that we should promote effective alternatives to private car journeys to allow people access to jobs, services and to actively promote a cleaner environment for residents and workers. However, this option would benefit few as the majority of residents do not have access to or own their own car.*

## 3. Economic Vitality and Prosperity Shared by All

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



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

London Plan Policy 3A.27 Meeting floor targets enables boroughs to specify ways in which Development Plan Documents (DPDs) can assist in meeting the aims and objectives of area regeneration initiatives and in particular their role in meeting national floor targets set by government and locally derived targets set by Local Area Agreements.

London Plan Policy 3B.5 underlines the prime purpose of Strategic Industrial Land (SIL) to ensure an adequate stock of industrial capacity.

London Plan Policy 3B.11 Improving employment opportunities for Londoners provides the spatial context to coordinate initiatives to improve employment opportunities for Londoners, and remove barriers to employment.

For North London, employment growth is estimated at 300,000 jobs over the period 2006-2026, representing an annual growth of 15,000 jobs. This is the largest amount of employment growth than any other sub-region. Policy 5B.1 identifies the strategic priorities for North London relevant to employment land in Haringey to include the following:

- Optimise the development of opportunity areas and areas for intensification
- Manage the reuse of surplus industrial land taking into account waste management requirements
- Deliver the London element of the government's priority for the London-Stansted-Cambridge-Peterborough corridor for development, regeneration and transport improvements, whilst recognising links with other parts of the corridor.

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

In terms of Strategic Industrial Locations (SILs), North London contains 20% of London's industrial land with seven SILs. The London Plan states that in managing the stock of industrial land, account should be taken of the need to make provision for transport land and land for waste management facilities in line with the self-sufficiency and taking account of some of the CAZ's needs.

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

The London Plan identifies two broad categories of SIL, Preferred Industrial Locations (PILs) and Industrial Business parks (IBPs). Within Haringey Central Leaside, Tottenham Hale and part of Wood Green are classed as SIL - the last two are IBPs which accommodate businesses requiring a high quality environment.

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

### **Local Considerations**

In 2006 approximately 61,000 jobs existed in Haringey (excluding self-employment). This represents an increase of 13.4% since 1996. This is comparable to overall growth in the UK, but slightly lower than the overall growth rate for London.

Haringey's economy is dominated by employment in three broad sectors which together account for over 80% of employment namely:

- Public administration, education and health
- Distribution, hotels and restaurants
- Banking, finance and insurance
- Other Services

In general terms the representation of Haringey in broad growth sectors is mixed, it is strongly represented in Other Services and in public sector activities but poorly represented in banking and finance. It is well represented in construction relative to London, but not UK.

## **3.1 Employment**

In the borough the proportion of small businesses is growing. Despite under-representation in comparison with London, there has been an increase in the

number (and size) of large companies with 200 or more employees in the borough. This is supported by rising rates of self employment in Haringey. There are 53 known organisations within this sector in the borough, with the majority based in Tottenham.

In line with Haringey's Regeneration Strategy (2008), the Council is involved in a range of initiatives that support local recruitment by employers and help meet employers' recruitment, staff training and development needs. Haringey Guarantee is the Worklessness Statement, launched in April 2007 which sets out how partners and providers will tackle the high rates of economic inactivity in Haringey. Haringey City Growth (HSC) Strategy is a business led approach which focuses on business development and support in 11 wards in Tottenham and Wood Green areas. The vision of the strategy is to:

- increase income, wealth and job opportunities for Haringey residents;
- make Haringey a more competitive location for new and existing businesses;
- Change perceptions and attitudes regarding opportunities in Haringey and Tottenham in particular; and
- Uncover and unlock economic advantages and opportunities within the deprived inner city area.

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

Manufacturing employment in Haringey continues to decline. Indeed, this decline is more pronounced in Haringey than in London or Great Britain. Haringey's Employment Land Study 2008 reflects this change in employment base by predicting a need for total floorspace requirement of approximately 137,000m<sup>2</sup> for the period 2006-2026. This includes a net reduction in demand for industrial floorspace as well as a modest net increase in logistics, warehousing and storage facilities. The majority of demand is predicted to be for B1 floorspace including light industrial. Much of this could be provided in Wood Green Metropolitan Town Centre and the District Town Centres.

### **Preferred option**

**Strategic Policy 5 – Employment**

Protect and enhance employment land, whilst at the same time promote other forms of employment that complements existing uses.

- Protect and enhance existing employment sites
- Encourage higher density uses of existing sites, where appropriate
- Encourage mixed use development where the employment aspect is improved and/or more jobs are created
- Promoting the diversification of the borough's economy and supporting new and expanding employment sectors such as green industries and small and medium sized enterprises
- Developing the skills and employment opportunities of local people
- Promote other forms of employment that complement existing uses, particularly knowledge based service sector high technology activities and cultural businesses.

### **Discussion of option and justification**

The preferred option is found to be the most sustainable and performs well against SA Objectives 7 (economic growth) and indirectly 8 (skills and training) and 9 (economic inclusion). This is supported by the Boroughs Employment Land Study (2008), which concluded that demand in North London and Haringey for logistics, warehousing, waste and recycling facilities and transport related functions will increase. Given the limited amount of readily available supply relative to future demand, justification remains for pursuing a strong approach to safeguarding existing employment clusters for business and industrial use.

The preferred option responds to sub-regional and local requirements to support employment for industrial and manufacturing operations which are the predominant sectors within the borough, through diversification of operations.

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

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

The employment rate in Haringey is 69% compared to 74% nationally. Government has an aspirational target for full employment of 80%. This sets a target for Haringey of 16,600 extra people into employment – getting those who want to work into work. This presents a huge, but not insurmountable, challenge.

In Haringey, there is an imbalance between the acquired skills of the local labour force and the job opportunities within the borough. Some 21% of the borough's working age population has a level 1 or below qualification while 40% have a level 4 or above qualification. GLA Economics forecasts that by 2020, the demand for highly skilled workers will increase to the extent that 50% of employees in London will have a level 4 qualification.

Training has a pivotal role in reducing unemployment and providing greater flexibility in the local economy. The training of local people provides positive feedback into the local economy by allowing businesses to have access to an appropriately skilled workforce.

The findings of the Issues and Options consultation highlights some support for the creation of employment and training plans and strong support to protect Strategic Industrial Locations (SILs), smaller industrial sites and locally significant employment sites for employment use. The results also show that any re-designated employment sites should include a mix of uses that improve the economic, community and cultural facilities in the borough. The most support was for a mix of uses where the range and number of jobs were increased. There was some concern about the loss of flexibility when the sites were reused for housing.

### **Alternative option**

Option 2 promotes greater flexibility of land uses within employment areas including Strategic Industrial Locations (SILs)

*This option was rejected as it does not support local employment and assumes a London scenario whereby growth will occur in business and financial sectors. This is not the reality of the Haringey local economy. In turn, this option would have an overall adverse effect on SA Objective 7 (sustainable economic growth). Inappropriate development in SILs can compromise the offer of sites as competitive locations for industry, transport, logistics, utilities or waste management. Flexible or mixed use can only be supported where the objectives of the London Plan policies are supported.*

## **3.2 Town Centres**

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

One of the strategic priorities for north London is to enhance the attractiveness of town centres to consumers and manage the restructuring of town centres in need of change, especially in the outer parts of the sub-region (London Plan Policy 5B.1)

Policy 3D.1 relates to town centres and states boroughs should enhance access to goods and services and strengthen the wider role of town centres. Policies 3D.2 and 3D.3 are consistent with advice set out in PPS6 regarding maintaining town centres as the focus for development.

Policies 3D.4 and 3D.5 seek to promote and protect arts/ culture and sports facilities.

In accordance with the Mayor's town centre network hierarchy Wood Green is classed as a Metropolitan Centre, Muswell Hill, Crouch End, Tottenham, Green lanes and West Green Road are classified as District Centres.

### **Sub-Regional Development Framework**

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

Wood Green is identified with a GOAD/CASA floorspace of 106,000m<sup>2</sup> with a modelled comparison goods floorspace need between 2001/16 of 7-11,000m<sup>2</sup>.

### **Local Considerations**

Wood Green, Muswell Hill, Crouch End, Tottenham High Road/Bruce Grove, Green Lanes and Wood Green Road/Seven Sisters Road are the six main shopping centres within the borough of Haringey. These town centres are influenced by major shopping destinations in Central and North London and compete with a number of centres in neighbouring boroughs including Brent Cross, Walthamstow, Ilford, Romford and Oxford Street.

The borough also has a network of 38 Local Shopping Centres which provide for the day-to-day needs of people living, working and staying nearby. Small specialist shops are essential to sustain the vibrancy and character of shopping areas but they are threatened by the continuing trend towards fewer, larger shops. Haringey's Retail Capacity Study 2008 has recommended that these local

shopping centres are retained as the loss of shop units within these centres would harm the character, function, vitality and viability of the area.

Classification of Centres according to the number of multiple retailers present (national chains) can provide an indication of how well the centre is performing in economic terms. Wood Green is the highest ranked centre in the borough (Venuescores UK Shopping Index, 2006) ranked as 133rd followed by Muswell Hill (639<sup>th</sup>), Tottenham (756<sup>th</sup>), and Crouch End (1,060<sup>th</sup>). There are several centres ranked above Wood Green including Oxford Street, Romford and Ilford, with Brent Cross and Walthamstow ranked slightly below Wood Green.

The retail performance and importance of a shopping centre can be demonstrated by commercial yields and Zone A rental levels achieved for retail property. Retail yields in Wood Green are relatively low (strong) in Wood Green and have fallen from to 7.75% in 2006. They are slightly higher (worse) than the west end, Romford and Ilford (the Exchange) but slightly lower (better) than in Enfield, Finchley, Barnet and Ilford. Wood Green achieves a Zone A rent of £1,399 per m<sup>2</sup> and this has steadily increased in the centre since 1998. These rents are lower than in Enfield, Ilford, Romford, Brent Cross and Oxford Street. In comparison retail rents are higher in Wood Green than in Walthamstow and Barnet. With Muswell Hill achieving retail rents of £969 per m<sup>2</sup> (2007 data), which is higher than in Barnet but lower than Wood Green and Walthamstow. As a Metropolitan Centre, Wood Green should be trying to achieve higher Zone A retail rents.

### **Socio-economic characteristics within Haringey**

Shopping needs may vary considerably, often related to socio-economic characteristics. Residents with access to a car within areas poorly served by public transport or those on low incomes will have different needs to those who are mobile by car and enjoy higher incomes. Therefore, the availability of local shopping facilities near to residential areas or within a short journey by public transport or discount/ value facilities maybe more important to these groups. Car ownership in the borough 53.4% of households is slightly higher than the Inner London average of 49.4% and significantly lower than the England and Wales average 73%. The lower car ownership in respect of England and Wales average reflects in part the borough's good access to public transport.

The borough's Retail Study 2008 predicts that Haringey will require 13,800m<sup>2</sup> of comparison goods floorspace and an additional 10,194m<sup>2</sup> net convenience goods floorspace by 2016. It is anticipated much of this will be met in Wood Green Metropolitan Centre and the six District Centres and the new retail centre being proposed as part of the Tottenham Hale Urban Centre Masterplan SPD.

In addition, the study identified 190 vacant units within town and local centres, a vacancy rate of 8.0%, this is compared to a GOAD national average vacancy rate of 11%. If have of the 95 units were re-occupied this would help to accommodate growth and based on the average size of a unit (100m<sup>2</sup>) these re-occupied units could accommodate about 9,500m<sup>2</sup> gross.

### **Preferred Policy**

## **Strategic Policy 6 – Town Centres**

Protect town centres and support expansion and intensification, where it benefits the centre as a whole.

This will be achieved by:

- Promoting the variety of shops, leisure facilities, local services, offices and other suitable uses in our designated shopping centres to provide variety, vibrancy and choice;
- Encouraging residential development, where appropriate;
- Improving our town centres through environment, design, transport and public safety measures;
- Protecting the hierarchy of town centres and designated primary and secondary frontages.

### **Discussion of option and justification**

This policy seeks to promote new investment in the town centres to deliver good economic outcomes, consistent with the overall approach to growth as set out in Strategic Policy 1 and PPS6 Planning for Town Centres. Bringing vacancies back into use will help achieve the anticipated required growth in comparison floor space and this will promote greater diversity in the range of facilities being provided and act as a community hub. Development of new retail locations in town centres could encourage economic investment, delivering more jobs and possible diversification of businesses. Intensifying residential development in town centres could have positive benefits by reducing pressure on more residential areas.

The housing needs of the borough are discussed in more detail in the Managing Growth section of this document. The inclusion of housing development within Wood Green town centre will contribute to providing a vibrant environment.

The Preferred Option performs well against economic and social objectives (SA Objectives 5 (community cohesion), 6 (access to services), 7 (economic growth) and 10 (town centres)) and could have indirect beneficial effects on SA Objectives 8 (skills and training) through expansion and intensification.

### **Alternative options**

Option 1 safeguard all existing town centres and resist further expansion or development of any kind.

*This option provides a blanket approach to the protection of all centres in situ. This is not in accordance with national and London Plan guidance or town centre health checks to assess*



*viability of centres. Furthermore, it is also likely to have an adverse impact on economic objectives by limiting expansion or development.*

Option 2 aims to protect existing town centres for retail office and leisure uses, and restrict further housing growth.

*This approach does not comply with new guidance PPS6 to diversify the range of services, facilities and entertainment activities in key location such as town centres, and in locations in close proximity to public transport networks and therefore has been rejected. The option also contradicts PPS3 Housing and the need to increase supply from all sources in maximising housing delivery in suitable locations. This would not support Council strategies such as Empty Homes and living above shops. The option supports economic objectives but restricts housing growth, which may have adverse effects on SA Objective 4 (housing).*

## **4. A Safer, Attractive and Valued Urban Environment**

Haringey's Sustainable Community Strategy theme A Safer, Attractive and Valued Urban Environment aims to reduce both crime and fear of crime through good design and improvements to the public realm and by creating safer, cleaner streets. How the urban environment looks and functions can have a significant impact on people's quality of life. This will also influence the image of a place, which in turn can affect the economy of an area. Urban design is about how places work as well as how they look.

Both the conservation of the built environment (in terms of preserving cultural heritage and insuring the efficient use of land and building materials), and good design are seen as integral components of sustainable development.

In line with London Plan policies Haringey will insist on:

- General principles of design (Policy 4B.1)
- Enhancing the quality of the public realm (Policy 4B.3)
- Creating an inclusive environment (Policy 4B.5)
- Respecting and understanding local context (Policy 4B.6)
- Protection of London's Strategic views (Policy 4B.16)
- Location of tall buildings (policy 4B.9)
- Safety, security and fire prevention and protection (Policy 4B.6)
- Adopting sustainable design and construction measures in reducing energy consumption (Policy 4A.3)

## **4.1 Design**

### **Local Considerations**

#### **High Quality Design**

Good urban design is about how places work as well as how they look as this has a crucial impact on people's quality of life and their perception of an area. Good design is seen to be an integral component of sustainable development, in that the conservation of natural resources such as the cultural and landscape heritage of an area can contribute and adapt to the mitigation of further climate change.

With the passing of the Planning Act, 2008 and in accordance with government guidance in PPS1, local authorities are required to have regard to the desirability of achieving good design. In doing so, the Council will take account of the Building for Life criteria in the assessment of proposals for residential developments.

Parallel to this, the Code for Sustainable Homes 'Setting the Standard in Sustainability' for new homes and accompanying technical guidance (amended April 2008) was introduced to improve the overall sustainability of new homes by setting a single national standard within which the home building industry can design and construct homes to higher environmental standards, and offers a tool for developers to differentiate themselves within the market. An assessment against the Code is mandatory for all new residential developments.

#### **Tall Buildings**

Haringey is characterised by predominantly low-rise, 2-3 storey, residential suburban development across the borough and 3-4 storey development in its town centres, the exception being Wood Green Town Centre where buildings range between 4-9 storeys at its centre. As such, almost the entire borough is particularly sensitive to the adverse impact of high buildings on its character and townscape qualities given its outer borough suburban character. Excessive height can have intrusive effects on the immediate and wider area, altering the established skyline, adversely affecting attractive local views, buildings of townscape importance and important landmarks. The established scale and character of the townscape will normally provide a guide for the bulk and scale of new development, together with

conformity to established street patterns, facades, activities, and uses. The scale, height and bulk of new development should relate satisfactorily to its surroundings.

Haringey adopts the definition of tall buildings as “those which are substantially taller than their neighbours and / or those which have a significant impact on the skyline, of 10 storeys and over”.

The Council considers that the two areas Haringey Heartlands and Tottenham Hale are the most suitable for tall buildings, because they are close to major transport interchanges and have been designated in the London Plan as an Opportunity Area ( Tottenham Hale) and an area for intensification (Haringey Heartlands / Wood Green). The precise location of tall buildings will be determined within the context of the relevant development framework, and the design of the tall building considered in the light of CABI / English Heritage ‘Guidance on Tall Buildings’.

### **Preferred Policy**

#### **Strategic Policy 7 – Design**

The Council will require development to be of high quality design. Poorly designed schemes will be refused. Developments should:

1. Be of high design quality to ensure attractive, durable, and adaptable development;
2. Relate satisfactorily to the spatial and visual character of the site and the surrounding area / street scene;
3. Create or enhance high quality public realm;
4. Promote inclusive design that is accessible to all users;
5. Incorporate solutions to reduce crime and the fear of crime;
6. Maximise energy efficiency, through methods of passive solar design, natural ventilation and vegetation on buildings and sustainable design and construction.

### **Discussion of option and justification**

The preferred option recognises good design goes beyond building design to include public realm, energy efficiency measures, noise and light pollution and sustainable construction, which offer potential for alternative uses over their lifetime. This meets London Plan requirements of sustainable residential quality. New development schemes can provide an opportunity to shape places by improving the quality of buildings and the street environment and through this improve the experience of the borough for residents and visitors. Haringey will therefore insist on high quality design throughout the borough.

The Issues and Options consultation identified that the majority of residents supported quality in new design, specifically that developments should improve the character and quality of an area. This is recognised and supported by the London Plan.

The preferred option performs well against SA Objective 12 (townscape) and indirectly to SA Objective 1 (reduce crime), 5 (community cohesion), 10 (town centres), 13 (landscape), 16 (climate change and reduction in flood risk), 18 (CO<sub>2</sub> emissions) and 19 (sustainable use of resources).

### **Alternative option**

It is considered there is no alternative to good design, having regard to design principles set out in the London Plan.

*This option considers that there is no alternative to good design and having regard to the design principles as set out in the London Plan. The London Plan promotes good design and its design principles meet SA objectives 3 (health) and 6 (access for all users).*

## **4.2 Conservation**

Haringey has 29 Conservation Areas and four Article 4 Direction Areas; Tower Gardens, Noel Park, Rookfield Estate and Peabody Cottages. It has two English Heritage Registered Historic Parks; Finsbury Park and Alexandra Palace Park, as well as 27 Local Historic Parks. It has 462 Statutory Listed Buildings and 1150 Locally Listed Buildings. The borough's built heritage includes locally distinctive landmarks that create a sense of place and stability. Its built form is made up of a series of largely residential communities, each with their own unique identity that has been developed around the distinctive characteristics of the borough's historic town centres, namely Highgate, Muswell Hill, Tottenham, Wood Green, Green Lanes, Hornsey and Crouch End. Some of these settlements in pre-industrial times were small country villages, now interwoven with or replaced by later development, much of it from the 19<sup>th</sup> Century including industrial, commercial, and public buildings. The surrounding residential areas typically comprise a mixture of large detached, semi-detached and terraced housing laid out in a traditional perimeter block form with frontages facing the street and with private rear gardens. Whilst terraced houses are designed in a variety of styles according to the date of construction, they are mainly of two or three storeys high, and typically they create a visually coherent uniform street scene appearance and a distinctive suburban character.

Twentieth Century development has consisted mainly of public and private housing estates on remaining farmland. The names of these developments often reflect their earlier history and topography, for example, Rookfield, Broadwater Farm and White Hart Lane. Areas to the east, of the main railway line that bisects the borough, tend to be of a more sprawling development made up of tightly packed streets of mainly twentieth century smaller terraced houses with smaller gardens. The exception is Tottenham High Road, a historic corridor that still retains many fine Georgian and Victorian properties.

## Strategic and Local Views

In Haringey, strategic views of St. Paul's Cathedral and the City from Alexandra Palace are protected designated views under the category of London Panoramas. Within London panoramas, proposed developments should fit within the prevailing pattern of buildings and spaces and, should not detract from the panorama as a whole. Haringey has sought to take account of this strategic view and promotes the protection of the viewing corridor (the direct view from Alexandra Palace to St. Paul Cathedral), wider setting (the area immediately surrounding the viewing corridor affecting its setting) mid-ground (this covers a high ridge area where any development higher may be visible from the viewpoint) and foreground (the open landscape with sloping park), against the impact of development proposals which fall within the boundaries of the above zones.

However, it is not only strategic views that the Council wants to protect. There are many local views, which provide context, landmarks, townscapes and landscapes of historic interest within the borough. These will be identified and included in a schedule of local views in the forthcoming Conservation SPD.

## Preferred Policy

### Strategic Policy 8 – Conservation

In facilitating urban regeneration and fostering a high quality built environment the Council will give priority to:

- Protecting buildings of architectural or historic interest and their settings
- Preserving or enhancing the character and appearance of conservation areas
- Promoting the conservation, protection and enhancement of the archaeological heritage of the borough, including historic parks and gardens and their interpretation and presentation.
- Protecting strategic views from Alexandra Palace to St. Paul's Cathedral and key local views

## Discussion of option and justification

The preferred option continues the current policy approach to the preservation of conservation areas and listed buildings. To discontinue this approach would cause detriment to the local identity and borough distinctiveness.

The Council has a statutory duty to protect buildings and structures of special architectural or historic interest. These buildings are important for the positive contribution they make to the character of an area. They are appreciated and valued by the public as established and tangible evidence of the past, providing a sense of permanence and belonging and a historic perspective with which to approach today's development opportunities. The retention and conservation of

these buildings is therefore important and a wide range of suitable and viable uses should be considered to secure their future.

The preferred option performs well against SA Objective 12 (townscape) and indirectly to SA Objective 1 (reduce crime), 5 (community cohesion), 10 (town centres), 13 (landscape), 16 (climate change and reduction in flood risk), 18 (CO2 emissions) and 19 (sustainable use of resources).

### Alternative options

Option 1 takes a blanket approach to the historic environment and promises to "preserve" and "enhance".

*This approach assumes that all buildings should be protected from development and does not appreciate how good design can enhance an historic building.*

Option 2 takes a more flexible approach to the use and re-use of historic areas and buildings in the identified areas of change.

*This option provides a selective approach and only at key sites and therefore was rejected as it does not support principles of good design or respect the boroughs historic environment.*

The above options, which take a more flexible approach to the use and re-use of historic areas and buildings, may result in adverse impacts on townscape (SA Objective 12) and aesthetics. Although the re-use of buildings for other uses, such as housing may have social benefits (SA objective 4 – housing), changes to conservation areas or buildings could have adverse effects on the character of the area if the design does not integrate well with local or historic heritage.

## 4.3 Green Infrastructure

Parks and open spaces are of great importance to Haringey in terms of sport, recreation and play, biodiversity, culture, regeneration, the economy and in breaking up built up areas.

The London Plan identifies the following policies particularly relevant to Haringey:

Policy 3D.8 Realising the value of open space and green infrastructure makes clear the open space network should be treated as an integrated system which provides a "green infrastructure" containing many uses and performs a range of functions that make a positive contribution to the wider London network.

Policy 3D.9 Green Belt should be maintained and protected with the general presumption against inappropriate development, unless special circumstances dictate otherwise.

Policy 3D.10 Metropolitan Open Land should be given the same level of protection as green belt land and protected from inappropriate development.

Policy 3D.14 Biodiversity and nature conservation ensures a proactive approach to the protection, promotion and management of biodiversity. This is in support of the Mayor's Biodiversity Strategy Connecting with London's Nature which sets out key objectives for the protection and enhancement of biodiversity features in London. The Haringey Local Biodiversity Action Plan (BAP), (2002) aims to conserve, enrich and celebrate the wildlife in Haringey through informing local people and involving more people in its enjoyment and conservation and where possible increase the population of key species and habitats, such as ancient woodland.

### **Local Considerations**

Haringey has 600 acres (2.4km<sup>2</sup>) of parks, recreation grounds and open spaces which make up more than 25% of the total borough area. The borough boasts many different types of open spaces which promotes health and social well-being of borough resident's.

There are many open spaces of value within the borough which contribute to its historic context and character. Of particular significance is Alexandra Park and Palace, which is identified as MOL because of its designation as an historic park and garden and its contribution to London's skyline, offering strategic views of the building beyond the borough boundary and providing a context for the borough within Greater London.

Green belt has a structural role to play and therefore the strongest levels of protection. It is of national and regional importance and its aim is to prevent urban sprawl by keeping land permanently open. Metropolitan Open Land (MOL) is defined as green belt which is specific to London in that it contributes to the physical structure of London's landscape and helps shape the pattern of development so that it occurs in suitable locations.

Equally important are Sites of Nature Conservation Importance (SNCI), which have differing levels of protection set by National and European legislation. These sites support a range of flora and fauna considered to be of ecological value. Sites of national importance within the borough include Lee Valley Regional Park, which is designated as a priority area for the protection of Birds<sup>5</sup> and Highgate Woods, one of only eight green heritage sites in London. Other sites of ecological value include green corridors, which mainly comprise operational railway land.

Open spaces of local importance in the borough can include parks, allotments, woodlands, sports facilities, children's play areas (both formal and informal), back gardens and amenity spaces and squares. Local open spaces form part of the

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<sup>5</sup> Lee Valley Regional Plan (2000) and Lee Valley Biodiversity Action Plan, (2000)

wider network of open spaces which are integral and vital to the spatial character of the borough and to residents' quality of life. The borough has achieved Green Flag Status for nine of its parks, which is the highest awarded to any London borough, which exemplifies areas of open space of outstanding quality ([green flag](#))

The Council carried out an open spaces assessment of all its open spaces, in 2005 (updated in 2008). The findings of the study concluded Haringey has overall provision for 1.7ha of open space per 1,000 population, this is comparable to levels of provision in neighbouring boroughs. However, the study also concluded where open space deficiencies existed, they were related to accessibility and quality.

However its not just green spaces that contribute to the boroughs open space network but also waterways, which are significant in that river corridors tend to be the only remaining areas of land linking open spaces throughout London. In the borough the two most important waterways are River Lee (as it flows through the Lee Valley) and the Moselle Brooke, which runs through the Heartlands/ Wood Green opportunity area. These environmental assets are important in that they promote linkages to the East London Green Grid and London's Blue Ribbon Network.

The Council's policy approach is one of protection, enhancement and improvements to its existing green infrastructure.

## **Preferred Policy**

### **Strategic Policy 9 - Green Infrastructure**

The Council will safeguard existing open spaces from development and create new open spaces in areas of deficiency to promote greater opportunities for residents' health and well-being through the:

- Implementation of the borough's green infrastructure projects;
- Protection of the borough's Metropolitan Open Land and Green Belt from inappropriate development;
- Protection of Sites of Special Scientific Interest at metropolitan, borough and local levels from development, unless it can be demonstrated that such developments will not adversely affect the nature conservation value of the site and through appropriate mitigation measures would lesson the impact of the development;
- Provision of amenity open spaces in all new developments; and
- Contribution of new developments to wildlife and ecological habitats.

*For the purposes of this policy Haringey's Green Infrastructure network is defined*



*as Green Belts, Metropolitan Open Land, woodlands, sites of nature conservation and biodiversity importance, waterways and tributaries, parks, allotments, amenity spaces and civic squares.*

## **Discussion of option and justification**

The preferred option meets national and London Plan requirements to safeguard and enhance the environment. This is consistent with the existing UDP approach.

The preferred option was the most sustainable option since because it not only safeguards existing open spaces from development but also promotes enhancements to the green infrastructure network. This option performs well against social objectives: SA Objective 3 (health) and 6 (access to amenity), 11 (biodiversity), 12 (townscape and cultural heritage), 13 (landscape), 14 (water resources), 16 (climate change and reduction of flood risk) and 20 (sustainable modes of transport).

## **Alternative options**

Option 1 seeks to protect and enhance all existing open spaces within the borough and provide contributions to the boroughs green infrastructure in areas of open space deficiency.

*Option 1 has a more limited impact on SA Objectives as it only proposes contributions to green infrastructure in areas of open space deficiency. This approach seeks to address all open space deficiencies across the borough by open space typology. This is unrealistic and does not consider the need to balance provision of open spaces with other borough targets such as housing and jobs and it is not viable in that it does not considers the high level of resources required to make this possible and therefore was rejected.*

Option 2 protects the best quality open spaces and allows poorer quality open spaces (not in areas of deficiency) to be redeveloped to alternative uses.

*This approach appears to “score” open spaces according to quality which does not take on board the value of green infrastructure to the local community.*

## **5. Healthier People with a Better Quality of Life**

Many factors influence our health, including the lifestyles we lead, the environment we live in and the opportunities we have to exercise and to access health facilities. A wider sense of well-being is influenced by a variety of factors such as opportunities for work and recreation, personal relations, feelings of safety and community. General levels of health vary across the borough with the most deprived areas tending to experience the poorest health. Worklessness, isolation and low income have adverse effects upon residents' health and well-being.

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

The health care system in London needs to adapt to meet the specific health challenges and needs of the diverse, mobile and ageing population. The system needs to address some of the issues of health inequalities and variability in services. There is the need to provide greater access to primary care in deprived areas and improve and modernise existing facilities.

The London Plan aims to promote better health across London's population and to the dual roles of health in terms of the benefits of healthcare, and health as an important economic factor.

Policy 3A.20 Health objectives identifies the need for policies to address health issues of the local population and to reduce health inequalities as set out in the objectives of the NHS Plan, the 'Choosing Health' White Paper, Local Delivery Plans and Modernisation Programmes and the organisation and delivery of health care in the borough.

Policy 3A.21 Locations for health care identifies the need to support the provision of additional healthcare within the borough as identified by the strategic health authority and primary care trusts.

Policy 3A.23 Health impacts requires Health Impact Assessments for major development proposals and have regard to the health impacts of development proposals as a way for ensuring that major new developments promote public health within the borough.

## **Local Considerations**

### **Primary Care Strategy, Joint Strategic Needs Assessment**

Access to high quality health services is a key component of a sustainable community and is a major factor in addressing health inequalities. Significant re-configuration of health services is being implemented in London. Both the White Paper 'Your Health, Your Care, Your Say' and NHS London Healthcare for London: A Framework for Action seek to move services from hospitals into primary and community settings and support healthcare closer to people's homes.

## **5.1 Health and Well-being**

The Haringey Strategic Partnership is developing a Joint Strategic Needs Assessment which will identify existing and future health needs and inform commissioning decisions and a work programme for health improvement and prevention, including an integrated approach to tackle the determinants of poor health and reduce health inequalities in the borough.

Evidence indicates that the key long term health conditions as recorded on GP registers in Haringey are:

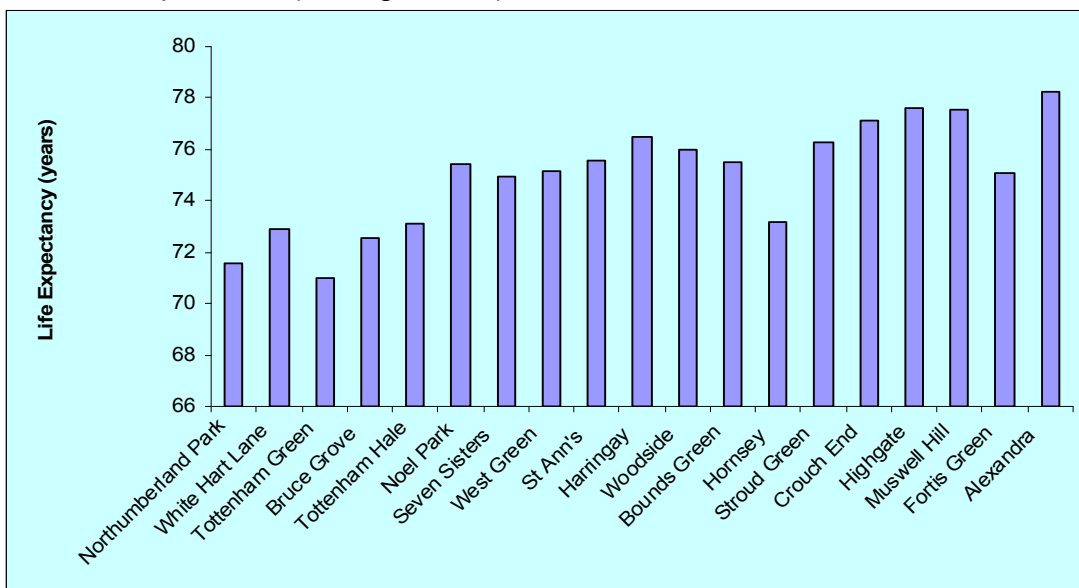
- Asthma
- Diabetes
- Hypertension
- Mental health
- Cancer
- Circulatory diseases.

Between April 2005 and March 2006 there were 48,380 admissions to hospital for Haringey residents. People living in the North East Tottenham area had the highest admission rates and people living in the West Haringey the lowest. The most common reasons for admission to hospital in Haringey is heart disease and stroke,

genito-urinary disease, renal failure and cancer. Patterns of admission for selected causes vary considerably between different parts of Haringey with the West having consistently lower admission rates for all conditions except for cancer and personal injuries. North East Tottenham area appears to have much higher rates of admission for heart disease and stroke than the rest of Haringey. South East Tottenham has the highest rates of admission for genitor-urinary disease, renal failure and sickle cell. Central Haringey has the highest rate of mental health admissions.

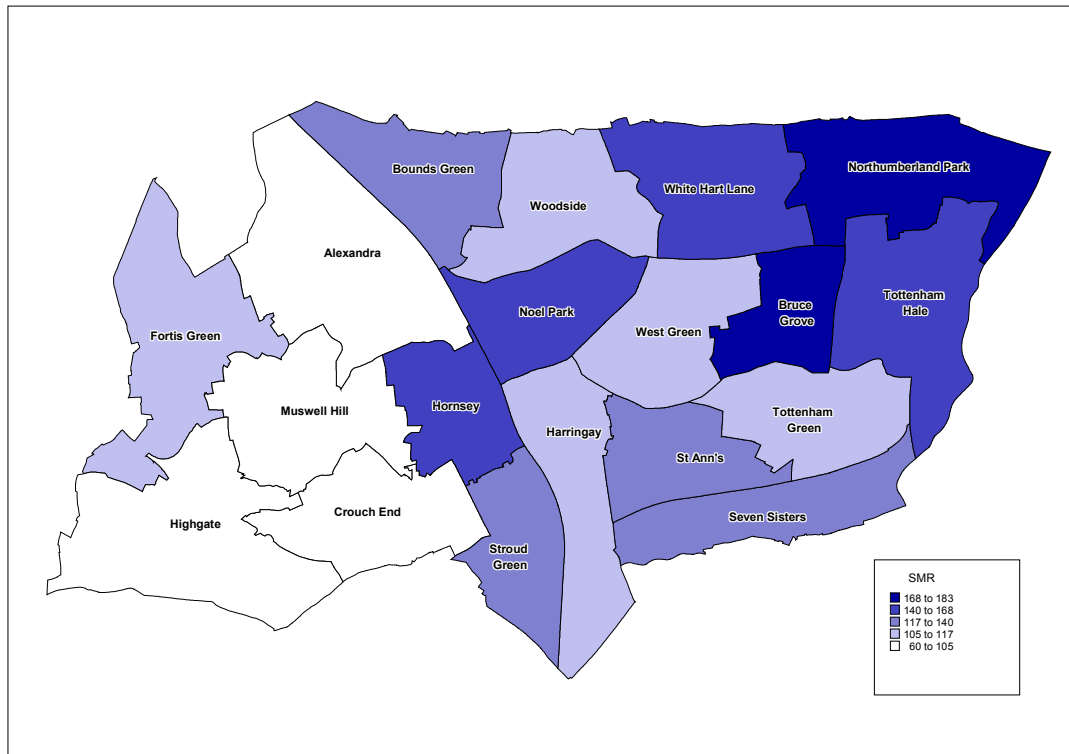
The likely reasons for these variations are complex and are likely to include both variations in health need (for example associated with deprivation) and demand for health services in terms of what people ask for (with people from more affluent areas tending to have higher expectations about the services they should be able to access). It is also likely that these variations reflect different capacity and capability in primary care services to prevent identify and treat ill health. For example, there may be a poor detection or control of diabetes in primary care in Haringey.

Within the borough there are significant differences between those living in the relative deprivation in the east and those living in the more affluent west. For example, female life expectancy in Crouch End is 82.9 and 77.0 in White Hart Lane. Male life expectancy is 78.2 in Alexandra and 71.0 in Tottenham Green; a difference of 7.2 years. Male life expectancy, unlike that for females is closely linked to deprivation (see figure 5.1).



**Figure 5.1 - Male life expectancy and deprivation**

Within Haringey there are stark contrasts in mortality rates between the east and the west of the borough as illustrated by the variations in life expectancy. Not unexpectedly the inequality in health outcome for Cancer and Circulatory disease is also stark. Standardised Mortality ratios for Circulatory disease (see figure 5.2) clearly show the contrast between the east and the west of the borough. As an example Northumberland Park has almost double the number of deaths than expected.

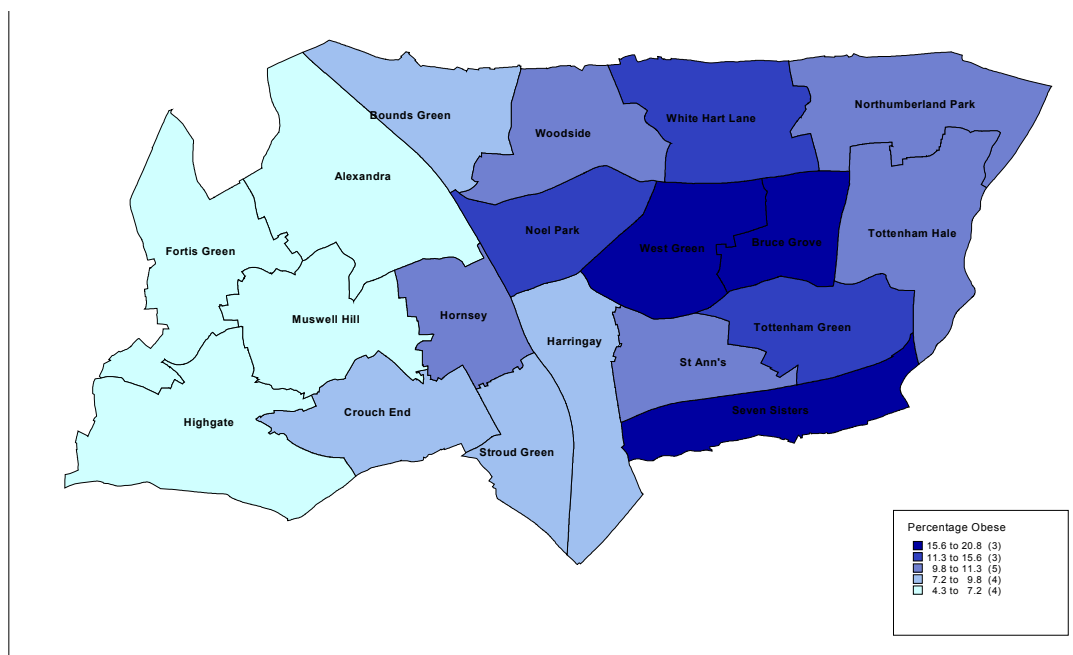


**Figure 5.2 - Circulatory Disease Mortality in Haringey 2001 to 2005**

**Determinants of health**

Social, economic and environmental factors have major influences on the health of individuals. They contribute significantly to cardiovascular and respiratory diseases, cancer and other conditions that account for increased burden of morbidity and mortality in later life.

Haringey has a very diverse population, with many people at risk of ill health, related to poverty and deprivation. The most deprived, at risk populations tend to live in the east of the borough, but with some pockets of risk in Hornsey in the west. This pattern can be seen when looking at health risks such as childhood obesity.



**Figure 5.3 - % of obese reception class children by ward – June 2006**

### Healthy eating and physical activity

Increased physical activity, including walking and cycling, is beneficial to health and protects against the risk of cardiovascular disease. Access to sport, recreation facilities and open space all help to encourage active lifestyles.

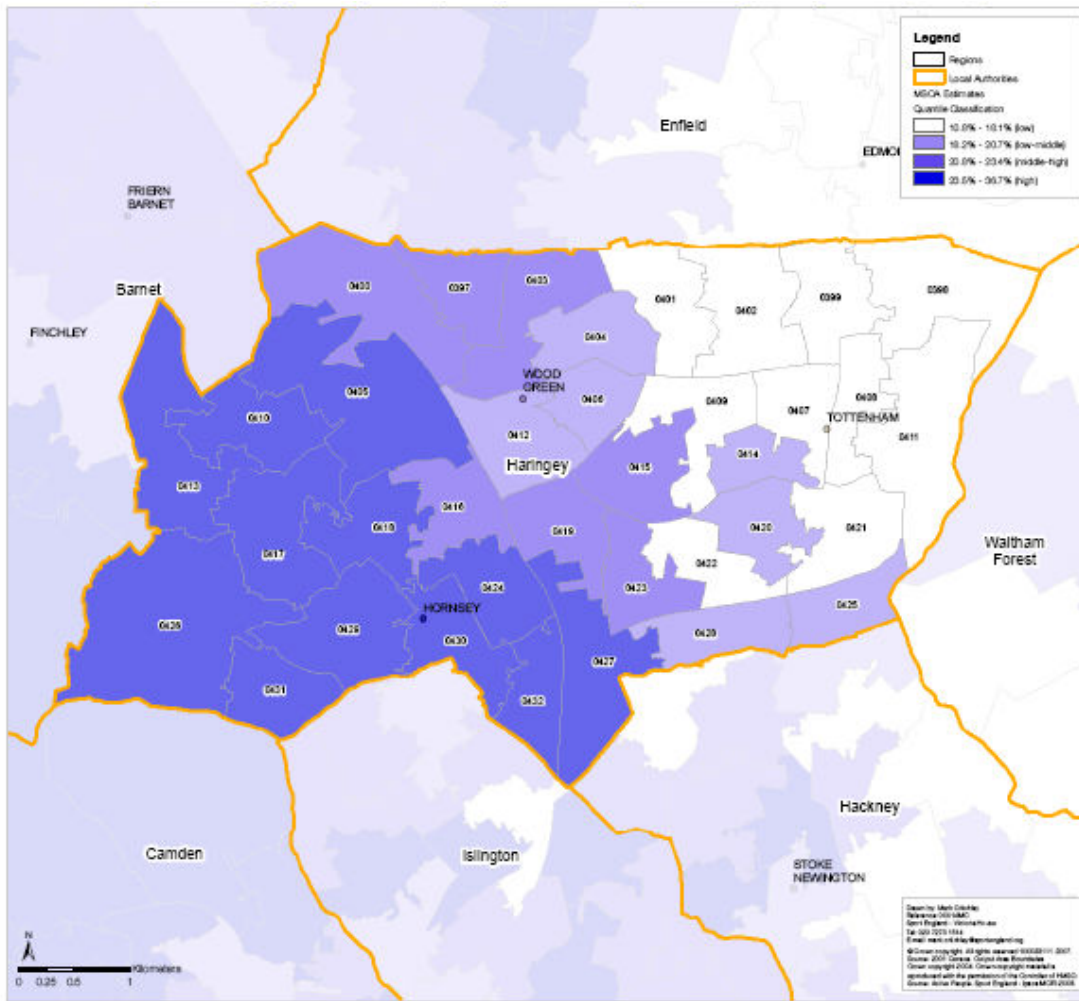
Obesity is a major risk factor for the future health of children as it can lead to complications such as heart disease, diabetes, joint problems and emotional problems. In 2007 18% of the children weighed were considered to be obese and a further 14% overweight. This varied from 13% of reception class classified as obese to 24% of year 6 and suggested that more boys than girls were obese. Amongst year 6 children it is clear that obesity levels are highest in the wards in the east of the borough.

An assessment undertaken by NHS Haringey in conjunction with University College London Institute of Child Health identified that wards with highest prevalence broadly corresponded to those with a higher density of fast food outlets and a lower density of open spaces.

Adult obesity is estimated at 17.9% in Haringey compared to 18.4% for London and 23.6% for England (although the confidence intervals are wide). The estimates vary considerably from less than 10% in Highgate to greater than 25% in Tottenham Hale, West Green, White Hart Lane, Bruce Grove and Northumberland Park. Haringey GP records suggest that adult obesity rates are highest in North (8.9%) and Central Haringey (9.7%) and lowest in the west (5.5%) although these figures are much lower than the estimates.

The following maps show a correlation between adult obesity and participation in sport and recreation. When mapped against deficiency in public open space the health benefits of improvements to open space can be identified and targeted interventions planned. The 2006 Haringey Resident's Survey reported undertaking

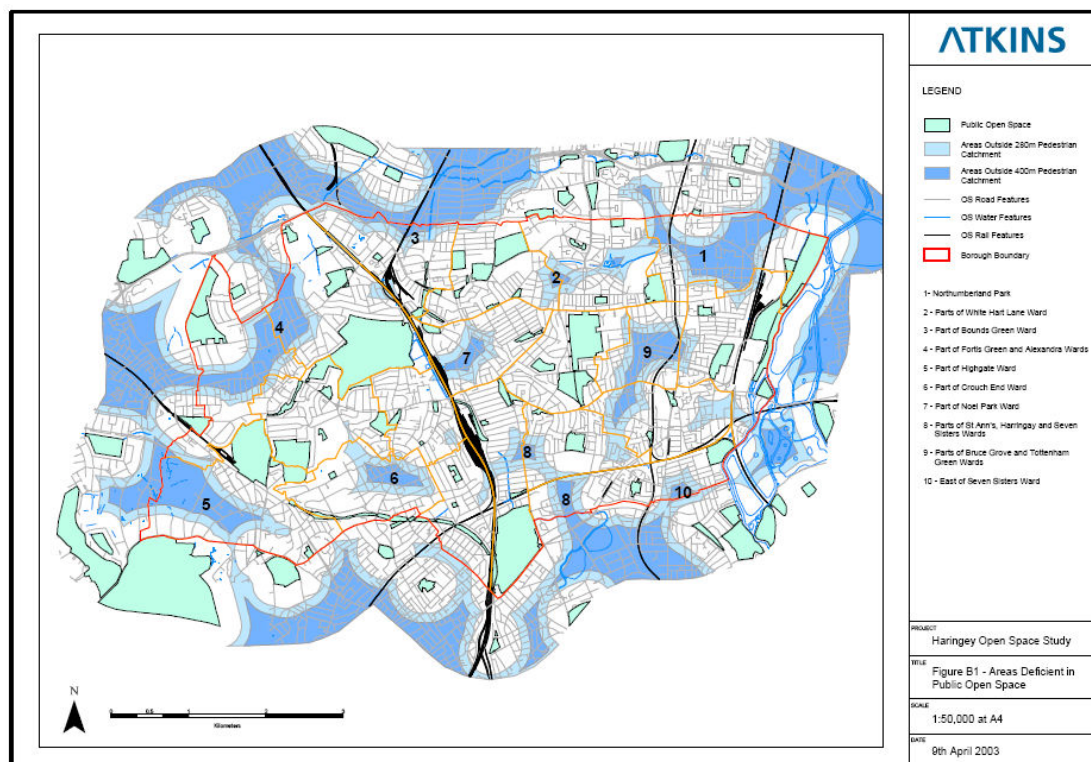
at least 30 minutes of moderate intensity physical activity on 3 or more days per week. It suggested that approximately 40% of the population did not achieve the required level of physical activity.



**Figure 5.4 – Participation in sport and active recreation by middle super output area**

Source: Sport England

Participation is defined as the percent of the adult population participating in at least 30 minutes of sport and active recreation (including recreational walking and cycling) of at least moderate intensity on at least 3 days a week



**Figure 5.5 – Areas deficient in public open space**

## **Housing and environmental quality and physical and mental wellbeing**

Housing quality and the environmental quality of neighbourhoods are significantly and independently related to people’s self-rated mental health. Overcrowding affects the health of both children and adults.

Poor housing can also have a considerable impact on physical and psychological health and wellbeing. Damp housing exacerbates respiratory disease, while overcrowding contributes to the spread of infectious diseases and can adversely affect personal relationships and mental health. Accidents are also more likely in poorly designed and poorly maintained homes. Homelessness and poor quality housing may lead to mental ill health and may increase the likelihood of substance misuse.

The availability of transport has positive effects on health by enabling access to recreational amenities, social networks, health services, education and employment. However, car use, in particular, can have a negative impact on health by contributing to air pollution, causing road traffic injuries, reducing physical activity levels, increasing noise pollution, contributing to community severance and increasing levels of stress and anxiety. A safe highway network which increases the attractiveness for more vulnerable highway users (e.g. pedestrians) has considerable benefits for air quality and physical and mental health.

Access to open space, the design of public realm, access to employment, health and community facilities, and measures addressing deprivation and supporting community cohesion all have a significant impact on both physical and mental



health. Lack of employment opportunities can affect people's health and cause people to feel isolated.

## **Preferred Policy**

### **Strategic Policy 10 - Health and Well-Being**

The Council will promote healthy communities by:

- Integrating housing types and tenures in developments;
- Ensuring that new housing is of a good standard and well designed, and improving Haringey's existing housing stock to the 'Decent Homes Standard';
- Ensuring that public realm and streetscape is well designed and safe;
- Encouraging physical activity and good mental health by providing, protecting and enhancing good quality open spaces, outdoor sports and recreation facilities and children's playspace;
- Encouraging physical activity by promoting walking and cycling;
- Improving road safety by implementing area-based traffic calming schemes and safe walking and cycling routes;
- Ensuring access to fresh food by encouraging and protecting local convenience shops, farmers markets and allotments;
- Providing jobs and education opportunities;
- Lessening environmental impacts such as air and noise pollution; and
- Reducing inequalities, securing opportunities for all and creating a more inclusive borough.

Interventions and resources will be prioritised in those areas of the borough where health inequalities are greatest.

## **Discussion of option and justification**

As stated in section 1.1 Managing Growth, a concentration of new homes will be built in Tottenham Hale and Haringey Heartlands and other sustainable locations throughout the borough. The rate and pattern of this development and population change will impact on the health and well-being of new and existing residents and on the demand for health services. Haringey NHS will work in partnership with the Council to explore how spatial planning interventions might influence the wider determinants of health and result in positive health outcomes.

Levels of health vary considerably across the borough with the most deprived areas tending to experience the poorest health. Spatial planning can also help to address health inequalities between areas and between social and ethnic groups.

The following determinants of health can be influenced by spatial planning in a positive way:

- access to education and employment
- good quality housing and neighbourhoods
- access to healthy food
- access to cultural and leisure activities
- regular physical exercise
- community cohesion and safety
- access to essential services, including health services

Almost all policies impact on health – ranging from the quality of life of residents, to the health benefits of accessible open spaces, to the impact of road injuries and deaths. Whilst all policies within the LDF will seek to improve health outcomes, this policy is necessary to address any adverse health impacts arising from specific development proposals that are not covered by another more specific policy. It is also appropriate that this policy should address crime and the fear of crime, which again arises from determinants ranging from types and designs of developments, and their uses.

Participation in physical activity and sports promotes health and well-being. It is vital in developing children's play, exercise and social skills. Haringey's close proximity to the Olympic Games provides opportunities for increased participation and access to high standard sports facilities, and improved regeneration benefits such as jobs and leisure facilities.

Mixed and sustainable communities should promote and encourage healthy lifestyles. The built and natural environment has a key role in improving physical and mental health and well-being, and preventing long-term illness, such as obesity and associated diseases. Spatial planning also has a role to reduce and mitigate adverse impacts on health, such as managing noise and air pollution, and designing walking routes and cycle lanes.

Health Impact Assessments (HIA) consider the potential impacts of planning policies and decisions on health and health inequalities. They identify actions that can enhance the positive effects and mitigate or eliminate the negative effects of developments. Undertaken prospectively, HIAs provide an opportunity to assess proposed developments from a wide range of perspectives, including that of the community, and can follow up the impact of developments through planning to construction and completion.

This policy option was considered in light of the sustainability appraisal (SA) and the knowledge and experience of Elected Members and Council officers. There was considered to be no alternative option for health and well-being having regard to London Plan policy. The preferred option addresses social objectives from the SA well.

The findings of the Issues and Options consultation highlighted residents support for addressing health inequalities and ensuring that an evidence based approach to the differing health needs in different areas of the borough is carried out.

### **Alternative option**

There are considered to be no clear alternative options to seeking to promote health and well-being in the borough.

## **5.2 Culture and Leisure**

The London Plan for Sport and Activity, 2004-2008 recognises that 1 in 5 Londoners is now considered to be obese, a figure which directly correlates to the number of Londoners currently meeting the Department of Health guidelines for physical activity. The Plan recommends:

- Increasing participation in sport and active recreation
- Widening access
- Improving health and well-being
- Building stronger and safer communities
- Improving education

The Mayor's Cultural Strategy has been developed to maintain and enhance London's reputation as an international centre of excellence for creativity and culture, given its importance to the London economy as the second largest employment sector after financial services, its contribution to London's status as a culturally diverse city and, the impact of London's growing population post 2016 on existing facilities.

The Mayor believes the provision of open space is one of the key aspects of liveability and helps promote physical activity. The following London Plan policies are particularly relevant to Haringey:

Policy 3D.4 Development and promotion of arts and culture promotes the development and enhancement of Cultural Quarters in support of town centres.

Policy 3D.6 The Olympic and Para Olympic Games and Sports Facilities promotes legacy strategies for Olympic Park to ensure accessible and affordable sports are available for Londoners post 2012 Games.

Policy 3D.13 Children and young people's play and informal recreation strategies must be based on audits of existing play and informal recreation provision and assessments of need in local areas.

## **Local Considerations**

### **Culture**

Haringey boasts many cultural attractions such as Alexandra Palace, Bruce Castle Museum and Tottenham Hotspur Football Club at White Hart Lane as major attractions. Tottenham Hotspurs recently announced proposals for a new stadium and mixed use development on its current site.

The borough's cultural wealth is as diverse as its people and owes much to them. It is home to 224,700 people<sup>6</sup>, with significant African, African-Caribbean, Greek and Turkish Cypriot and Asian communities as well as people from a range of minority and ethnic groups, including recent refugee and asylum seeker communities. Together they make Haringey one of the most diverse boroughs in London and the UK, with over 190 languages spoken locally.

Haringey is building itself a reputation as a visitor and cultural destination within North London. There is a growing number of local events and festivals such as Hornsey Carnival, Muswell Hill and Crouch End festivals, Finfest, the Wood Green

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<sup>6</sup> Office for National Statistics 2007 Mid Year Estimate

Film festival and bigger music events such as the RESPECT festival which have been attended and enjoyed by residents of the borough, London and further afield giving Haringey a more national profile. These events are entirely managed by committees of local people in partnership with Neighbourhood Management Teams, College Arts, Bruce Castle Museum and Haringey Council.

## **Wood Green**

The Cultural Quarter at Wood Green is dominated by the Chocolate Factory, a former Barratt's sweet factory but now a complex of 80 artist studios and small business units, with more than 100 creative individuals and organisations. It is north London's largest creative enterprise centre. The Wood Green Cultural Quarter is expanding further with the potential for growth as Haringey Heartlands develops.

## **Tottenham**

The focus is Markfield Park and the Markfield Beam Engine and Museum. The park is an underused resource and the listed Victorian pumping station has the potential to be developed into a significant visitor destination, with links to the River Lee offering leisure amenity links.

Overall, Haringey has an active entrepreneurial private and voluntary sector of creative businesses, individuals and organisations. Within the Council, the network of libraries, and recreation services, who manage the parks, green spaces and leisure centres will be key partners who take forward the boroughs cultural aims and objectives.

## **Sport**

Increasing participation in physical activity amongst school children has been identified as a specific priority in light of increasing levels of child obesity. In Haringey, 37% of year 6 children were considered to be overweight or obese compared to 31.3% nationally, with wards in the east of the borough showing higher proportions of overweight and obese children, e.g., 27.2 to 31.9% in Tottenham, Green and White Hart Lane wards compared with 4.3 to 7.2% in Highgate, Muswell Hill, Fortis Green and Alexandra wards.

Celebrating and supporting Haringey's diversity is one of the key drivers for the Council's Sports and Physical Activity Strategy, 2005. Moreover, participation in sports has been accepted as an outcome for making communities healthier as identified in the Health White Paper: Choosing Health.

Haringey has the 5<sup>th</sup> highest population of people under the age of 24 years old (34%) in London, with 40 per cent within this age range in Seven Sisters alone. Haringey's Strategic Partnership has placed a strong emphasis on youth, in particular on actions to divert young people from crime and creating opportunities for young people to contribute to economic and social life. Government research highlights the involvement in arts and sport can play a positive role in helping

address these issues through providing a sense of self worth, belonging and personal empowerment.

The Council operates four sports and leisure facilities at Tottenham Leisure Centre, Park Road Pools, White Hart Lane Community Sports Centre and Finsbury Park Track and Gym. There are six public swimming pools on two sites at Tottenham Green and Park Road Pools, with one other at Northumberland Park Community School, which provides restricted access and four primary schools with swimming pools. Haringey Recreation Team is currently undertaking a feasibility study into the provision of a further 25 metre swimming pool to be provided within the plan period to meet additional needs generated beyond 2016. The findings of this study will inform the Core Strategy Submission Document.

There are 15 facilities with large sports halls operated through main leisure providers and secondary schools, with additional provision of 79 community venues or smaller sports facilities across the borough. There are also seven sports halls located outside the borough, with Sobell Sports Centre in Islington and the Ashmole Centre in Barnet to meet community needs.

In terms of outdoor sports provision, there are a total of 119 clubs identified as operating within the borough. Of these it can be seen football is the most popular sport. There are also three full Astro Turf Pitches, (ATP) currently in use, all of which are floodlit. These are located at Northumberland Park Sports Centre, White Hart Lane Community Sports Centre and Hornsey School for Girls. ATPs are also being developed at Fortismere, White Hart Lane and Highgate Wood. Some 21% of pitch sites are owned and managed by the voluntary sector within Haringey, in comparison with 6% for London as a whole.

However, a recent Open Space and Sports Assessment identified deficiencies and gaps in provision in relation to sports facilities across the borough. The quality of playing pitch provision is uneven within Haringey and total provision in numerical terms is below the national and London averages per head of population. Some 22% of pitches do not have access to changing facilities and 60% of pitches do not have social facilities. A particular concern is that participation rates in Haringey for outdoor sports are below the national average, which is significant in that 28% of football clubs, 30% of cricket clubs and 20% of hockey clubs draw more than half their members from outside of the borough.

Overall, Haringey has an active entrepreneurial private and voluntary sector of creative businesses, individuals and organisations. Within the Council, the network of libraries, and recreation services, who manage the parks, green spaces and leisure centres will be key partners who take forward the boroughs cultural aims and objectives as set out in the Community Infrastructure and Green Infrastructure sections.

## **Preferred Policy**

**Strategic Policy 11 – Culture and Leisure**

The Council will safeguard and foster the borough's cultural heritage and promote cultural industries and activities through:

- The development of a cultural quarter at Wood Green and Tottenham;
- The provision of new workspaces and cultural venues that support cultural businesses;
- Protection and enhancement of sporting facilities in areas of deficiencies;
- The dual use of the borough's cultural assets, such as land and buildings to meet the needs of local communities, e.g. meeting space, arts and leisure activities, opportunities for recreation and sport.

### **Discussion of option and justification**

The preferred option continues the existing approach to safeguarding and fostering inclusive communities by supporting the boroughs cultural heritage. This option recognises the significance of cultural and creative industries as a key driver for economic development and growth. It is also linked to the council's wider regeneration objectives and the community strategy objective of targeting health inequalities that exist in the borough.

This option performs well against social SA Objectives 3 (health), 5 (community cohesion), 6 (access to services), and makes an indirect beneficial contribution to SA Objective 7 (economic growth) and 10 (town centres). Promoting the development of cultural facilities would result in new business opportunities. Having leisure and cultural facilities in town centres is likely to contribute to its vitality.

### **Alternative option**

Option 1 To protect, promote and encourage the use of leisure and cultural facilities in the borough.

*This option provides a narrow definition of sport and cultural facilities and does not fully embrace the borough's exceptional cultural heritage, which if not protected, could be lost and therefore was rejected. This option has the potential for a more limited contribution to SA Objectives since it aims to protect, promote and encourage the use of existing facilities.*

## **5.3 Community Infrastructure**

Community facilities provide people with opportunities to meet, learn, socialise and develop skills and interests and, by doing this, helps improve their quality of life. Making provision for these needs locally plays an important part in developing

community life in the borough by bringing people together and helps develop responsibility for the local area. It plays a key role in meeting the Haringey Sustainable Community Strategy priority Improving health and community well-being which seeks to meet community needs and encourage lifetime wellbeing at home, work, play and learning.

The London Plan states the importance of 'ensuring communities have access to a full range of social infrastructure and community facilities including policing functions'.

The Government's Extended Schools' agenda envisions that schools will be 'the Heart of the Community' making more efficient use of school buildings and facilities, accessible to all members of the communities at all times, not just during school hours. The agenda sets out a core offer of services that all children and families should be able to access through schools by 2010. This includes a variety of activities for children and their families (pre and post school care, after school activities, family learning etc), but also community access to facilities including adult and family learning, ICT and sports grounds. The aim of this agenda is to support parents who want (or need or both) to work part time and to support lone parents who are on lower incomes.

### **Local Considerations**

Haringey has a good range of community facilities i.e. schools, higher education facilities, health care services, childcare providers, places of worship and community centres.

Haringey's Sustainable Community Strategy states that good quality, easily accessible services and facilities are essential in improving quality of life. It states that the borough needs high quality, accessible and well run facilities and services that treat all users fairly and decently. The SCS aims to increase community involvement and promote volunteering and civic participation in order to improve community cohesion and build social capital.

The SCS insists on continuous user involvement to develop services which will meet the needs and expectations of Haringey's community. Clear and readily available information is an essential part of service provision to ensure a good level of participation and satisfaction.

Haringey's Local Area Agreement 2008 – 2011 encourages the development of community facilities as a way of encouraging wider participation in local life, bringing communities and generations together, sharing new skills and raising aspirations for those who are socially isolated and excluded.

Haringey is part of the Building Schools for the Future schools investment programme, which is intended to transform secondary school provision, for example through refurbishment and enhanced technology. The Council is also compiling a 20 year plan for its primary school stock and provision.



The school place planning in the borough seeks to meet demand for places within local communities, having regard for the role of schools at the heart of sustainable communities. Where expansion is needed to meet demand for places, the Council should favour the expansion of schools where there is proven demand.

The latest birth figures 2006/7 show the largest birth rates on record for Haringey, and far in excess of projections made. This will impact on the demand for school places at primary level, and, subsequently at secondary level. Statutory notices have proceeded to expand one school in the west of the borough, looking to consult with schools around Tottenham Hale with the aim of exploring the possible provision of a new 2fe school to meet the demands created by additional residential accommodation, and the demand for secondary places and the proposed Heartlands High School in the Heartlands area is being closely monitored.

### **Preferred Policy**

#### **Strategic Policy 12 – Community Infrastructure**

We will protect existing community provision where appropriate and identify where new provision is needed in collaboration with partners across the public, private and third sectors.

- Protecting and enhancing existing facilities and providing new facilities where needed
- Promoting awareness of support services and achieving better levels of access to those services for all members of the community
- Promoting healthier communities

*The policy recognises deficiencies may exist within the existing community infrastructure and in partnership will provide necessary community facilities. This in accordance with government guidance on infrastructure provision.*

*Community infrastructure relates to education, employment, transport, health and social care, emergency services and cultural facilities.*

### **Discussion of option and justification**

The preferred option aims to increase the overall stock of good quality community facilities in Haringey, especially in areas of shortage, and to improve existing facilities. These facilities and services will reflect its users. Haringey's population comprises of a diverse mix of people from many ethnic backgrounds and different religions. Community services in Haringey play a vital role in supporting the diversity of the people who live in the borough, reducing social exclusion and creating opportunities for everybody. Where development increases the demand for community facilities, such as schools, childcare and healthcare, the Council must ensure that local facilities and services are able to absorb additional demand.

Planning has a role in helping to remove some of the barriers that prevent people from accessing facilities and opportunities and in doing so promoting social inclusion and tackling deprivation and discrimination by:

- Influencing the provision and location of facilities;
- Seeking to make sure that all buildings and places meet the highest standards of access and inclusion;
- Requiring buildings and spaces that may be used by the public to be designed for access and use by all;
- Helping to make sure people can move through streets and places, easily and safely;
- Encouraging accessible public transport;
- Securing car parking for disabled people; and
- Securing homes that are accessible to all (for example "lifetime homes") and encouraging the provision of homes suitable for people who use wheelchairs.

This option was considered in light of the Sustainability Appraisal and the knowledge and experience of Elected Members and Council officers. The SA identified the preferred option as sustainable in that it performed well against most of the SA objectives.

The findings of the Issues and Options consultation highlighted residents support for the protection and retention of existing community facilities as well as securing contributions for education facilities and services for larger development where a proven need had been demonstrated. In addition, measures to promote accessibility to services and facilities were generally supported.

### **Alternative option**

There are considered to be no clear alternative options having regard to London Plan policy.

## **Monitoring and Implementation**

This section outlines how the London Borough of Haringey will translate its vision for the future of the borough into action. National guidance makes clear core strategies should be based on sound infrastructure planning delivery. The Council in partnership with the public, private and voluntary sector agencies will deliver the core strategy through the following mechanisms:

- Working in partnership
- Use of Council powers and resources
- Monitoring and Review

## **Working in partnership**

In order to achieve its priorities and vision, the core planning strategy will be the vehicle for enabling development and facilitating the implementation of the council and its partner's strategies, both at regional and borough levels.

### Sub-Regional Working

Some of the most serious issues and opportunities facing London are best addressed at the sub-regional level. Haringey is part of the north London sub-region and as part of the North London Strategic Alliance (NLSA) has prepared an action plan which identifies four key objectives for improving and promoting the sub-region. These are:

- Promoting economic growth and creating jobs
- Developing education and skills
- Making north London a better place to live, work and visit;
- Improving north London's infrastructure

A co-ordinated approach at the sub-regional level will also be needed for the Lee Valley Corridor in order to maximise regeneration and development opportunities but also to exploit the potential legacy of the Olympics 2012 Games to benefit north London.

Other key areas of sub-regional working include housing, Haringey in partnership with the London Boroughs of Westminster, Barnet, Enfield, Camden, Islington are currently working on a sub-regional housing strategy.

Haringey also forms part of the London-Stansted-Cambridge- Peterborough growth Corridor and as such is working with the London Boroughs of Enfield, Waltham Forest, Redbridge and Hackney to ensure opportunities arising from the growth agenda bring the greatest benefits to the area's communities.

The Haringey Strategic Partnership (LSP) has produced the boroughs Sustainable Community Strategy with the aim of making the borough a better place for working together to improve local services. The key priorities of the community strategy inform the Core Strategy Spatial objectives.

## **Use of Council Powers and Resources**

The Council has many buildings under its control and/ or owns outright. This includes sports centres, libraries, community centres, schools, parks and many more. Much of these facilities are statutory and therefore are paid for by council budgets or subsidised by the council to ensure local residents have access to facilities that meet everyday needs however, there is a cost implication and as the Council does not have infinite resources it needs to look to other sources of funding.

## **Monitoring and Review**

In monitoring the effectiveness of policies the Council has identified the following indicators to deliver the core strategy (see Appendix 3).



## Appendix 1 – Issues and Options Public Consultation Analysis

The following table sets out the feedback from the first stage of consultation on the Core Strategy.

NB. Percentages quoted are based on the number of responses to each question, not the number of respondents to the consultation and only used where more than 10 individuals responded.

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Objectives and Priorities	<p><b>Questions</b></p> <p>Q1. Do the spatial objectives provide a useful approach to identifying the issues and options for Haringey's future?</p> <p>Q2. Are there any other important objectives that should be included?</p> <p>Q3. Identify area specific priorities and objectives, the Unitary Development Plan divided the borough into eastern, central and western areas. Do you agree with this approach? Are the objectives for these areas still appropriate? Have we missed any key priorities?</p>	<p><b>Response Summary</b></p> <p>Approximately 64% of respondents broadly supported the spatial objectives subject to minor changes, however there were concerns that the objectives are not distinctive to the borough and merely continue London Plan aspirations. The majority of alternative/additional objectives suggested were geared towards improving environmental sustainability. The following additional objectives were suggested:</p> <ul style="list-style-type: none"> <li>▪ to reduce disparities between eastern and western sides of the borough</li> <li>▪ to improve quality and size of affordable housing</li> <li>▪ to reduce the need to travel (PPG13)</li> <li>▪ to improve the accessibility to local services and amenities.</li> <li>▪ to produce and distribute food locally</li> <li>▪ to utilise mixed use development in accessible locations</li> <li>▪ to increase renewable energy generation</li> <li>▪ to improve water efficiency</li> <li>▪ to improve air quality</li> <li>▪ to consider adaptation to climate change</li> <li>▪ to improve the attractiveness and value of the urban environment</li> <li>▪ to increase "greening" and open space within the borough</li> <li>▪ to protect and enhance biodiversity (PPS9)</li> </ul> <p>The division of the borough into east, west and central areas was not commented upon by the majority of respondents. Most responses focussed on discrete actions aimed at improving the urban environment in the east of the borough. Respondents that did comment on the division were generally supportive although a small proportion felt that the divisions were unduly prescriptive. Alternative divisions were proposed based on access to health services and public transport interchanges.</p> <p>Some confusion was apparent over the difference between spatial objectives, key priorities, aims and issues, possibly compounded by the interchangeable use of these terms in the consultation document. Proposed key priorities included:</p> <ul style="list-style-type: none"> <li>▪ Demolishing high density tower blocks</li> <li>▪ Developing cultural centres in east and central areas</li> <li>▪ Preserving front gardens</li> <li>▪ Improving accessibility to River Lee</li> <li>▪ Enhancing waterborne transport</li> <li>▪ Supporting town centres</li> </ul>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Climate Change and Environment</p>	<p>Q4. Do you think that the borough should adopt the London Plan carbon reduction targets or seek higher targets?</p> <p>Q5. Should we require all new development to provide a proportion of their energy requirement from renewable sources? Should we require higher renewable energy targets (at least 20%) for major developments on selected sites?</p> <p>Q6. Where developments cannot meet on-site renewable energy targets, should we allow them to make carbon reduction contributions in another way, for example by making a financial contribution to make existing buildings more energy efficient?</p> <p>Q7. Should all developments meet high standards of energy efficiency and environmental performance, taking into account the specifics of the site, technology and cost? or should this only apply to schemes of certain types or certain sizes?</p> <p>Q8. Should we require large development schemes to include decentralised energy / district heating and cooling systems?</p> <p>Q9. Should we build local energy generation and distribution systems?</p> <p>Q10. The Council is considering developing at least one zero carbon development in Haringey by 2013. Do you agree?</p> <p>Q11. How could we encourage households to use less energy? Should we encourage measures to improve the energy performance of existing buildings, for example, by extending energy efficiency measures to the rest of the house when applications are made for extensions?</p> <p>Q12. When considering the impact of solar panels, wind turbines and other 'green' technologies on their surroundings should we treat them in the same way as other building works or give environmental factors greater priority than other considerations, such as conservation/heritage?</p>	<p>The majority of respondents supported exceeding London Plan targets for carbon reduction; however, only 10 responses to the question were received. A key issue was raised regarding the measurability of the target and availability of baseline data.</p> <p>Approximately half of respondents supported the prescription of renewable sources or on site energy generation in all new development subject to viability and proven carbon emission reductions. Some support was expressed for setting higher targets as part of major developments. The principle of decentralised energy production in large development schemes was supported but assessment of individual schemes was seen as more appropriate than a borough wide policy requirement. Some concern was expressed regarding the possibilities for proliferation of small scale particulate producing energy generation in the absence of a strategic policy to guide scale and location. Exploration of possible anaerobic digestion and waste biomass energy generation was supported. The majority of respondents oppose the development of local energy generation and distribution systems without the support of conclusive environmental and economic benefits.</p> <p>Some opposition was expressed regarding the setting of arbitrary standards rather than adoption of existing standards such as the Code for Sustainable Homes. The GLA insist on adoption of London Plan targets.</p> <p>There was general opposition to the use of commuted sums for renewable energy in the interests of environmental gains and borough wide planning gain priorities, although some developers were in favour of this approach. Energy efficiency was seen as equally, if not more, important than renewable energy use/generation. All respondents felt that high standards for energy efficiency should relate to all development irrespective of size.</p> <p>90% of respondents were in favour of the move toward zero carbon development. A number questioned the specification of one development; some respondents advocated a more ambitious target whilst others advised a more cautious approach, with zero carbon limited to one small development. Natural England advice that one development may be insufficiently ambitious given the volume of development envisaged to 2016.</p> <p>Most respondents felt that energy efficiency in existing households was more appropriately dealt with by building regulations, education campaigns or incentive payments/subsidy rather than the planning system. In relation to development control, respondents were generally opposed to the prioritisation of green technologies over other considerations, especially in regard to conservation and heritage.</p>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Adapting to climate change</p>	<p>Q13. Should we require all developments to include sustainable urban drainage systems and incorporates facilities to reduce water consumption and re-use grey water.</p> <p>Q14. Should we require a proportion of front gardens to be retained with vegetation to reduce surface water run-off?</p> <p>Q15. Should we require design and landscaping measures to reduce overheating and the 'heat island effect'?</p>	<p>Near unanimous support of SUDs where such systems can be implemented. Environment Agency and Enfield Borough Council advise that the need for flood risk management should be set in its wider, cross boundary context in the Core Strategy. Thames Water advise pragmatism with regard to rainwater harvesting and SUDs as such measures are not practicable in all new developments. There was general support for design and landscaping to be used to contribute to natural heating and cooling in new development.</p> <p>The retention of front gardens was generally supported to maintain permeability, contribute to the urban environment and maintain biodiversity. The use of porous materials in any paved areas was also generally supported.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Reducing environmental impact</p>	<p>Q16. Should we expect major developments to provide for the sorting and storage of waste to aid waste handling and collection and encourage recycling?</p> <p>Q17. Should we require developments adjacent to or above watercourses to improve the water environment and quality?</p> <p>Q18. What steps should we take to reduce noise pollution in the borough?</p> <p>Q19. Should we require all developments which generate additional travel to introduce measures to manage air quality?</p>	<p>GOL felt that the questions posed with regard to waste did not address strategic concerns. The Core Strategy will need to reflect local waste needs/issues despite inclusion of the detailed policies in the Joint Waste Core Strategy. Respondents generally supported the inclusion of waste and recycling storage as an integral part of major development but some respondents felt a more comprehensive scheme of actions was necessary.</p> <p>Both Thames Water and the Environment Agency support the aim of improving the water environment and quality in line with the North London River Restoration Strategy. A number of policy suggestions were made by the Environment Agency, Thames Water and British Waterways. Other respondents supported the idea that water side development should contribute to improvements in the waterside environment. British Waterways would like to contribute to the development of a design code for waterside development</p> <p>Respondents suggested a number of measures for dealing with noise abatement measures including: specifying low noise surfaces on all new and repaired roads, limiting late night opening of noisy premises and limiting noise generating activities in public open spaces. The majority of responses concentrated on education and enforcement actions to reduce noise that could be carried out by the council. Sound insulation was also mentioned with support given to referencing of the measures in place in the Code for Sustainable Homes. The inadequacy of existing building regulations for sound insulation in conversions was also highlighted as an area of concern.</p> <p>There was support for minimising additional traffic generated as a consequence of new development by maximising public transport opportunities. There was also some support for car free development. GOL questioned the evidence supporting air quality and pollution as problem issues within the borough.</p>



<p>Promoting sustainable travel</p>	<p>Q20. Do you support the sustainable transport measures in the Unitary Development Plan and Local Implementation Plan? Are there other measures we should be promoting?</p> <p>Q21. Where large development schemes are taking place at or near transport interchanges should we require schemes to improve, or make a financial contribution towards, the capacity and accessible of the interchange?</p> <p>Q22. Do you support car free housing, or are there other ways where we can reduce car use?</p> <p>Q23. Should we require new and expanding schools to produce and implement a travel plan to reduce car use?</p> <p>Q24. Do you support the public transport proposals listed in the Unitary Development Plan? Are there any other transport schemes for which we should be safeguarding land?</p>	<p>TfL/GLA response suggests that the Core Strategy should be developed to have a clear, overarching transport policy that guides the transport aspects of development, and is well linked to more detailed transport policies. The list of projects should be amended to reflect funded or committed TfL proposals.</p> <p>The Highways agency response indicated that action should be taken to create a better alignment of jobs, houses and services to minimise the need to travel. Promotion of car free and permit free development in areas with good transport accessibility and maximum parking standards in line with the London Plan were also supported by the agency. Enfield Borough Council sought support for the North Circular Area Action Plan and the West Anglia Route Modernisation Enhancements.</p> <p>There was general support for planning gain contributions to be directed towards a borough wide pool of transport infrastructure contributions subject to viability and achievement of strategic priorities (e.g. affordable housing). Wider use of waterborne transport was also supported.</p> <p>A divisive response to car free development was received with approximately 50% of respondents in favour and 50% against. Respondents suggested research into the operation of existing car free developments within the borough and measures to reduce the need for private car use and ownership such as introducing car clubs, expanding the public transport network and improving walking and cycling infrastructure. A number of specific public transport improvements were suggested with many aimed at improving direct connections between the east and west of the borough.</p> <p>A number of respondents supported retention of 'parkland walk' as a transport corridor with a view to reinstating the Finsbury Park to Highgate Line and supporting Alexandra Palace as a leisure centre. Reactions to an extension of the Victoria line to Northumberland Park were more ambiguous with mixed reactions to the feasibility versus possible regeneration outcomes.</p>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Managing growth</p>	<p>Q25. Should we try to concentrate most growth in identified areas of change and on identified housing sites or should we try to spread growth more equally across the borough?</p> <p>Q26. Should we ensure that all housing development takes place on previously-developed 'brownfield' land? What types of brownfield land should we give priority to?</p> <p>Q27. Should we resist higher density housing where it is poorly designed and does not fit in with its surroundings, or should we set maximum and minimum levels of density, such as the London Plan density standards?</p> <p>Q28. Should we identify locations suitable for tall buildings or identify areas where they are not suitable?</p> <p>Q29. Should we resist the conversion of single dwelling houses into flats or houses in multiple occupation in some parts of the borough? What proportion of conversions in a street is acceptable?</p> <p>Q30. How should we encourage the reuse of empty homes?</p>	<p>The general consensus around the question of growth concentration was that the concentration and dispersal options cannot be considered as mutually exclusive. GOL stress that housing and employment growth should be encouraged in areas with sufficient public transport capacity but that housing will also be needed across the borough. London Borough of Enfield support concentration of growth in identified areas of change to ensure a critical mass for service and infrastructure delivery.</p> <p>Respondents were generally supportive of brownfield housing development subject to consideration of impacts on biodiversity and other types of land use. Back land/back garden development was dismissed except where sites are very large; the majority of respondents opposed the categorisation of garden/back land and allotment sites as brownfield. Redevelopment of existing high density, high rise buildings was supported.</p> <p>The question regarding density was poorly received, GOL felt that the question was ambiguous and did little to convey the fact that the London Plan, including it's density matrix, is an inherent part of the Core Strategy. There was very little consensus regarding density. Approximately one third of respondents felt that density considerations should be decided on a case by case basis, one third according to high design criteria and the final third according to borough-wide maxima set at a moderate level.</p> <p>Tall buildings were another divisive topic. GOL and the GLA recommend setting out suitable and unsuitable locations. Some respondents were supportive of setting out locations for tall buildings but the majority were firmly opposed to the building of any tall buildings within the borough.</p> <p>There was general support for the setting of some restriction on the proportion of conversions to flatted or multiple-occupancy in a particular area to minimise transience in communities. Suggested proportions varied from no more than 5% to 40% although most respondents put forward values between 10% and 20%. A number of respondents felt that conversions should be subject to car-free or restricted parking policies with one respondent suggesting the complete withdrawal of parking permits in conversions.</p> <p>GLA requested reference to the Empty Homes Strategy. The majority of respondents supported the use of CPO powers to bring empty properties back into use. In addition a number of respondents suggested 100%plus levels of council tax to be levied on empty homes.</p>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Managing the impact of growth</p>	<p>Q31. Have we identified all the infrastructure implications from future housing growth? Do you think we should 'pool' developer contributions towards infrastructure requirements in certain areas?</p> <p>Q32. Should we restrict or limit development in areas which have insufficient services and facilities, such as schools, health facilities and utility infrastructure and resources?</p> <p>Q33. Should we encourage mixed uses in certain developments and on particular sites in the borough? If so, should this be in the most accessible parts of the borough or should this also apply to other areas?</p>	<p>A very mixed response to the pooling of resources was received. Many respondents were concerned that pooled contributions may be diverted away from the communities directly affected by the development, whilst others saw a strategic benefit over piecemeal infrastructure development.</p> <p>It was felt that the needs of particular areas for social and amenity infrastructure should be investigated and expressed by the council as part of the policy framework; this could then guide development in the future. The majority of respondents felt that development should be restricted in infrastructure deficient areas unless significant action to improve infrastructure as a result of the development was undertaken. Mixed use development was supported in accessible areas of the borough, subject to preservation of 'residential amenity'.</p> <p>A number of respondents, including The Environment Agency, felt that infrastructure implications should also refer to water resources, water management and flood alleviation measures.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Providing affordable housing</p>	<p>Q34. Should we consider lowering the threshold (from 10 units) at which housing developments are required to contribute to affordable housing?</p> <p>Q35. For smaller sites below 10 units, should we require less than 50% affordable housing, or allow a financial contribution to be made instead of providing units?</p> <p>Q36. Should we require more than 50% affordable housing on very large sites?</p> <p>Q37. What factors may affect the financial viability of providing affordable housing on sites? Should these be taken into account?</p> <p>Q38. What mix of social rented and intermediate housing should we seek? To encourage balanced communities, should this mix vary in different parts of the borough according to existing concentrations of social housing?</p>	<p>There was general support for lowering the affordable housing site threshold in selected areas, particularly to the west of the borough. Respondents appreciated that a financial contribution in lieu of actual affordable housing in some areas of the borough may be advantageous and were generally supportive of financial contributions for 'difficult' sites. There was little support for considering financial viability as a consideration in calculating affordable housing although one respondent highlighted the possibility that the regenerating effects of some schemes may outweigh the contribution direct provision of affordable housing could make.</p> <p>There was some support for applying a differential affordable housing target e.g. 30% in the east, over 50% in the west, although some respondents were against this approach. Proposals for over 50% affordable housing provision on large sites were generally opposed in favour of securing mixed and balanced community development. GLA highlight the need for a 70:30 social intermediate affordable housing split to be maintained across the borough in conformity with the London Plan, however, subject to justification from needs assessments, this could be varied. Variations may also be justified on specific sites provided the 70:30 split is maintained overall.</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Providing a range of housing types</p>	<p>Q39. Should we encourage more family housing in developments?</p> <p>Q40. Are larger family homes suitable everywhere in the borough and in all developments? If not, should we specify areas or certain developments which are suitable for family housing?</p> <p>Q41. In which locations should we encourage special needs housing?</p> <p>Q42. Should we encourage more lifetime homes and require more generous minimum floorspace standards for new dwellings and conversions?</p>	<p>There was general support for ensuring an adequate supply of family housing as part of new development throughout the borough based on needs assessments. Respondents were also supportive of ensuring that all housing development is family friendly by restricting use of tall buildings.</p> <p>Respondents supported special needs housing in all locations but felt that access to open space, shops and support services may be particularly important for elderly residents.</p> <p>The London Plan requires all new homes to be built to Lifetime Homes Standards. Lifetime homes are also a component of achieving Level 6 of the Code for Sustainable Homes. Some respondents felt that any local policy was therefore unnecessary and objected to any stipulation especially regarding floorspace which is subject to building regulations. The majority of respondents were extremely supportive of increasing minimum floorspace standards in both new dwellings and conversions.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Creating high quality buildings and spaces</p>	<p>Q43. Should we resist design that fails to improve the character and quality of an area or should design be considered acceptable provided it does not harm the appearance of an area?</p> <p>Q44. Should we provide specific design guidance for different areas of the borough or should we seek good design everywhere?</p>	<p>Comprehensive response by English Heritage that highlights the need for a sound evidence base regarding the historic environment in support of the Core Strategy. They stress that understanding and valuing the historic environment should be intrinsic to achieving high quality buildings and public spaces. Lee Valley Regional Park Authority would like to see greater policy recognition of the park, supporting its stated priorities and in particular recognising the park as a key driver in the regeneration of the Upper Lea Valley. Natural England are concerned that opportunities for safe guarding and increasing biodiversity and nature conservation are taken as part of the approach to new development.</p> <p>High levels of design quality are supported by respondents who unanimously agreed that the design of development should improve the character and quality of an area and that design standards should be enforced across the borough. Some respondents acknowledged that characterisation of the different areas of the borough could support design objectives.</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Protecting &amp; enhancing the built environment &amp; local distinctiveness</p>	<p>Q45. Should we continue to protect and enhance the borough's buildings and areas of architectural and historic interest? Or should housing requirements mean that we take a more flexible to the use and reuse of historic areas or buildings?</p> <p>Q46. In addition to the protection given to conservation areas and listed buildings, how should we seek to protect the local distinctiveness of certain parts of the borough?</p>	<p>GOL are keen to ensure that no repetition of national policy is included in the Core Strategy. English Heritage advise that the protection and enhancement of heritage assets should not prohibit potential for conservation led regeneration and the ability of heritage assets to meet the challenges of additional housing. They are also concerned that protection of the borough's archaeological heritage has not been considered.</p> <p>The majority of respondents felt that there was no need for housing requirements to take precedence over conservation aims; a number of respondents felt that good design meant that conversion and new build development can be compatible with heritage preservation aims.</p> <p>Respondents supported the use of enforcement action, public consultation and characterisation of each area as important in the protection of local distinctiveness. Suggestions regarding street furniture, street paving, lighting, advertising hoardings, tree retention and use of materials were also made.</p>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Improving the quality &amp; appearance of Haringey's public spaces &amp; street scene</p>	<p>Q47. Should we expect all developments to contribute to physical works to streets and public places?</p> <p>Q48. What physical works do you consider best improve the visual attractiveness and use of public spaces?</p> <p>Q49. Are there other approaches to improving streets and public places in Haringey that we should consider?</p>	<p>There was some support for major development to make contributions to public space improvements and for 'Safer by Design' principals to be included in any works involving streets and public spaces. The GLA advised reference to the TfL Streetscape Guidance for schemes involving highway infrastructure on the TLRN (Transport for London Road Network). One respondent advised the Council to ensure that strategic priorities were assessed before setting out a wish list for planning gain contributions.</p> <p>A number of physical works were suggested to improve the urban environment:</p> <ul style="list-style-type: none"> <li>▪ Retention and expansion of street tree planting</li> <li>▪ More and improved street planting and maintenance</li> <li>▪ Introduction of community gardens/food growing areas</li> <li>▪ Setting development back away from busy roads</li> <li>▪ Increased public art</li> <li>▪ Removal of excessive street furniture</li> <li>▪ Co-ordination of essential signage</li> <li>▪ Removal of advertising hoardings, limited timings for 'for sale' signs</li> <li>▪ Reduce traffic speeds e.g. 20mph in all residential streets</li> <li>▪ Tarmac limited to vehicular crossways</li> </ul> <p>A number of approaches to street scene improvements were suggested:</p> <ul style="list-style-type: none"> <li>▪ Process of working with key groups and residents e.g. Living Streets</li> <li>▪ Parking enforcement</li> <li>▪ Comprehensive approach to development within areas of terraced housing to include front gardens, back gardens, backlands development and front and rear aspects.</li> <li>▪ A junction team to monitor, improve and maintain road junctions.</li> </ul>
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<p>Protecting, enhancing &amp; improving access to public open spaces &amp; nature</p>	<p>Q50. Should we protect all green open spaces or allow new housing on some sites?</p> <p>Q51. Should we seek to create new parks and open spaces or improve the quality of existing spaces and access from residential areas? How can we encourage better use of our parks and sports facilities?</p> <p>Q52. Should we encourage developments to do more to protect habitats for wildlife in Haringey? What measures should we seek?</p>	<p>Respondents strongly opposed development on green open spaces. The majority of respondents felt that the number and extent of green spaces should be increased and that developments should contribute to wildlife habitats.</p> <p>Natural England are keen to see Haringey link with other boroughs to identify a network of existing and planned green spaces as mentioned in the East London Green Grid Framework and would like to see evidence of how the green space deficiencies in some areas will be addressed. Other respondents were keen to ensure that every opportunity is taken to increase green and open spaces and to maintain existing facilities and green spaces. Some concern regarding building in parks/open spaces as a driver towards increased use but some support for facilities such as cafes to ensure footfall. A number of respondents suggested the re-introduction of park keepers as a key improvement tool.</p> <p>GLA requested reference to the Lee Valley Ramsar Site, Policies 3D.8 and 3D.11 and London Plan guidance on DPD policies for biodiversity. Environment Agency advise that protection and enhancement can be achieved by naturalising river corridors and incorporating buffer zones into waterside development. Other respondents supported the integration of wildlife habitats into new development suggesting measures such as green walls and roofs, bird/bat nesting boxes and the inclusion of 'wild spaces' as part of development.</p>
<p>Increasing job opportunities for Haringey's population</p>	<p>Q53. Should we encourage developers to recruit local people and use local businesses and suppliers during the construction of a scheme and its final use, particularly in or near deprived areas?</p> <p>Q54. Should we encourage developers of large schemes to produce an employment and training plan to encourage job opportunities for local people and reduce barriers to work?</p>	<p>The majority of respondents felt that interventions into the recruitment and supply policies of developers were not a matter for the planning system. GOL were concerned that it is not a strategic concern.</p> <p>Some support was expressed regarding the use of local suppliers and local construction materials to contribute towards carbon footprint reduction.</p> <p>Some support was expressed for the creation of employment and training plans with the caveat that developers should not be penalised for non compliance. GLA refer to Policies 3B.1 and 3B.11 of the London Plan and the Mayor's Economic Development Strategy and advised that initiatives to create training and employment opportunities should be provided throughout the borough and not just in or near deprived areas with developers required to produce an employment and training strategy that will address barriers to employment.</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Protecting viable employment land and buildings</p>	<p>Q55. Should we protect all employment land for business and employment use?</p> <p>Q56. Where vacant and surplus to requirements, should we allow employment land to be reused for housing or community uses?</p> <p>Q57. Where under-utilised, should we encourage mixed use development which increases the number and range of jobs on site or provides other regeneration benefits?</p> <p>Q58. Are there locations where we could allocate specific uses or 'clusters' of uses?</p>	<p>GLA strongly support the retention of Strategic Industrial Locations; smaller industrial sites and locally significant employment sites should be protected for industrial activity. Reference should also be made to the Mayor's SPG on Industrial Land. The majority of respondents supported redevelopment of employment sites only where a need/demand assessment could prove it was surplus to requirements with sites evaluated on an individual basis. A number of respondents felt that a loss of employment land in one location should be supplemented by an equivalent designation in view of long term economic needs, the need to reduce travel outside of the borough for employment purposes and retention of units particularly for small businesses. One respondent supported a definition of appropriate employment uses in the Core Strategy to include sui generis employment generating uses.</p> <p>The Mayor's SPG on Industrial Land was referred to; this prioritises reuse of employment sites for housing and mixed use development. Some respondents were keen to ensure that any re-designated employment site includes a mix of uses aimed at improving the economic, community facilities and cultural offer in the borough e.g. creative hubs, live/work units. The majority of respondents supported the mixing of uses on underutilised sites only where the number and range of jobs on site was increased. Some concern was expressed regarding the loss of flexibility introduced by including housing in the mix.</p> <p>Respondents suggested the following clusters: Health related cluster at St Ann's Hospital, Green Industries/green business cluster in Central Leaside, Bruce Grove cultural cluster.</p>
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Strengthening Haringey's town centres</p>	<p>Q59. Should any of Haringey's town centres be increased or decreased in size?</p> <p>Q60. Should the Core Strategy recognise the wider role of town centres as a focus for development?</p> <p>Q61. Should we seek to resist new shopping developments that are not compatible with the character and function of a centres, for example in terms of shop unit sizes and design and protect areas of specialist shopping?</p> <p>Q62. Should we apply stricter controls to restaurants, cafes, bars and clubs and manage the night time economy?</p>	<p>GLA, GOL and LB Enfield support appropriate sizing of town centres informed by retail capacity studies with reference to the London Plan hierarchy of centres. In addition LB Enfield recommends that the existence of town centres in neighbouring districts is taken into account. The Highways Agency recommends strengthening the role of town centres in line with provision of sustainable transport infrastructure to minimise the generation of additional trips. GLA also support the development of specialist centres in line with PPS6 and the Mayor's Economic Development Strategy. Respondents supported the retention, protection and strengthening of local centres as part of local communities.</p> <p>One respondent expressed the need for urgent improvements to Wood Green including a change in policy away from focusing all retail growth at Wood Green. One respondent supported the inclusion of the Sainsbury's store at Williamson Road within the Green Lanes Primary Shopping Frontage in recognition of its anchoring role for Green Lanes District Centre.</p> <p>The need for town centres to cater for a wide variety of uses beyond retail was a priority for many respondents. Cultural, leisure, and business uses were all supported with the caveat that noise generating, late night commercial premises are poor neighbours to residents. Respondents were generally in favour of the Core Strategy intervening in favour of smaller, independent and specialist retailers and against the provision of further supermarket/chain stores. However, some respondents felt that market forces should be allowed to decide the retail offer.</p> <p>There was strong support for a reduction in the number of take away outlets within the borough. Management of the night time economy was also supported although many respondents viewed this as a matter for restriction and control of opening hours rather than positive planning for living urban centres outside shopping hours.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Helping our local shops</p>	<p>Q63. What role should our local shopping centres play in future?</p> <p>Q64. Should we increase or decrease the number and size of our local shopping centres?</p> <p>Q65. Should we seek to protect public houses which serve as a local community resource?</p>	<p>Respondents supported the retention of existing local shopping centres particularly where accessible by walking. Council tax reductions for independent retailers were supported as was the use of local centres as local food hubs. The majority of respondents were in favour of retaining public houses as a community resource; a number of respondents opposed the setting out of a narrow definition of community resources.</p>

<p>Making Haringey a safer place</p>	<p>Q66. Do you agree with the planning measures to discourage crime and promote safer streets in the borough set out above? Are there other measures that we can take?</p> <p>Q67. Should we require all developments to demonstrate how they have addressed safer and security issues and have 'designed out' crime?</p> <p>Q68. Do crime "hotspots" need a specific approach in terms of community safety and planning? if so, what measures do you think are needed in these places?</p>	<p>The implementation of 'Secured by Design' requirements and 'Safer Places' guidance was supported by all respondents in addition to the proposed measures to discourage crime. One respondent suggested the use of low rise homes for families with gardens and open spaces as key to ensuring safer communities and another the use of green planting to effect a calming effect on the urban environment. The requirements for all developments to demonstrate that they have made efforts to 'design out' crime was generally supported. The consideration of the overall appearance of the street scene and nature of use of key premises was acknowledged to be important in relation to crime 'hotspots'.</p>
<p>Improving our health and well-being</p>	<p>Q69. Have we identified the right measures that planning can take to improve health and well-being in Haringey? Should we prioritise some of these measure above others?</p> <p>Q70. Should we require all developments to assess health impacts?</p> <p>Q71. Should we take a different approach to planning for health in certain parts of the borough to reflect different health issues and access to facilities?</p>	<p>The Core strategy should recognise the role of the Lee Valley Park and River Lee in tackling health inequalities. Concerns were expressed regarding the proposals for poly clinics and whether these would be in locations to serve communities. Haringey Teaching PCT have provided a comprehensive response to this section that includes a list of key considerations. LB Enfield report that the Barnet, Enfield &amp; Haringey Strategy 'Your Health Your Future' only relates to hospital care, not the general health system.</p> <p>The list of measures was generally supported with equitable access to health facilities and safe and accessible leisure facilities supported as priorities. Approximately half of respondents were in favour of the preparation of health impact assessments; GLA highlighted that the preparation of assessments is a London Plan requirement for major development. An evidence based approach to the differing health needs in different areas of the borough was supported.</p>
<p>Promoting equality of opportunity and access</p>	<p>Q72. Are the measures identified appropriate in promoting equality of opportunity and preventing discrimination in Haringey? Are there other measures that we can take?</p> <p>Q73. Should we expect developers submitting major schemes to commission independent equalities impact assessments?</p> <p>Q74. Do you support the measures to promote accessibility of services and facilities in the borough? Are there other measures we should consider?</p>	<p>The measures identified with regard to equality of opportunity were supported with the proviso that health and recreation facilities should also be included. Equalities Impact assessments were supported by some respondents for larger schemes but were opposed by the majority of respondents. GLA highlight the Mayor's SPG Planning for Equality and Diversity and request a reference to it in this section.</p> <p>Measure to promote accessibility of services and facilities were generally supported. A lack of publicly accessible toilets was highlighted as a barrier to enjoyment of the public realm, the number of public conveniences should be included as a measure.</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Supporting education and community services and facilities</p>	<p>Q75. What community facilities are needed in Haringey to deal with a growing population in addition to those already identified in current plans and programmes?</p> <p>Q76. Are there certain parts of the borough where particular facilities need to be provided?</p> <p>Q77. Should we require all developments to make a contribution to education facilities and services?</p>	<p>An amendment to the definition of community facilities was suggested as 'Community facilities provide for the health, welfare, social, education, leisure and cultural needs of the community'.</p> <p>The following community facilities were suggested:</p> <ul style="list-style-type: none"> <li>A hospital in Haringey (upgrade St Ann's)</li> <li>Younger peoples facilities</li> <li>Older peoples facilities</li> <li>Local health care for age related disorders</li> <li>Music venues</li> <li>Theatre venues</li> <li>Green open space</li> <li>Secure water supply</li> <li>Secure, local sustainable food supply</li> <li>Art gallery</li> <li>Museum</li> <li>Leisure facilities</li> <li>Health facilities</li> <li>Public toilets in town centres</li> </ul> <p>An evidence based approach to the location of new community facilities was supported. In addition, a Library was proposed for Green Lanes. Protection and retention of existing community facilities was also supported.</p> <p>Respondents generally supported contributions to education facilities and services for larger development where a proven need had been demonstrated.</p>
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Other Options	Q78. Are there any other issues and options we may have missed?	<p>The following areas were felt to have been omitted:</p> <ul style="list-style-type: none"> <li>▪ Light pollution</li> <li>▪ Protection of non TPO trees and tree masses</li> <li>▪ Specific waterside development policies</li> <li>▪ Consideration of options not in conformity with London Plan policies</li> <li>▪ Need for environmental infrastructure</li> <li>▪ Integrated strategic approach to water management (detailed Environment Agency response received)</li> <li>▪ Contribution that voluntary organisations and religious bodies make to community facilities</li> <li>▪ Use of 341-379 Seven Sisters Road</li> <li>▪ Telecommunications policy</li> <li>▪ Secure local sustainable food supply</li> <li>▪ Option of low density development to meet, but not exceed London plan targets</li> <li>▪ Option to convert existing brownfield sites to green public open spaces</li> </ul>
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**Appendix 2: Draft Infrastructure Priority List**

## COMMUNITY INFRASTRUCTURE PRIORITY LIST

### Healthcare

Infrastructure	Project/ Programme Name	Location	Delivery Time Period 2009-2016	Delivery Lead	Funding Source	Comments/ Source
Healthcare	Neighbourhood Health Centre	Hornsey Central Park Road N8	April 2009	Haringey Primary Care Trust (PCT)	LIFT building/PCT revenue as per Strategic Plan	Serving West Haringey. Centre to open April 2009, phased opening of services during 2009. Service model to be developed in the context of implementing World Class Primary Care.
Healthcare	Neighbourhood Health Centre	Lordship Lane Lordship Lane N17	Open	PCT	LIFT building/PCT revenue as per Strategic Plan	Serving North East Tottenham. Service model to be developed in context of implementing World Class Primary Care.
Healthcare	Neighbourhood Health Centre	Laurels St Ann's Road N15	Open	PCT	Bridge/NDC	Serving South East Tottenham. GP- led health centre procurement ongoing. Opportunities for expansion of services in light of implementing World Class Primary Care at either Tynemouth Road/St Ann's site.

Infrastructure	Project/ Programme Name	Location	Delivery Time Period 2009- 2016	Delivery Lead	Funding Source	Comments/ Source
Healthcare	Neighbourhood Health Centre	Wood Green / Turnpike Lane N22	TBC	PCT	TBC	Serving Central Haringey. Location to be determined
Healthcare	GP practices operating networked into each Neighbourhood Health Centre	Location to be determined through the Neighbourhood Development and subsequent public consultation and ongoing negotiation with GP contractors	TBC	PCT	Various	Overall intention to improve quality and accessibility of GP premises through a range of approaches.
Healthcare	Community premises	Various located across Haringey	TBC	PCT	PCT	To be reviewed in context of implementation of World Class Primary Care/Neighbourhood Development Planning
Healthcare	St Ann's Redevelopment	St Ann's Hospital site	TBC – Requires 3 Borough Mental Health Strategy	Barnet Enfield Haringey MHT	TBC	Overall strategic aim to provide care in most appropriate/least stigmatising environment with a focus on early intervention and community based care wherever possible. Community services re-provision potentially in hubs
Healthcare	North Middlesex University Hospital redevelopment	North Middlesex University Hospital	2010	North Middlesex University Hospital	PFI	Modernisation of acute hospital services

<b>Culture</b>						
<b>Infrastructure</b>	<b>Project/ Programme Name</b>	<b>Location</b>	<b>Delivery Time Period 2009-2016</b>	<b>Delivery Lead</b>	<b>Funding Source</b>	<b>Comments</b>
Library	Coombes Croft library – extension and redevelopment	Tottenham	2010	LB Haringey	Big Lottery Fund - Community Libraries	Extension and re-development
Library	Wood Green Library	Wood Green	2010	LB Haringey	LBH	Improvement to exterior
Library	Muswell Hill Library Development	Muswell Hill	TBC	LB Haringey	External	Applications are being submitted to a number of external organisations for the cost, which is in the region of £1.5million
Museum	Bruce Castle Museum improvements	Bruce Grove, Tottenham	TBC	LB Haringey	External	Bid to HLF to be submitted.

<b>EDUCATION</b>						
<b>Infrastructure</b>	<b>Project/ Programme Name</b>	<b>Location</b>	<b>Delivery Time Period 2008-2016</b>	<b>Delivery Lead</b>	<b>Funding Source</b>	<b>Comments</b>
Education	New Secondary School	Wood Green/Haringey Heartlands	TBC	LB Haringey	BSF	Sources: BSF Programme, Nov 2008
Education	Haringey Sixth Form (White Hart Lane)	Northumberland Park	Opened 2008	LB Haringey	BSF	Source: BSF Programme, Nov 2008
Education	Gladesmore School	Tottenham/Seven Sisters	August 2010	LB Haringey	BSF	Sources: BSF Programme, Nov 2008
Education	Woodside High School extension	Wood Green	August 2011	LB Haringey	BSF	Source: BSF Programme, Nov 2008
Education	John Loughborough School	Tottenham/ Seven Sisters	Feb 2010	LB Haringey	BSF	Source: BSF Programme, Nov 2008
Education	Rhodes Primary School	Alexandra ward	Feasibility	LB Haringey	Tbc	The education service is consulting on the potential expansion of Rhodes Primary School to accommodate additional student numbers. –



Green Infrastructure						
Infrastructure	Project/ Programme Name	Location	Delivery Time Period 2009-2016	Delivery Lead	Funding Source	Comments
Green Infrastructure	Lordship Lane Recreation Ground	Tottenham	2012	LB Haringey	Heritage Lottery Parks for People Funding and London Mayor's Priority Parks Initiative Lottery Funding	
Green Infrastructure	Wood Green Common Improvements	Wood Green/Haringey Heartlands	2012	LB Haringey	Reference to Haringey Heartlands SPG	
Green Infrastructure	Mortuary Garden of Remembrance	Tottenham	2011	LB Haringey	GAF III	
Green Infrastructure	Marsh Lane Pedestrian Link	Tottenham Lee Valley Regional Park	2011	LB Haringey	GAF III	

Green Infrastructure	Down Lane Park N17– Green Link	Tottenham Hale	2011	LB Haringey	GAF III	Down Lane Park combined with the Green Link (Chesnut Road) Incorporate the Hale Village s106 and Mayor's 10,000 trees funding and GAF III Funding
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<b>Transport</b>						
<b>Infrastructure</b>	<b>Project/ Programme Name</b>	<b>Location</b>	<b>Delivery Time Period 2009-2016</b>	<b>Delivery Lead</b>	<b>Funding Source</b>	<b>Comments/ Source</b>
Transport	Gyratory, Bus Station Interchange and Station Sq (HP302)	Tottenham Hale, Tottenham High Road, Monument Way, Broad Lane	March 2012	TfL	TfL Business Plan 2009/10 – 2017/8, GAF 3, CIF2, s106	Funding application made under CIF2; funding of £5.0m allocated under GAF3
Transport	PPP Northern Line upgrade including signalling, new control centre at Highgate.	Highgate station	2012	TfL	TfL Business Plan 2009/10 -2017/8	
Transport	PPP Piccadilly Line upgrade including new trains, new signalling and new control centre	Bounds Green, Wood Green, Turnpike Lane, Manor House stations	2014	TfL	TfL Business Plan 2009/10 -2017/8	
Transport	PPP Victoria line Line upgrade including new trains, higher service frequencies and new control centre	Tottenham Hale, Seven Sisters stations	2012	TfL	TfL Business Plan 2009/10 -2017/8	
Transport	Congestion relief-Linked to Thameslink project	Finsbury Park station	2021	TfL, Network Rail	TfL Business Plan 2009/10 -2017/8	

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Infrastructure	Project/ Programme Name	Location	Delivery Time Period 2009-2016	Delivery Lead	Funding Source	Comments/ Source
Transport	East Coast mainline- Expansion to include Alexandra Palace to Finsbury Park 3 <sup>rd</sup> upline project, additional platforms and allow additional services.	Finsbury Park, Harringay, Hornsey and Alexandra Palace stations	2014	Network Rail	DfT	Office of Rail Regulation Determination of Network Rail funding 2009-14
Transport	East Coast mainline- Additional services in peak periods.	Finsbury Park, Harringay, Hornsey, Alexandra Palace & Bowes Park stations	2014	Network Rail	DfT	Office of Rail Regulation Determination of Network Rail funding 2009-14
Transport	East Coast mainline- as part of the Thameslink project including additional platforms, new services	Finsbury Park station	2015	Network Rail	DfT	Office of Rail Regulation Determination of Network Rail funding 2009-14
Transport	West Anglia lines- Train lengthening, higher service frequencies	Northumberland Park, Tottenham Hale stations	2014	Network Rail	DfT	Office of Rail Regulation Determination of Network Rail funding 2009-14
Transport	West Anglia lines-	Seven Sisters,	2014	Network Rail	DfT	Office of Rail Regulation

	Turnback facility at Seven Sisters to allow shuttle service to Cheshunt in peak hours	Bruce Grove, White Hart Lane stations				Determination of Network Rail funding 2009-14
Transport	Station access improvement	Wood Green station	2011	LB Haringey	TfL	Local Implementation Plan funding of £400k provisionally allocated for 2009/10
Transport	East/ West pedestrian cycle route	Heartlands	2012	LB Haringey	S106 (agreement not as yet drawn up)	Awaiting planning application
Transport	National Grid refurbishment of overhead electricity transmission line	Substations as Waltham Cross, Brimsdown and Tottenham	2009	Electricity Alliance		As a result of refurbishment – National Cycle Route 1 will be reconnected. Better connection to S. Chingford.

Infrastructure	Project/ Programme Name	Location	Delivery Time Period 2009-2016	Delivery Lead	Funding Source	Comments/ Source
Metropolitan Police Asset Management	<p>MET consulted on its Asset Management plan in 2007. Further consultations will be carried out before plans are finalised.</p> <ul style="list-style-type: none"> <li>• New Safer Neighbourhood bases</li> <li>• Front Counter</li> <li>• New Custody Centre</li> <li>• New Patrol bases</li> <li>• Review of office accommodation</li> </ul>	Borough wide	TBC	Metropolitan Police Authority	TBC	MET Asset Management Plan consultation 2007
Metropolitan Police Asset Management	Review of Police Stations	Wood Green / Muswell Hill	TBC	Metropolitan Police Authority	TBC	MPA envisage the re-building of Wood Green police station and review of Muswell Hill police station .No decision has yet been made. The public will be fully consulted on proposed changes.

## Appendix 3 – Monitoring Framework

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
<p><b>Core Strategy Policy SP 1 - Managing Growth</b></p> <p>New development will be directed to Haringey Heartlands, Tottenham Hale, Seven Sisters and Wood Green Metropolitan Town Centre in ensuring strong, healthy and sustainable communities in Haringey.</p>				
<p>To manage growth in Haringey so that it meets our needs for homes, jobs and services, is supported by necessary infrastructure and maximises the benefits for the local area and community and the borough as a whole.</p>	<p><b>People at the Heart of Change</b></p>	<p><u>London Plan objective</u> To accommodate London's growth within its boundaries without encroaching on open spaces</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 1.3 - Growth Areas and Corridors</li> <li>▪ 2A.2 - Spatial strategy for development</li> <li>▪ 2A.5 - Opportunity Areas</li> <li>▪ 2A.6 - Areas for Intensification</li> <li>▪ 2A.7 - Areas for Regeneration</li> <li>▪ 3A.2 – Borough housing targets</li> <li>▪ 3A.3 – Maximising the potential of sites</li> <li>▪ 5B.1 – The strategic priorities for North London</li> <li>▪ 5B.2 – Opportunity Areas for North London</li> <li>▪ 5B.3 – Areas for</li> </ul>	<p><b>NI 154</b> Net additional homes provided</p> <p><b>NI 155 (Local)</b> Number of affordable homes delivered (gross)</p> <p><b>H1:</b> Plan period and housing targets</p> <p><b>H2(a):</b> Net additional dwellings – in previous years</p> <p><b>H2(b):</b> Net additional dwellings – for the reporting year</p> <p><b>H2(c):</b> Net additional dwellings – in future years</p> <p><b>H2(d):</b> Managed delivery target</p> <p><b>H3:</b> New and converted dwellings – on previously developed land</p>	<ul style="list-style-type: none"> <li>▪ 7,000 new homes in Tottenham Hale and 15,000 new jobs by 2020</li> <li>▪ 1,700 new homes in Haringey Heartlands and 1500 new jobs by 2020</li> <li>▪ Additional 13,800 m2 of comparison goods and 10,194 convenience goods by 2016.</li> </ul>



Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
		Intensification in North London		
To support the development of Haringey's most successful growth sectors.	<b>Economic vitality and prosperity shared by all</b>	<p><u>London Plan objective</u> To make London a more prosperous city with strong and diverse long-term economic growth</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 1.3 - Growth Areas and Corridors</li> <li>▪ 2A.5 - Opportunity Areas</li> <li>▪ 2A.6 - Areas for Intensification</li> <li>▪ 2A.7 - Areas for Regeneration</li> <li>▪ 3A.2 – Borough housing targets</li> <li>▪ 3A.3 – Maximising the potential of sites</li> <li>▪ 3B.5</li> <li>▪ 5B.1 – The strategic priorities for North London</li> <li>▪ 5B.2 – Opportunity Areas for North London</li> <li>▪ 5B.3 – Areas for Intensification in North London</li> </ul>	<p><b>NI 154</b> Net additional homes provided</p> <p><b>NI 155 (Local)</b> Number of affordable homes delivered (gross)</p>	<ul style="list-style-type: none"> <li>▪ 7,000 new homes in Tottenham Hale and 15,000 new jobs by 2020</li> <li>▪ 1,700 new homes in Haringey Heartlands and 1500 new jobs by 2020</li> <li>▪ Additional 13,800 m2 of comparison goods and 10,194 convenience goods by 2016.</li> </ul>
To strengthen the role of town centres as accessible locations for retail, office,	<b>People at the Heart of Change</b>	<p><u>London Plan objective</u> To make London a more prosperous city with strong</p>	<b>BD1</b> Total amount of additional employment floorspace – by type	<ul style="list-style-type: none"> <li>▪ Intensify residential use in Wood Green Metropolitan Town Centre</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
leisure and community uses and new homes		<p>and diverse long-term economic growth</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 2A.8 - Town Centres</li> <li>▪ 3D.1 – Supporting town centres</li> <li>▪ 3D.2 – Town centre development</li> <li>▪ 3D.3 – Maintaining and improving retail facilities</li> <li>▪ 5B.1 – Strategic priorities for North London</li> </ul>	<p><b>BD2</b> Total Amount of employment floorspace on previously developed land – by type</p> <p><b>BD3</b> Employment land available – by type</p> <p><b>BD4</b> Total amount of floorspace for ‘town centre uses’</p> <p><b>Local</b> Number of registered Haringey Guarantee participants with a completed better off calculation</p> <p><b>NI 7</b> Environment for a thriving third sector</p> <p><b>NI 154</b> Net additional homes provided</p> <p><b>NI 155 (Local)</b> Number of affordable homes delivered (gross)</p> <p><b>PPS6</b> Health and Vitality check</p>	<ul style="list-style-type: none"> <li>▪ A new retail centre at Tottenham Hale</li> <li>▪ Maintain town centre vacancy rates lower than 10% (currently 11%)</li> <li>▪ 13,800m2 gross of comparison goods floorspace and an additional 10,194m2 net convenience goods floorspace by 2016.</li> </ul>
<b>Core Strategy Policy SP 2 – Housing</b>				

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
To maximise housing provision in the borough and to meet housing needs for affordable housing, larger family housing and housing for specific groups, whilst retaining the boroughs historic character.				
To provide homes to meet housing needs, in terms of affordability, quality and diversity and to help create mixed communities	<b>People at the Heart of Change</b>	<u>London Plan objective</u> To make London a healthier and better city for people to live in <u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 3A.2 – Borough housing targets</li> <li>▪ 3A.3 – Maximising the potential of sites</li> <li>▪ 3A.9 – Affordable housing targets</li> </ul>	<b>NI 154</b> Net additional homes provided  <b>NI 155 (Local)</b> Number of affordable homes delivered (gross)  <b>NI156</b> Number of households living in temporary accommodation  <b>Local NI158</b> % of decent council homes  <b>Local</b> - Carbon emissions from vulnerable private households (2007-2010 stretch target)  <b>H1:</b> Plan period and housing targets <b>H2(a):</b> Net additional dwellings – in previous years <b>H2(b):</b> Net additional dwellings – for the reporting year <b>H2(c):</b> Net additional dwellings – in future years  <b>H2(d):</b> Managed delivery	<ul style="list-style-type: none"> <li>▪ Over 50% of housing in growth areas</li> <li>▪ 6,800 new homes over 10 years (2007 – 2017) these figures to be reviewed by 2011</li> <li>▪ 3,400 affordable homes over 10 years</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
			target  <b>H3:</b> New and converted dwellings – on previously developed land  <b>H5:</b> Gross affordable housing completions	
To promote the efficient and effective use of land whilst minimising environmental impacts	<b>People at the Heart of Change</b>	<u>London Plan objective</u> To make London a healthier and better city for people to live in <ul style="list-style-type: none"> <li>▪ 2A.1 Sustainability criteria</li> <li>▪ 3A.3 – Maximising the potential of sites</li> <li>▪ 4B.1 Design principles for a compact city</li> </ul>	<b>NI 186</b> Per capita CO2 emissions in the LA area  <b>NI 187</b> Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating (proxy – number of households to benefit from energy efficiency measures)	<ul style="list-style-type: none"> <li>▪ Minimum reduction in CO2 of 20% from on site renewables</li> </ul>
To strengthen the role of town centres as accessible locations for retail, office, leisure and community uses and new homes	<b>People at the Heart of Change</b>	<u>London Plan objective</u> To make London a more prosperous city with strong and diverse long-term economic growth  <u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 2A.8 - Town Centres</li> <li>▪ 3D.1 – Supporting town centres</li> <li>▪ 3D.2 – Town centre development</li> <li>▪ 3D.3 – Maintaining and improving retail facilities</li> </ul>	<b>BD1</b> Total amount of additional employment floorspace – by type  <b>BD2</b> Total Amount of employment floorspace on previously developed land – by type  <b>BD3</b> Employment land available – by type  <b>BD4</b> Total amount of floorspace for 'town centre	<ul style="list-style-type: none"> <li>▪ Intensify residential use in Wood Green Metropolitan Town Centre</li> <li>▪ A new retail centre at Tottenham Hale</li> <li>▪ Maintain town centre vacancy rates lower than 10% (currently 11%)</li> <li>▪ 13,800m2 gross of comparison goods floorspace and an additional 10,194m2 net convenience goods floorspace by 2016.</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
		<ul style="list-style-type: none"> <li>5B.1 – Strategic priorities for North London</li> </ul>	<p>uses'</p> <p><b>Local</b> Number of registered Haringey Guarantee participants with a completed better off calculation</p> <p><b>NI 7</b> Environment for a thriving third sector</p> <p><b>NI 154</b> Net additional homes provided</p> <p><b>NI 155 (Local)</b> Number of affordable homes delivered (gross)</p> <p><b>PPS6</b> Health and Vitality check</p>	
<p><b>Core Strategy Policy SP 3 - Environment</b></p> <p>To protect and enhance Haringey's strategic and local resources for current and future generations.</p>				
To limit climate change by reducing CO2 emissions	<b>An environmentally sustainable future</b>	<p><u>London Plan objective</u> To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city</p> <p><u>London Plan Policies</u></p>	<p><b>NI 186</b> Per capital CO2 emissions in the LA area</p> <p><b>NI 187</b> Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating (proxy – number of households to benefit from</p>	<ul style="list-style-type: none"> <li>Minimum reduction in CO2 of 20% from on site renewables</li> <li>By 2015 all schools to be low carbon</li> <li>By 2016 all homes to be zero carbon</li> <li>By 2019 all new non-residential to be zero</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
		<ul style="list-style-type: none"> <li>▪ 4A.1 – Tackling climate change</li> <li>▪ 4A.2 – Mitigating climate change</li> </ul>	<p>energy efficiency measures)</p> <p><b>NI 188</b> Planning to Adapt to climate change</p> <p><b>LAA Stretch Target</b> Carbon emissions from vulnerable private households</p>	carbon
To adapt to climate change by improving the sustainability of buildings against flood risk, water stress and overheating	<b>An environmentally sustainable future</b>	<p><u>London Plan objective</u> To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 4A.9 – Adaptation to climate change</li> <li>▪ 4A.10 – Overheating</li> <li>▪ 4A.12 – Flooding</li> <li>▪ 4A.13 – Flood risk management</li> <li>▪ 4A.16 – Water supplies and resources</li> <li>▪ 4A.17 – Water quality</li> <li>▪ 4A.18 – Water and sewerage infrastructure</li> </ul>	<p><b>NI 186</b> Per capital CO2 emissions in the LA area</p> <p><b>NI 187</b> Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating (proxy – number of households to benefit from energy efficiency measures)</p> <p><b>E1</b> Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds</p> <p><b>NI 189</b> Flood and coastal erosion risk management</p>	<ul style="list-style-type: none"> <li>▪ Minimum reduction in CO2 of 20% from on site renewables</li> <li>▪ By 2015 all schools to be low carbon</li> <li>▪ By 2016 all homes to be zero carbon</li> <li>▪ By 2019 all new non-residential to be zero carbon</li> </ul>
To reduce and manage flood risk	<b>An environmentally sustainable future</b>	<p><u>London Plan objective</u> To make London an exemplary world city in mitigating and adapting to climate change and a more</p>	<p><b>NI 186</b> Per capital CO2 emissions in the LA area</p> <p><b>E1</b> Number of planning permissions granted contrary</p>	<ul style="list-style-type: none"> <li>▪ Minimum reduction in CO2 of 20% from on site renewables</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
		attractive, well-designed and green city  <u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 4A.12 – Flooding</li> <li>▪ 4A.13 – Flood risk management</li> </ul>	to Environment Agency advice on flooding and water quality grounds  <b>NI 189</b> Flood and coastal erosion risk management	
To protect and enhance the quality of water features and resources	<b>An environmentally sustainable future</b>	<u>London Plan objective</u> To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city  <u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 4C.1 – The strategic importance of the Blue Ribbon Network</li> <li>▪ 4C.2 – Context for sustainable growth</li> <li>▪ 4C.3 – The natural value of the Blue Ribbon Network</li> </ul>	<b>E1</b> Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds  <b>NI 189</b> Flood and coastal erosion risk management	<ul style="list-style-type: none"> <li>▪ Introducing measures to reduce flood-risk such as the de-culverting of the Moselle Brook</li> <li>▪ Conservation of the River Lee and Moselle</li> </ul>
To increase energy efficiency and increase the use of renewable energy sources.	<b>An environmentally sustainable future</b>	<u>London Plan objective</u> To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city	<b>NI 186</b> Per capital CO2 emissions in the LA area  <b>NI 187</b> Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating (proxy – number of	<ul style="list-style-type: none"> <li>▪ Minimum reduction in CO2 of 20% from on site renewables</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
		<u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 4A.3 – Sustainable design and construction</li> <li>▪ 4A.4 – Energy assessment</li> <li>▪ 4A.5 – Provision of heating and cooling networks</li> <li>▪ 4A.7 – Renewable energy</li> </ul>	households to benefit from energy efficiency measures)  <b>H6:</b> Housing Quality – Building for Life Assessments  <b>E3</b> Renewable energy generation	
To ensure the sustainable use of natural resources – by reducing, reusing and recycling waste and supporting the use of sustainable materials and construction methods	<b>An environmentally sustainable future</b>	<u>London Plan objective</u> To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city  <u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 2A.1 Sustainability criteria</li> <li>▪ 4A.3 – Sustainable design and construction</li> </ul>	<b>NI 192</b> % of household waste reused, recycled and composted	<ul style="list-style-type: none"> <li>▪ Minimum reduction in CO2 of 20% from on site renewables</li> </ul> Deliver on NLJWS - <ul style="list-style-type: none"> <li>▪ 50% recycling and composting rate by 2020;</li> <li>▪ a reduction in the amount of waste sent to landfill to 35% (of 1995 amounts) by 2020;</li> <li>▪ recovery of energy from min 31.5% of rubbish by 2015.</li> </ul> Deliver on NLWP <i>Identify area for sufficient facilities to process:</i> <ul style="list-style-type: none"> <li>▪ 75% municipal (15.8 million tonnes) waste arising by 2010</li> <li>▪ 80% (19.2 million tonnes) by 2015</li> <li>▪ 85% (20.6 million tonnes) by 2020.</li> </ul>



Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
				<p><i>Recycling and composting targets</i></p> <ul style="list-style-type: none"> <li>▪ Municipal waste: 35% by 2010, 45% by 2015</li> <li>▪ Commercial and industrial waste: 70% by 2015</li> <li>▪ Construction, excavation and demolition waste: 95% by 2020</li> </ul>
To manage air and noise pollution and land contamination	<b>An environmentally sustainable future</b>	<p><u>London Plan objective</u> To make London a healthier and better city for people to live in</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 4A.19 – Improving air quality</li> <li>▪ 4A.33 – Bringing contaminated land into beneficial use</li> </ul>	<p><b>NI 186</b> Per capita CO2 emissions in the LA area</p> <p><b>NI 194:</b> Air quality – % reduction in Nox and primary PM10 emissions through local authority’s estate and operations</p>	<ul style="list-style-type: none"> <li>▪ Implementation of environmentally friendly practices in land management through development and implementation of an environmental management system (EMS)</li> <li>▪ Implementation of car clubs</li> </ul>
<p><b>Core Strategy Policy SP 4 – Movement</b></p> <p>To support economic regeneration, improvements to safety and security on transport networks, reduce car dependency and use, combat climate change and improve environmental quality, specifically – promote public transport, walking and cycling (including minimum cycle parking standards)</p>				
To promote the use of more sustainable modes of transport	<b>An environmentally sustainable future</b>	<p><u>London Plan objective</u> To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city</p>	<p><b>NI 175 (Local)</b> Access to services and facilities by public transport (and other specified models)</p> <p><b>NI 198 (Local)</b> Children travelling to school – mode of</p>	<ul style="list-style-type: none"> <li>▪ Improvements to Tottenham Gyratory</li> <li>▪ Improvements to orbital public transport</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
		<u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 3C.3 – Sustainable transport for London</li> </ul>	transport usually used.	
To manage air quality within the borough by travel planning, promotion of walking, cycling and public transport	<b>An environmentally sustainable future</b>	<u>London Plan objective</u> To make London a healthier and better city for people to live in  <u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 3C.20 – Improving conditions for buses</li> <li>▪ 3C.21 – Improving conditions for walking</li> <li>▪ 3C.22 – Improving conditions for cycling</li> <li>▪ 4A.19 – Improving air quality</li> </ul>	<b>NI 175 (Local)</b> Access to services and facilities by public transport (and other specified models)  <b>NI 198 (Local)</b> Children travelling to school – mode of transport usually used.	<ul style="list-style-type: none"> <li>▪ Improvements to orbital public transport</li> <li>▪ Improvements to air quality</li> <li>▪ Development of green corridors know as ‘Greenways’ to improve the urban commuting network of safe walking and cycling routes</li> <li>▪ Completion of London Cycle Network</li> </ul>
<b>Core Strategy Policy SP 5 – Employment</b>  Protect and enhance employment land, whilst at the same time promote other forms of employment that complements existing uses.				
To reduce worklessness by increasing skills, raising educational attainment and improving childcare and nursery provision	<b>Economic vitality and prosperity shared by all</b>	<u>London Plan objective</u> To make London a more prosperous city with strong and diverse long-term economic growth  <u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 3A.27 – Meeting floor targets</li> </ul>	<b>NI 79</b> Achievement of level two qualifications by aged 19  <b>NI 117</b> 16 to 18 year olds who are not in education, training or employment.  <b>NI 153</b> Working age people claiming out of work benefits	Employment growth in north London is estimated at 300,000 jobs over the period 2006-26, representing an annual growth of 15,000 jobs.

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
		<ul style="list-style-type: none"> <li>▪ 3B.11 – Improving employment opportunities for Londoners</li> </ul>	<p>in the worst performing neighbourhoods</p> <p><b>NI 187</b> Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating (proxy – number of households to benefit from energy efficiency measures)</p> <p><b>Local</b> Number of people from the worst twelve wards helped into sustained work (2007-2010 stretch target)</p> <p><b>Local</b> Number of people on incapacity benefit for more than six months helped into sustained work (2007-2010 stretch target)</p>	
To enhance the environmental quality and attractiveness of the Borough's town centres in response to changing economic and retail demands	<b>Economic vitality and prosperity shared by all</b>	<p><u>London Plan objective</u> To make London a more prosperous city with strong and diverse long-term economic growth</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 2A.8 - Town Centres</li> <li>▪ 3C.19 – Local transport and public realm</li> <li>▪ 3D.1 – Supporting town</li> </ul>	<b>NI 195</b> Improved street and environmental cleanliness (levels of graffiti, litter, detritus and fly posting)	Commissioning of public realm contracts for waste management and highways

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
		<ul style="list-style-type: none"> <li>centres</li> <li>▪ 3D.2 – Town centre development</li> <li>▪ 3D.3 – Maintaining and improving retail facilities improvements</li> <li>▪ 4B.3 – Enhancing the quality of the public realm</li> </ul>		
<p>To link deprived areas with the employment benefits arising from the development of major sites and key locations in the Borough and to improve access to new employment opportunities outside of the Borough</p>	<p><b>Economic vitality and prosperity shared by all</b></p>	<p><u>London Plan objective</u> To make London a more prosperous city with strong and diverse long-term economic growth</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 3B.11 – Improving employment opportunities for Londoners</li> <li>▪ 5B.2 – Opportunity Areas for North London</li> <li>▪ 5B.3 – Areas for Intensification in North London</li> </ul>	<p><b>NI 79</b> Achievement of level two qualifications by aged 19</p> <p><b>NI 117</b> 16 to 18 year olds who are not in education, training or employment.</p> <p><b>NI 153</b> Working age people claiming out of work benefits in the worst performing neighbourhoods</p> <p><b>NI 187</b> Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating (proxy – number of households to benefit from energy efficiency measures)</p> <p><b>Local</b> Number of people from the worst twelve wards helped into sustained work (2007-2010 stretch target)</p>	<ul style="list-style-type: none"> <li>▪ Employment growth in north London is estimated at 300,000 jobs over the period 2006-26, representing an annual growth of 15,000 jobs.</li> <li>▪ Potential for releasing employment land at White Hart Lane, St. Ann’s and Seven Sisters</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
			<p><b>Local</b> Number of people on incapacity benefit for more than six months helped into sustained work (2007-2010 stretch target)</p>	
<p>To meet the needs of different sectors of the economy, including SMEs and those organisations within the voluntary sector through the provision of a range of premises of different types, sizes and costs</p>	<p><b>Be people and customer focused</b></p>	<p><u>London Plan objective</u> To make London a more prosperous city with strong and diverse long-term economic growth</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 3A.17 – Addressing the needs of London’s diverse population</li> <li>▪ 3B.1 – Developing London’s economy</li> <li>▪ 3B.11 – Improving employment opportunities for</li> </ul>	<p><b>NI 7</b> Environment for a thriving third sector</p> <p><b>NI 79</b> Achievement of level two qualifications by aged 19</p> <p><b>NI 117</b> 16 to 18 year olds who are not in education, training or employment.</p> <p><b>NI 153</b> Working age people claiming out of work benefits in the worst performing neighbourhoods</p> <p><b>NI 187</b> Tackling fuel poverty – people receiving income based benefits living in homes with a low energy efficiency rating (proxy – number of households to benefit from energy efficiency measures)</p> <p><b>Local</b> Number of people from the worst twelve wards helped into sustained work (2007-</p>	<p>Employment growth in north London is estimated at 300,000 jobs over the period 2006-26, representing an annual growth of 15,000 jobs.</p>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
			2010 stretch target)  <b>Local</b> Number of people on incapacity benefit for more than six months helped into sustained work (2007-2010 stretch target)	
To support the development of Haringey's most successful growth sectors.	<b>Economic vitality and prosperity shared by all</b>	<u>London Plan objective</u> To make London a more prosperous city with strong and diverse long-term economic growth  <u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 1.3 - Growth Areas and Corridors</li> <li>▪ 2A.5 - Opportunity Areas</li> <li>▪ 2A.6 - Areas for Intensification</li> <li>▪ 2A.7 - Areas for Regeneration</li> <li>▪ 3A.2 – Borough housing targets</li> <li>▪ 3A.3 – Maximising the potential of sites</li> <li>▪ 3B.5</li> <li>▪ 5B.1 – The strategic priorities for North London</li> <li>▪ 5B.2 – Opportunity Areas for North London</li> <li>▪ 5B.3 – Areas for Intensification in North</li> </ul>	<b>NI 1</b> % of people who believe people from different backgrounds get on well together in their local area.  <b>NI 154</b> Net additional homes provided  <b>NI 155 (Local)</b> Number of affordable homes delivered (gross)	<ul style="list-style-type: none"> <li>▪ 7,000 new homes in Tottenham Hale and 15,000 new jobs by 2020</li> <li>▪ 1,700 new homes in Haringey Heartlands and 1500 new jobs by 2020</li> <li>▪ Additional 13,800 m2 of comparison goods and 10,194 convenience goods by 2016.</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
		London		
<b>Core Strategy Policy SP 6 – Town Centres</b> Protect town centres and support expansion and intensification, including housing, where it benefits the centre as a whole				
To strengthen the role of town centres as accessible locations for retail, office, leisure and community uses and new homes	<b>People at the Heart of Change</b>	<u>London Plan objective</u> To make London a more prosperous city with strong and diverse long-term economic growth  <u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 2A.8 - Town Centres</li> <li>▪ 3D.1 – Supporting town centres</li> <li>▪ 3D.2 – Town centre development</li> <li>▪ 3D.3 – Maintaining and improving retail facilities</li> <li>▪ 5B.1 – Strategic priorities for North London</li> </ul>	<b>BD1</b> Total amount of additional employment floorspace – by type <b>BD2</b> Total Amount of employment floorspace on previously developed land – by type  <b>BD3</b> Employment land available – by type  <b>BD4</b> Total amount of floorspace for ‘town centre uses’  <b>Local</b> Number of registered Haringey Guarantee participants with a completed better off calculation  <b>NI 7</b> Environment for a thriving third sector  <b>NI 154</b> Net additional homes provided  <b>NI 155 (Local)</b> Number of affordable homes delivered	<ul style="list-style-type: none"> <li>▪ Intensify residential use in Wood Green Metropolitan Town Centre</li> <li>▪ A new retail centre at Tottenham Hale</li> <li>▪ Improvement plans for all District Centres</li> <li>▪ Maintain town centre vacancy rates lower than 10% (currently 11%)</li> <li>▪ 13,800m2 gross of comparison goods floorspace and an additional 10,194m2 net convenience goods floorspace by 2016.</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
			(gross) <b>PPS6</b> Health and Vitality check	
To support the development of Haringey's most successful growth sectors.	<b>Economic vitality and prosperity shared by all</b>	<p><u>London Plan objective</u> To make London a more prosperous city with strong and diverse long-term economic growth</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 1.3 - Growth Areas and Corridors</li> <li>▪ 2A.5 - Opportunity Areas</li> <li>▪ 2A.6 - Areas for Intensification</li> <li>▪ 2A.7 - Areas for Regeneration</li> <li>▪ 3A.2 – Borough housing targets</li> <li>▪ 3A.3 – Maximising the potential of sites</li> <li>▪ 3B.5</li> <li>▪ 5B.1 – The strategic priorities for North London</li> <li>▪ 5B.2 – Opportunity Areas for North London</li> <li>▪ 5B.3 – Areas for Intensification in North London</li> </ul>	<p><b>NI 1</b> % of people who believe people from different backgrounds get on well together in their local area.</p> <p><b>NI 154</b> Net additional homes provided</p> <p><b>NI 155 (Local)</b> Number of affordable homes delivered (gross)</p>	<ul style="list-style-type: none"> <li>▪ 7,000 new homes in Tottenham Hale and 15,000 new jobs by 2020</li> <li>▪ 1,700 new homes in Haringey Heartlands and 1500 new jobs by 2020</li> <li>▪ Additional 13,800 m2 of comparison goods and 10,194 convenience goods by 2016.</li> </ul>
<b>Core Strategy Policy SP 7 – Design</b>				



Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
The Council expects high quality design which is sustainable in terms of form, function and impact and meets the principles of inclusive design				
To promote high quality buildings and public realm to improve townscape character	<b>Economic vitality and prosperity shared by all</b>	<u>London Plan objective</u> To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city  <u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 3A.17 – Addressing the needs of London’s diverse population</li> <li>▪ 4B.2 – Promoting world class architecture and design</li> <li>▪ 4B.3 – Enhancing the quality of the public realm</li> <li>▪ 4B.4 – Creating an inclusive environment</li> <li>▪ 4B.8 – Respect local context and communities</li> </ul>	<b>H6:</b> Housing Quality – Building for Life Assessments  <b>NI 15</b> Serious Crime Rate  <b>NI 16</b> Serious acquisitive crime  <b>NI 21</b> Dealing with local concerns about Anti-Social Behaviour (ASB) and crime by the local council & police – proxy % who feel well informed about what the council is doing to tackle ASB.  <b>NI 35</b> Building resilience to violent extremism.	<ul style="list-style-type: none"> <li>▪ All homes meet “Lifetime Homes” standard</li> <li>▪ 10% homes wheelchair accessible</li> <li>▪ All major development meets “Secure by Design” standard</li> </ul>
To protect and enhance the Borough’s buildings and areas of architectural and historic interest.	<b>Be people and customer focused</b>	<u>London Plan objective</u> To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city  <u>London Plan Policies</u>	<b>H6:</b> Housing Quality – Building for Life Assessments	<ul style="list-style-type: none"> <li>▪ Fewer than 10 buildings on the “At Risk” register</li> <li>▪ Protect all conservation areas, areas of archaeological importance &amp; industrial heritage interest</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
		<ul style="list-style-type: none"> <li>▪ 4B.11 – London’s built heritage</li> <li>▪ 4B.12 – Heritage conservation</li> <li>▪ 4B.13 – Historic conservation-led regeneration</li> </ul>		
To promote safe and secure buildings and spaces	<b>Be safer for all</b>	<p><u>London Plan objective</u> To promote social inclusion and tackle deprivation and discrimination</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 4B.5 – Creating an inclusive environment</li> <li>▪ 4B.6 – Safety, security and fire prevention and protection</li> </ul>	<p><b>NI 15</b> Serious Crime Rate</p> <p><b>NI 16</b> Serious acquisitive crime</p>	<ul style="list-style-type: none"> <li>▪ All developments in line with CABE’s Principles of Inclusive Design</li> <li>▪ Developments in line with ‘Secured by Design’, ‘Designing out Crime’ and ‘Safer Places’.</li> <li>▪ All new developments compatible with fire safety solutions</li> </ul>
<b>Core Strategy Policy SP 8 - Conservation</b>				
Conservation areas and listed building will be preserved and enhanced across Haringey.				
To promote high quality buildings and public realm to improve townscape character	<b>Economic vitality and prosperity shared by all</b>	<p><u>London Plan objective</u> To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 3A.17 – Addressing the</li> </ul>	<p><b>H6:</b> Housing Quality – Building for Life Assessments</p> <p><b>NI 15</b> Serious Crime Rate</p> <p><b>NI 16</b> Serious acquisitive crime</p> <p><b>NI 21</b> Dealing with local concerns about Anti-Social Behaviour (ASB) and crime</p>	<ul style="list-style-type: none"> <li>▪ All homes meet “Lifetime Homes” standard</li> <li>▪ 10% homes wheelchair accessible</li> <li>▪ All major development meets “Secure by Design” standard</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
		needs of London's diverse population <ul style="list-style-type: none"> <li>▪ 4B.2 – Promoting world class architecture and design</li> <li>▪ 4B.3 – Enhancing the quality of the public realm</li> <li>▪ 4B.4 – Creating an inclusive environment</li> <li>▪ 4B.8 – Respect local context and communities</li> </ul>	by the local council & police – proxy % who feel well informed about what the council is doing to tackle ASB.  <b>NI 35</b> Building resilience to violent extremism.	
To protect and enhance the Borough's buildings and areas of architectural and historic interest.	<b>Be people and customer focused</b>	<u>London Plan objective</u> To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city  <u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 4B.11 – London's built heritage</li> <li>▪ 4B.12 – Heritage conservation</li> <li>▪ 4B.13 – Historic conservation-led regeneration</li> </ul>	<b>H6:</b> Housing Quality – Building for Life Assessments	<ul style="list-style-type: none"> <li>▪ Fewer than 10 buildings on the "At Risk" register</li> <li>▪ Protect all conservation areas, areas of archaeological importance &amp; industrial heritage interest</li> </ul>
<b>Core Strategy Policy SP 9 - Green Infrastructure</b>  The Council will safeguard the existing open spaces from development and promote enhancements to existing green infrastructure network to promote greater opportunities for residents' health and well-being				
To promote a network of	<b>Healthier people with a</b>	<u>London Plan objective</u>	<b>E2</b> Change in areas of	<ul style="list-style-type: none"> <li>▪ No loss of Green Belt,</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
quality, accessible open spaces as areas for recreation, visual interest and biodiversity	<b>better quality of life</b>	<p>To make London a healthier and better city for people to live in</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 3D.8 – Realising the value of open space and green infrastructure</li> <li>▪ 3D.9 – Green belt</li> <li>▪ 3D.10 – Metropolitan Open Land</li> <li>▪ 3D.11 –Open space provision in DPDs</li> <li>▪ 3D.12 – Open space strategies</li> <li>▪ 3D.13 – Children and young people’s play and informal recreational strategies</li> <li>▪ 3D.14 – Biodiversity and nature conservation</li> <li>▪ 3D.15 – Trees and woodland</li> </ul>	<p>biodiversity importance</p> <p><b>NI 197</b> - Improved Local Biodiversity – proportion of Local Sites where active conservation management is being achieved</p> <p><b>Local</b> Number of Green Flag Parks</p> <p><b>Local</b> Number of parks achieving Green pennant status</p> <p><b>Local</b> The % of people who report they are satisfied or fairly satisfied with local parks &amp; green spaces.</p>	<p>MOL, Significant Local Open Land and Sites of Ecological Importance.</p> <ul style="list-style-type: none"> <li>▪ More parks in the borough to attain Green Flag Status.</li> <li>▪ Implementation of Haringey Tree Strategy</li> <li>▪ Implementation of Biodiversity Action Plan</li> <li>▪ Implement restoration and renewal projects for Markfield and Lordship Recreation Grounds</li> </ul>
<p><b>Core Strategy Policy SP 10 - Health and Well-Being</b></p> <p>The Council will promote healthy communities by:</p> <ul style="list-style-type: none"> <li>▪ Encouraging physical activity and good mental health by providing, protecting and enhancing good quality open spaces, outdoor sports and recreation facilities and children's playspace</li> </ul>				
To improve the health and wellbeing of Haringey’s residents by reducing inequalities in access to	<b>Healthier people with a better quality of life</b>	<p><u>London Plan objective</u></p> <p>To make London a healthier and better city for people to live in</p>	<p><b>NI8</b> Adult participation in sport (2007-2010 stretch target)</p> <p><b>NI140</b> Fair treatment by local</p>	<ul style="list-style-type: none"> <li>▪ Potential neighbourhood health centre in Tottenham Hale &amp; Haringey Heartlands</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
health services and promoting healthy lifestyles		<u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 3A.20 – Health objectives</li> <li>▪ 3C21 – Improving conditions for walking</li> <li>▪ 3C22 – Improving conditions for cycling</li> </ul>	services - proxy to what extent does your local council treat all types of people fairly  <b>NI54</b> Services for Disabled Children  <b>NI56</b> Obesity among primary school age children in year six  <b>Local NI119</b> self reported measure of peoples overall health and well being	<ul style="list-style-type: none"> <li>▪ Reduction in admissions to hospital due to long-term health conditions</li> </ul>
To manage air and noise pollution and land contamination	<b>An environmentally sustainable future</b>	<u>London Plan objective</u> To make London a healthier and better city for people to live in  <u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 4A.19 – Improving air quality</li> <li>▪ 4A.33 – Bringing contaminated land into beneficial use</li> </ul>	<b>NI 186</b> Per capita CO2 emissions in the LA area  <b>NI 194:</b> Air quality – % reduction in NOx and primary PM10 emissions through local authority's estate and operations	<ul style="list-style-type: none"> <li>▪ Implementation of environmentally friendly practices in land management through development and implementation of an environmental management system (EMS)</li> <li>▪ Implementation of car clubs</li> </ul>
To promote the use of more sustainable modes of transport	<b>An environmentally sustainable future</b>	<u>London Plan objective</u> To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city  <u>London Plan Policies</u>	<b>NI 175 (Local)</b> Access to services and facilities by public transport (and other specified models)  <b>NI 198 (Local)</b> Children travelling to school – mode of transport usually used.	<ul style="list-style-type: none"> <li>▪ Improvements to Tottenham Gyrotory</li> <li>▪ Improvements to orbital public transport</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
		<ul style="list-style-type: none"> <li>▪ 3C.3 – Sustainable transport for London</li> </ul>		
<p>To manage air quality within the borough by travel planning, promotion of walking, cycling and public transport</p>	<p><b>An environmentally sustainable future</b></p>	<p><u>London Plan objective</u> To make London a healthier and better city for people to live in</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 3C.20 – Improving conditions for buses</li> <li>▪ 3C.21 – Improving conditions for walking</li> <li>▪ 3C.22 – Improving conditions for cycling</li> <li>▪ 4A.19 – Improving air quality</li> </ul>	<p><b>NI 175 (Local)</b> Access to services and facilities by public transport (and other specified models)</p> <p><b>NI 198 (Local)</b> Children travelling to school – mode of transport usually used.</p>	<ul style="list-style-type: none"> <li>▪ Improvements to orbital public transport</li> <li>▪ Improvements to air quality</li> <li>▪ Development of green corridors known as ‘Greenways’ to improve the urban commuting network of safe walking and cycling routes</li> <li>▪ Completion of London Cycle Network</li> </ul>
<p>To promote a network of quality, accessible open spaces as areas for recreation, visual interest and biodiversity</p>	<p><b>Healthier people with a better quality of life</b></p>	<p><u>London Plan objective</u> To make London a healthier and better city for people to live in</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 3D.8 – Realising the value of open space and green infrastructure</li> <li>▪ 3D.9 – Green belt</li> <li>▪ 3D.10 – Metropolitan Open Land</li> <li>▪ 3D.11 – Open space provision in DPDs</li> <li>▪ 3D.12 – Open space</li> </ul>	<p><b>E2</b> Change in areas of biodiversity importance</p> <p><b>NI 197</b> - Improved Local Biodiversity – proportion of Local Sites where active conservation management is being achieved</p> <p><b>Local</b> Number of Green Flag Parks</p> <p><b>Local</b> Number of parks achieving Green pennant status</p>	<ul style="list-style-type: none"> <li>▪ No loss of Green Belt, MOL, Significant Local Open Land and Sites of Ecological Importance.</li> <li>▪ More parks in the borough to attain Green Flag Status.</li> <li>▪ Implementation of Haringey Tree Strategy</li> <li>▪ Implementation of Biodiversity Action Plan</li> <li>▪ Implement restoration and renewal projects for Markfield and Lordship Recreation Grounds</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
		strategies <ul style="list-style-type: none"> <li>▪ 3D.13 – Children and young people’s play and informal recreational strategies</li> <li>▪ 3D.14 – Biodiversity and nature conservation</li> <li>▪ 3D.15 – Trees and woodland</li> </ul>	<b>Local</b> The % of people who report they are satisfied or fairly satisfied with local parks & green spaces.	
<b>Core Strategy Policy SP 11 – Community Facilities</b> We will protect existing community provision where appropriate and identify where new provision is needed in collaboration with partners across the public, private and third sectors				
To ensure that community, cultural and leisure facilities are provided to meet local needs.	<b>People and customer focused</b>	<u>London Plan objective</u> To make London a healthier and better city for people to live in  <u>London Plan Policies</u> <ul style="list-style-type: none"> <li>▪ 3A.17 – Addressing the needs of London’s diverse population</li> <li>▪ 3A.18 – Protection and enhancement of social infrastructure and community facilities</li> <li>▪ 3D.4 – Development and promotion of arts and culture</li> <li>▪ 4B.8 – Respect local context and communities</li> </ul>	<b>NI 7</b> Environment for a thriving third sector  <b>NI140</b> Fair treatment by local services - proxy to what extent does your local council treat all types of people fairly  <b>H4</b> Net additional pitches (Gypsy and Traveller sites)	<ul style="list-style-type: none"> <li>▪ New Community Infrastructure Plan 2010-26</li> <li>▪ New community facilities in Haringey Heartlands and Tottenham Hale</li> </ul>
To improve the provision of,	<b>Healthier people with a</b>	<u>London Plan objective</u>	<b>NI 15</b> Serious Crime Rate	<ul style="list-style-type: none"> <li>▪ All homes meet “Lifetime</li> </ul>

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
and access to, education and training facilities	<b>better quality of life</b>	<p>To improve London's accessibility</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 3A.24 – Education facilities</li> <li>▪ 3A.25 – Higher and further education</li> </ul>	<p><b>NI 16</b> Serious acquisitive crime</p> <p><b>NI 21</b> Dealing with local concerns about Anti-Social Behaviour (ASB) and crime by the local council &amp; police – proxy % who feel well informed about what the council is doing to tackle ASB.</p> <p><b>NI 35</b> Building resilience to violent extremism.</p> <p><b>NI 40</b> Drug users in effective treatment.</p> <p><b>Local</b> - Number of incidents of domestic violence that result in sanction detections (2007-2010 stretch target)</p> <p><b>Local</b> - Repeat victimisation of domestic violence (2007-2010 stretch target)</p>	<p>Homes” standard</p> <ul style="list-style-type: none"> <li>▪ 10% homes wheelchair accessible</li> <li>▪ All major development meets “Secure by Design” standard</li> </ul>
<p><b>Core Strategy Policy SP 12 – Sports and Culture</b></p> <p>The Council will safeguard the borough's cultural heritage and promote the development of a Cultural Quarter at Wood Green and Tottenham. Cultural and leisure facilities will be supported by:</p>				
To ensure that community, cultural and leisure facilities	<b>People and customer focused</b>	<p><u>London Plan objective</u></p> <p>To make London a healthier</p>	<b>NI 7</b> Environment for a thriving third sector	<ul style="list-style-type: none"> <li>▪ New Community Infrastructure Plan 2010-</li> </ul>



Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
are provided to meet local needs.		<p>and better city for people to live in</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 3A.17 – Addressing the needs of London’s diverse population</li> <li>▪ 3A.18 – Protection and enhancement of social infrastructure and community facilities</li> <li>▪ 3D.4 – Development and promotion of arts and culture</li> <li>▪ 4B.8 – Respect local context and communities</li> </ul>	<p><b>NI140</b> Fair treatment by local services - proxy to what extent does your local council treat all types of people fairly</p> <p><b>H4</b> Net additional pitches (Gypsy and Traveller sites)</p>	<p>26</p> <ul style="list-style-type: none"> <li>▪ New community facilities in Haringey Heartlands and Tottenham Hale</li> </ul>
To improve access to local services and facilities for all groups	<b>Healthier people with a better quality of life</b>	<p><u>London Plan objective</u> To improve London’s accessibility</p> <p><u>London Plan Policies</u></p> <ul style="list-style-type: none"> <li>▪ 3A.24 – Education facilities</li> <li>▪ 3A.25 – Higher and further education</li> </ul>	<p><b>NI8</b> Adult participation in sport (2007-2010 stretch target)</p> <p><b>NI140</b> Fair treatment by local services - proxy to what extent does your local council treat all types of people fairly</p> <p><b>NI54</b> Services for Disabled Children</p> <p><b>NI56</b> Obesity among primary school age children in year six</p> <p><b>Local NI119</b> self reported measure of peoples overall</p>	Promote the development of cultural quarters at Wood Green and Tottenham

Core Strategy Spatial Objective	Sustainable Community Strategy Outcome	London Plan Objective and Policies	Performance Measure	Output
			health and well being <b>H4</b> Net additional pitches (Gypsy and Traveller sites)	

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