

Report for: Cabinet – 18 March 2025.

Title: Local Flood Risk Management Strategy and 5-year Delivery Plan.

Item Number: 12

Report authorised by Barry Francis, Director of Environment and Resident Experience

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Ward(s) affected: All

**Report for Key/
Non-Key Decision:** Key Decision

1 Describe the issue under consideration.

- 1.1 Haringey, like many London Boroughs is vulnerable to surface water flooding. Our urban environment has reduced natural drainage, and heavy rainfall can swiftly overwhelm the drainage network, quickly leading to flooding of low-lying areas.
- 1.2 As the 'Lead Local Flood Authority' (LLFA) the Council, working in partnership with the Environment Agency, Thames Water, and other stakeholders, is responsible for taking the lead in managing the risk of flooding from surface water, groundwater, and some of the culverted watercourses in its area.
- 1.3 The Flood and Water Management Act (FWMA) 2010 requires a LLFA to develop, maintain, apply and monitor a strategy for local flood risk management in its area.
- 1.4 The Council adopted a Local Flood Risk Management Strategy (LFRMS) in July 2019. This report sets out the updates to that strategy as well as a 5-year Delivery Plan supporting its delivery.

2 Cabinet Member Introduction

- 2.1 I am pleased to introduce this report which updates the LFRMS based on our learning since 2019 and includes a 5-year Delivery Plan for flood reduction and drainage improvement schemes. Over the past few years, we have seen the devastation that flooding causes in homes and businesses in our borough. This

report sets out how the Council will invest in flood prevention measures and drainage improvements.

- 2.2 Climate change is likely to increase the frequency and intensity of heavy rainfall and therefore the risk of flooding.
- 2.3 The Council has made significant investment in its drainage infrastructure over the last few years. This report sets out proposals for further capital investment of £4.8m over the next five years, which will also be supported by annual revenue funded gully cleansing programmes. Routine and regular gully cleaning is important to ensure water can drain away efficiently to prevent flooding.
- 2.4 This investment will allow the Council to carry out repairs to faulty road gullies and their drainage pipes, along with the installation of sustainable drainage schemes across the borough. We will seek to supplement this with external funding opportunities from the Greater London Authority, Thames Water, the Environment Agency and any other bidding opportunities as they arise
- 2.5 Despite this significant investment, we will still see some flooding occurring primarily due to the aged (Thames Water) sewerage system's inability to cope with intensive rainfall events. We will continue to lobby Thames Water to maintain their assets through cleansing, repairs and by upgrading their assets. The Council will continue to seek funding opportunities from external funding sources to complement its own investment for flood risk reduction measures.
- 2.6 We will continue to work with residents, community groups, businesses, and other interested parties to co-design flood reduction schemes that alter the existing infrastructure. This engagement will extend to any proposed disruption resulting from construction works and the maintenance of the soft landscaping in some SuDS features. We will also work with our communities to build resilience and help them protect themselves from flooding.

3 Recommendations

3.1 Cabinet is asked to:

- a) Approve the updated LFRMS for the borough attached as Appendix 6 and the costs identified in the 5-year Delivery Plan attached as Appendix 1.
- b) Delegates decisions relating to flood water management scheme design and implementation including
 - the undertaking of all necessary consultations in accordance with **Appendix 2** attached to this report and the making of traffic orders for such schemes; and
 - the consideration of all objections/representations received in respect of a consultation, subject to all significant or substantial objections or concerns raised about a scheme not covering two or more wards being reported to the Cabinet Member for Inequality and Resident Services;

to the Head of Highways and Parking, subject to Key decisions being taken by Cabinet.

4 Reasons for Decision

- 4.1 To comply with the Council's legal duties in the FWMA. The Council will be publishing the LFR to inform residents and other stakeholders about flood risk issues.
- 4.2 This Flood Water Management Deliver Plan FWMDP sets out the Council's flood water management and highways drainage resilience proposals for the next 5 years and how they align with the Council's strategic objectives.
- 4.3 This report provides detail of the funding arrangements and seeks authority to proceed with the development and delivery of flood water management projects.

5 Alternative options considered

- 5.1 No other options were considered. The Council has a duty to manage flooding including reducing the risk of flooding in the borough. This updated LFRMS and 5-year delivery plan sets out how the Council will meet this duty. The programmes arising will be informed by data from actual flooding events, as well as Council's LFRMS, Surface Water Management Plan and the existing Highways Asset Management Strategy.

6 Background Information

- 6.1 Flooding events are likely to be more frequent in the future, with increased surface water flooding due to climate change. Extreme rainfall can overload the existing Council and Thames Water drainage systems, the Environment Agency rivers and any local watercourses including culverts. There are no known plans by Thames Water to increase the capacity of their sewer network in London streets to cater for those heavier incidents of rainfall. Most of the borough's surface water from hard standing areas is drained into Thames Water's sewers, which can be surface water sewers or combined water sewers (which receives surface water and foul water effluent). The main sewerage network was designed in the 1860's and over time the areas connected to the sewer network have increased, reducing its capacity to accommodate heavy rainfall events, which presents challenges and risk of flooding in many parts of London, including Haringey.
- 6.2 The Council is a (LLFA) as set out in the Flood & Water Management Act 2010 (FWMA). As the LLFA the Council is required to work with other authorities and

partners to manage surface water flood risk. No one organisation manages flood risk independently and co-operation is required between the Council, public agencies, government bodies, the private sector (Thames Water and businesses), the Environment Agency and the community to manage flood risk and respond to flooding when it occurs.

- 6.3 It is likely that new obligations in this respect will be placed on the Council as set out in Schedule 3 of the FWMA when enacted. Those new responsibilities are set out in **Appendix 4** of this report.

Local Flood Risk Management Strategy

- 6.4 The LFRMS is a statutory document that the Council approved in June 2019 following consultation with other risk authorities and the public. The Environment Agency's National Flood and Coastal Erosion Risk Management Strategy, published in July 2020, has been considered by officers when updating the LFRMS. This national strategy sets out a vision to ensure the nation is prepared for and resilient to flooding and coastal change, up until the year 2100. The Council is updating this document based on learning in the last 5 years. The updated LFRMS will also inform the investment through the 5-year delivery Plan. We are undertaking engagement on this update with relevant Flood Risk Management Authorities, including the Environment Agency, Thames Water, Transport for London, Greater London Authority and neighbouring boroughs, London Underground, Resident Associations and other community groups. The updated Strategy will be published on the Council's website following approval.
- 6.5 The aim of the LFRMS is to deliver a robust local framework that employs a range of approaches to managing flood risk, while communicating the risks and consequences of flooding to all stakeholders. Since the previous strategy was published in 2019, we have experienced incidents of flooding in July 2021 and August 2022. Our knowledge and understanding of local flood risk has therefore vastly improved. Actions taken by Haringey following the 21/22 events are summarised in **Appendix 5**
- 6.6 The LFRMS is a framework document where individual projects arising from its implementation will form part of the Council's investment plans. The document is attached in **Appendix 6**.
- 6.7 The development and delivery of individual schemes will involve where possible and practical, co-design with other statutory organisations, interested stakeholders and residents. This engagement framework is attached as **Appendix 2**.

Strategic Flood Risk Assessment – Level 1 (SFRA1)

- 6.8 The Level 1 (a generic strategy document) Strategic Flood Risk Assessment (SFRA) provides evidence about flood risk to inform the policies in the Council's

new Local Plan, a key planning policy document that will cover the period up to 2037, regarding climate change and future flood management. This SFRA supersedes Haringey's 2008 Level 1 SFRA and enables Haringey to be compliant with the latest policy requirements and guidance and utilise the latest data assess flood risk.

- 6.9 The borough is subject to fluvial flooding from the River Lee, Pymmes Brook and Moselle Brook. The borough is particularly at risk from flooding along its eastern edge due to the River Lee and Moselle Brook. The borough is also at risk of flooding from other sources, including surface water, sewers, reservoirs and groundwater.
- 6.10 The SFRA provides a strategic overview of all forms of flood risk throughout the borough, both now and in the future. The document with associated web mapping is designed to help address local requirements, manage development requirements, and manage the risk of flooding posed to residents, businesses and infrastructure. The local requirements addressed as part of this SFRA include climate change impacts, localised flood issues, and specific policies and interpretations of the Flood Zones.
- 6.11 To meet flood risk mitigation requirements, whilst facilitating housing and other development, needs strategic policy to manage the impact of future growth and climate change on flood risk. The Council is developing and implementing policies that encourages a strategic flood risk management approach. This will enable the Council and its partnership organisations (including developers and water companies) to deliver and facilitate new development.
- 6.12 The SFRA will be an evidence-based document that will accompany the new Local Plan, that will be presented to this Cabinet for approval in 2026. Following consultation on the new Local Plan, the said Plan and all evidence underpinning it including the SFRA will be published on the Council's website.

Local Pan

- 6.13 The Council is currently preparing a new Local Plan which seeks to deliver high-quality placemaking in the borough. Following a First Steps Engagement in 2021 and a period of evidence-based collation and further stakeholder engagement, the Council's planning officers are intending to undertake a consultation under regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 ("2012 Regulations") regarding what the new Local Plan needs to address and its priorities in Spring 2025, subject to agreement by Cabinet. The new Local Plan will seek to deliver three overarching placemaking objectives, the third of which is: "a Sustainable and Resilient Place, with strong communities, a regenerating natural environment and on target to be net zero carbon by 2041".

To help achieve this the new Local Plan will contain an enhanced approach to address flood risk.

- 6.14 Following completion of the regulation 18 consultation, the next step will be for the Council to publish its new Local Plan in accordance with regulation 19 of the 2012 Regulations, before submitting said Plan to the Secretary of State in late 2025/early 2026. This will be the version of the new Local Plan that the Council wishes to adopt. Before the Council can adopt the new Local Plan, it is required to undergo an examination in public by an independent planning inspector appointed by the Secretary of State. Subject to the new Local Plan being found sound through this process, it is anticipated that the said Plan will be adopted in the latter half of 2026.

7.0 5-year Delivery Plan

- 7.1 The 5-year delivery plan comprises of several programmes set out in Appendix 1 of this report. This includes Sustainable Drainage Schemes (SuDS), gully maintenance, Major Flood alleviation measures -attenuation of flood water in Turnpike Lane /Ducketts Common in 2025/26 and a Green Lanes SuDS project in 2025/26 & 2026/27. The development of new schemes which will include maintenance proposals for the Moselle Brook (further information is available in paragraph 7.8 to 7.12 of this report,) new major SuDS proposals for Broad Lane /Spondon Road. The Highways service will continue to seek external funding streams for innovative projects to help communities to be more resilient to flooding.

Sustainable Drainage Systems (SuDS)

- 7.2 The Council is making considerable progress in implementing measures that reduce the risk of flooding. Sustainable Drainage Systems (SuDS) are designed to slow down surface water run-off and manage the associated flood and pollution risks, while enhancing and greening the local environment. Those measures range from permeable paving and rain gardens to swales and basins to hold storm water. In 2024 the Council carried out a borough wide strategic SuDS pilot study to ascertain the best locations for their installation within the highway corridor.
- 7.3 The map attached as **Appendix 3** to this report is the appraised site layout showing proposed boroughwide SuDS. In 2024/25 the Council installed 6 new SuDS schemes, in the area identified as Area 6 of the map, bringing the total number to 32 across the borough's highway network. Those latest schemes were installed in Milton Road, Willow Walk, Langham Road, and Hampden Road.
- 7.4 It is expected that 6 to 8 SuDS schemes will be implemented annually over the period of this 5-year delivery plan. In 2025/26 SuDS schemes will be developed and implemented Area 1– including Hampden Rd, High Road N17, Albion Rd,

Dowsett Rd, Moorefield Rd and Forster Rd. The programme for subsequent years will run in the order of Area 2, Area 3, Area 4 and Area 7 respectively, where SuDS schemes will be developed and delivered in the road's listed within each of those areas as set out on the Map. Those areas have been selected in this order due to them being in critical drainage areas CDA's which have a higher risk of flooding and were subject to high levels of flooding in July 21 and in August 22. This programme will be reviewed as we progress, and priorities may change if flooding patterns alter, and the Council needs to respond to new flooding challenges.

- 7.5 Examples of different types of SuDS, along with their definitions, photos of flooding within borough, and images of existing installed SuDS, can be found in **Appendix 7**
- 7.6 Our parks and green spaces provide the greatest opportunity for flood alleviation measures. They cover around 26% of the borough providing scope to build resilience against future flooding risk in the future.
- 7.7 Turnpike Lane has flooded several times during heavy rain in recent years. The main contributor being capacity issues within the existing sewer system and its inability to cope with flash flooding. This continues to impact on many businesses operating in that road. It is unlikely that Thames Water will increase their sewer capacity, therefore the Council needs to consider measures that will alleviate flooding. To this end a study was commissioned on measures that could be installed in the Common to hold storm water to reduce risk of flooding in this area. Subject to consultation with all stakeholders and further inward investment, it is expected that measures will be implemented during the period of this plan.
- 7.8 The Council is exploring and adopting the use of innovative technologies associated with drainage and flood water management. A current proposal being investigated is for the installation, for the first time in the borough, of "Hydrorock" in Green Lanes as new SuDS features in 2025/26.
- 7.9 Hydrorock helps with flooding by capturing and controlling water. It is made from 100% natural stone wool, is fully recyclable, and contains no plastic. Hydrorock requires no remediation, repair, or replacement.

The Moselle Brook Culvert

- 7.10 The Moselle culvert, plays a critical role within the Borough in managing surface water flooding, and it runs from Highgate to Tottenham with much of the length designated by the Environmental Agency (EA) as a main river. Although main rivers are managed by the EA, they deem the maintenance of the rivers to be the responsibility of the landowners through which they run (riparian owners). Some of this culvert is within the public highway and that includes Tottenham High Road, where a recent partial collapse has occurred.
- 7.11 There was a partial collapse of the culvert late last year outside 785 High Road, Tottenham. The resulting inspection identified the culvert as being in very poor

condition. As a result of this partial collapse the Council instigated immediate traffic management interventions to prevent further collapse where the culvert is located within the carriageway. This temporary traffic management to be in place until some local permanent works are carried out.

- 7.12 A complete inspection of the culvert was not possible due to access restrictions, rising water levels and the presence of contaminated and foul water. However, from the inspection that was carried out, it showed that the culvert had multiple structural defects including blocked pipes, missing or spalling brickwork, bulging masonry, and some partial collapses. Options to address this problem were developed in December 2024.
- 7.13 At the time of writing this report those options and associated costs were being developed further. Further decontamination and survey work were also planned. Interim measures to remove or reduce vehicular loading on the culvert have been put in place until permanent measures can be introduced.
- 7.14 The costs associated with all solutions are likely to be significant and may well exceed current allocations. Whilst temporary safety measures and investigation works may be containable within existing budgets, additional capital investment is likely to be required to deliver a permanent solution.
- 7.15 Historic pictures showing the culverting of the Moselle and a Bridge over the Moselle at Scotland Green prior to its culverting, along with images of open rivers, the Moselle, and flooding occurrences in the borough can be found in **Appendix 7**.

Highways Gully Cleansing

- 7.16 The Council operates a prioritised gully cleansing programme. Routine and regular gully cleaning is important to ensure water can drain away efficiently to prevent flooding. The cyclical cleansing programme covers approximately 16,000 gullies and is funded via an annual revenue allocation. For 2025/26 an allocation of £557,984 is available and it anticipated that this level of revenue funding will continue for the duration of the investment plan.
- 7.17 The frequency of cleansing is prioritised according to risk, main roads and areas of high risk of flooding are cleaned twice a year, with other roads cleaned annually.

Highways Civils Drainage Works

- 7.18 The current cleansing regime has identified a significant number of gullies that require maintenance due to blocked outlets, broken gully pots, damaged covers and frames etc. £500k per year will be allocated through the 5-year Delivery Plan to address this backlog.

- 7.19 CCTV investigation will be undertaken on these assets to determine the appropriate mitigation works that are required. Any suspected blockages in Thames Water's sewers will be reported to enable them to carry out the necessary works to their assets.
- 7.20 The on-going maintenance and management of Thames Water, Environment Agency, private drainage assets and the Council's drainage network is essential to reduce the risk of flooding in the borough.
- 7.21 Gully repairs will be prioritised annually to ensure that works are carried out where an asset failure would cause the most disruption and damage through flooding. When prioritising those repairs the following factors are considered; known flooding areas, main roads, cycle lanes, pedestrian crossing points and whether in bus stops. Those repair works combined with the cleansing regime will improve the borough's resilience to surface water flooding.
- 7.22 The Council as the LLFA will continue to work with Thames Water to request that they maintain their assets to mitigate the likelihood of future floodings.

8. Design, Consultation and Engagement

- 8.1 The Council is committed to ensuring that local communities can influence and shape the development of flood water management improvements in their neighbourhoods. Clear information regarding any planned works is made available in an accessible way and in early enough time to enable some avoidance and inconvenience when the works are taking place.
- 8.2 The schemes identified will initially be developed by Engineers in accordance with national, regional, and local standards and best practices. This will include, where applicable, the input from Ward Councillors, key stakeholder groups and residents' associations at any of the consultation stages.
- 8.3 The level of consultation/notification for the schemes are set out in the attached **Appendix 2**.
- 8.4 There is an opportunity for ongoing community involvement in maintaining the soft landscaping in SuDS and this forms part of the co-production process.
- 8.5 Information will be made readily available on the Council's website on all major schemes. Advanced warning of the works includes signing and information notifications to the public with the aim to minimise disruption and inconvenience associated with these construction works.

9 Contribution to strategic outcomes

- 9.1 The FWMDP also supports Haringey's Climate Change Action Plan which sets out how and why the borough will become net zero carbon by 2041. The measures carried out from the FWMDP programmes of work contribute to reducing the risk of flooding.
- 9.2 The FWMDP supports the 'Responding to the Climate Emergency' theme in the Corporate 5-year Delivery Plan, presented to Cabinet in January 2023. Details are set out in the Corporate 5 year Delivery Plan under the outcome area "A zero carbon and climate resilient Haringey" by the activity "Make Haringey more resilient to flooding through investment in drainage infrastructure and delivery of flood protection schemes." This resilience will be provided through robust gully cleansing, gully repairs and improvements, enhanced flood defences and the delivery of a programme of schemes.

10 Carbon and Climate Change

- 10.1 New schemes carried out under the Flood Water Management Investment Plan are primarily to mitigate and reduce surface water flooding throughout the borough.
- 10.2 Recycled materials are used, where possible in SuDS projects e.g. fill material to raingardens and to any detention basins.
- 10.3 Schemes will be designed considering, carbon use through its lifespan, the availability of materials, re-using materials where possible and implementing re-useable materials for future use.
- 10.4 Raingardens will green the urban environment and will contribute to reducing the urban heat effect.

11.0 Statutory Officers' comments

Finance

- 11.1 This report sets out a 5-year delivery for Flood Water Management (FWM). The Council has, approved investment of £4.8m for Flood Water Management programmes over the next 5 years, The annual allocation is set out in the table below.
- 11.2 Should any additional funding be allocated to the Council, where possible, these funds should in the first instance be considered to reduce the Council's borrowing where possible.

Heading	25/26	26/27	27/28	28/29	29/30
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SuDS projects and other Flood Water Management issues	£0.4m	£0.4m	£0.4m	£0.4m	£0.4m
Gully repairs maintenance	0.5m	0.5m	0.5m	0.5m	0.5m
Turnpike Lane	£0.3m	0	0	0	0
Total	£1.2m	£0.9m	£0.9m	£0.9m	£0.9m

- 11.3 A separate revenue allocation of £0.558m is also allocated for gully cleansing in 2025/26.

12.0 Legal

- 12.1 This report is seeking approval of the Council's updated LFRMS, which the Council as the lead local flood authority for the borough is required to maintain as explained in section 6 of this report.
- 12.2 The FWMA provides that the Council must consult the public and other risk management authorities regarding its LFRMS, which has been done as explained in section 6.4 of this report.
- 12.3 The Environment Agency's National Flood and Coastal Erosion Risk Management Strategy has been considered by officers when updating the LFRMS as explained in section 6.4] of this report.
- 12.4 This report seeks approval for flood intervention works set out in the Flood Water Management Investment Plan and how consultation where necessary will be undertaken on schemes, for the 5-year investment period.
- 12.5 The approval of the updated LFRMS and FWMDP is an executive decision that can be exercised by the Cabinet in accordance with the Council's Constitution.

13.0 Strategic Procurement Comments

- 13.1 Strategic Procurement has been consulted in the preparation of this report.
- 13.2 There are no procurement issues or decisions arising from this report. The construction works until 2027 will be carried out through the existing highways contract with Marlborough Highways Ltd and following tendering and award a new term contractor will carry out these works.

14.0 Equalities Comments

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

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

14.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex, and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socio-economic status as a local protected characteristic.

14.3 The key beneficial impacts relate to:

- Improved access to facilities due to managed flooding measures which will benefit all Haringey residents and visitors, but some protected groups such as older people and children will benefit particularly.
- Safer roads and reduced levels of water in heavy rainfall is likely to benefit people more so in some of the protected groups, such as older and/or disabled people with respiratory illnesses than it does for the general population.

14.4 Groups who may have greater reliance on travel by car (e.g. people with disabilities; parents with childcare commitments; people in transport poverty) may be affected adversely in comparison to other groups who are better able to use public transport or travel actively. Schemes will be individually planned and delivered in such a way as to minimise any negative impacts that may arise due to construction works. Further, detailed equalities analyses will be carried out, including full Equalities Impact Assessments, if appropriate, as and when individual larger schemes are coming forward for design, to mitigate any negative potential impacts (which may arise not only due to the construction works, but to the nature of the schemes themselves).

14.5 The communication and engagement measures set out in this LFRMS and 5-year delivery plan will increase awareness of works and minimise disruption caused at implementation stages. This will allow residents adequate time to make alternative travel arrangements, and any necessary adjustments will be made on a scheme-by-scheme basis to ensure continued access for affected groups with protected characteristics including children, disabled and elderly residents.

15 Use of Appendices

- 15.1** Appendix 1 – 5-year Flood Water Management Delivery Plan proposals.
Appendix 2 – Consultation for Flood Water Management Works Plan proposals.
Appendix 3 - Site layout showing possible locations for proposed borough wide SuDS.
Appendix 4 - Flood Water Management Act Future Responsibilities under Schedule 3.
Appendix 5 - Summary of Flood Mitigation Actions undertaken to date
Appendix 6 Local Flood Risk Management Strategy
Appendix 7 Example on Different Types of SuDS, other drainage features and flooding occurrences.

16 Background Papers

- Corporate Delivery Plan 2024-26
- Local Plan Adopted 2017
- Local Flood Risk Management Strategy 2018 – Previous publication
- Flood Water Management Investment Plan 2024/24 Cabinet report 12 March 2024
- Section 19 Flood investigation reports 2021 Council's Web.
- Highways Asset Management Strategy

Appendix 1

Funding Allocation Flood Water Management – 5-year delivery plan proposals.

Project Name	Overview	25/26	26/27	27/28	28/29	29/30	Total
Gully Maintenance Works	Repairs to defective gullies and connecting pipes to Thames Water sewers	500k	500k	500k	500k	500k	2500k
Turnpike Lane	Flood alleviation measures - Attenuation of flood water. Turnpike Lane /Ducketts Common in 2025/26	300k					300k
Borough Wide SuDS on highways	Development, implementation and Maintenance of SUDS and other flood water management schemes/initiatives	400k	400k	400k	400k	400k	2000k
Total		£1200k	£900k	£900k	£900k	£900k	£4800k

Appendix 2

Engagement / Consultation for Flood Water Management Delivery Plan

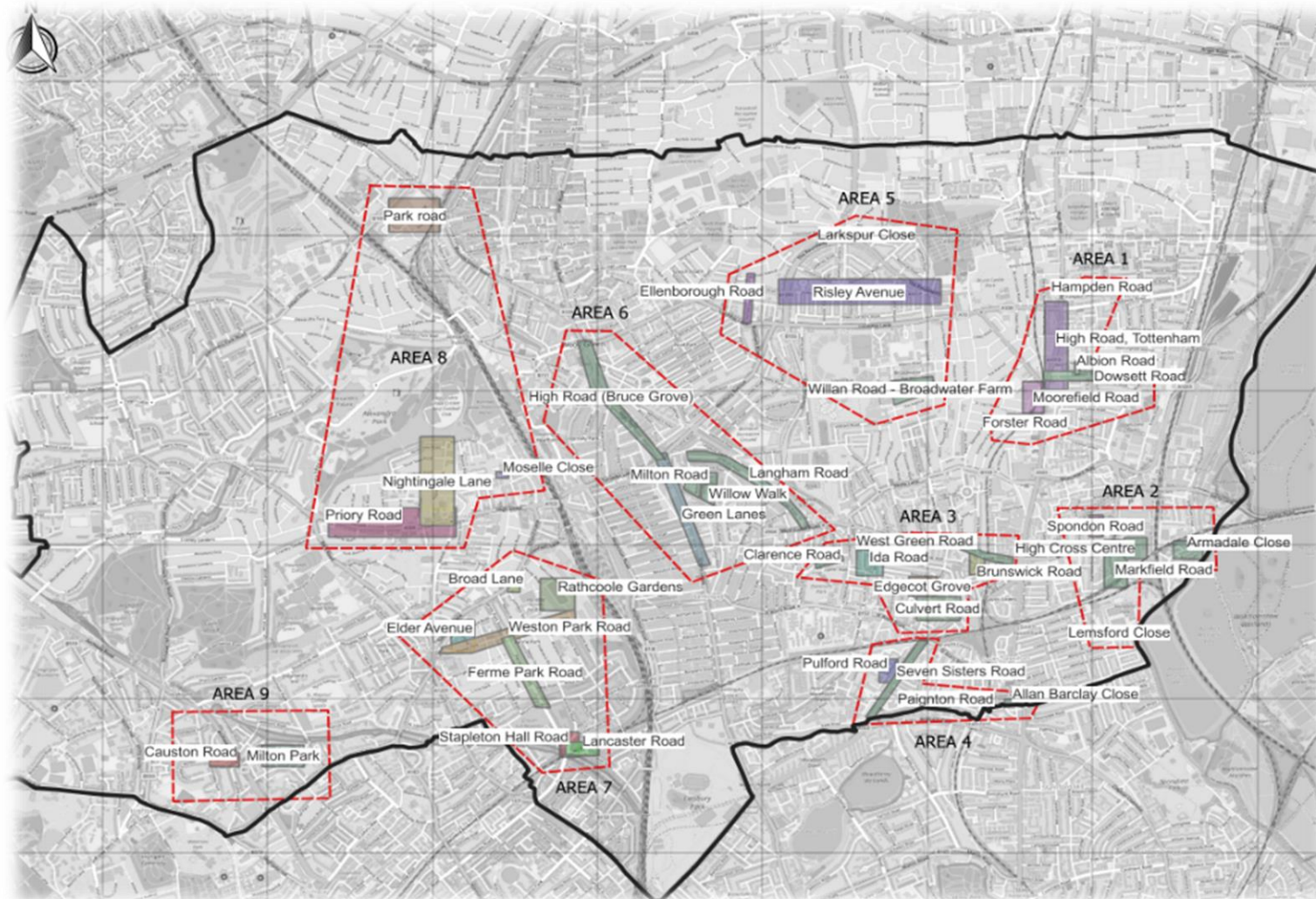
The various flood water management schemes developed through the FWMDP will, wherever practical, be the subject of engagement and consultation or, in limited circumstances (e.g., routine maintenance), notification. The level of engagement / consultation will depend upon the size and impact of the scheme on the local community and whether statutory requirements apply. The three engagement / consultation / notification types are:

- **Notification of works** (schemes that have a minor impact on the highway network and public realm and do not require a statutory consultation to be undertaken)– residents and businesses of affected properties will be notified by letter drop where these impacts on residents. In addition, they will be notified by letter drop and any other appropriate media up to 4 weeks in advance of work commencing. In these instances, any ‘co-design’ component will either be limited (as it relates to straightforward maintenance or optimising the existing drainage arrangements) or related to off highways works for which a separate co-design may be needed (e.g., with the Parks Service and any relevant Friends Group).
- **Statutory notification** e.g., traffic regulation orders - the public will be notified of the Council’s intention regarding proposals through advertisements placed in the local press and on site. Residents and businesses locally affected by the proposals will also be notified by letter drop. The notification will provide details of the scheme and a commencement date for the proposed construction works. Residents, traders, and stakeholders will have the opportunity to provide views, through appropriate local engagement, on scheme proposals before it progresses to the more formal stage of statutory consultation.
- **Co-production** – any larger schemes that impact more widely on stakeholder interests will be subject to a co-design engagement process with the locally affected properties and lead user groups (where applicable e.g., for parks). The co-design process will include input from stakeholders as to the issues, aspirations and challenges which will inform the design development followed by presentation and further stakeholder input once the Council has developed the designs. Meetings will include site visits, public and Microsoft Teams meetings, exhibition of proposals on the website, on local notice boards and potentially at drop-in sessions for the wider community. Once a co-designed scheme has been developed, statutory consultation can follow.

The public will be notified on major schemes of the; works programme, major changes to the existing network, variance from Haringey’s design standards, traffic management during the works, and any works updates.

Appendix 3

Appraised site layout showing proposed boroughwide SuDS



Appendix 4

Future Flood Water Management Act Responsibilities (Schedule 3)

The Sustainable Drainage Systems (SuDS) Approval Body (SAB) is a duty that it is expected will be placed upon the LLFA by **Schedule 3** of the Flood and Water Management Act (2010), once brought into effect. To date, this duty only applies in Wales.

The SAB role will ensure that, following its approval of SuDS schemes for new developments, the Council will, if constructed in accordance with and functions an approval, adopt and maintain these features serving more than one property and those on the highway will be maintained by the Council as a highway authority.

Schedule 3 of the Flood and Water Management Act 2010 is to commence in England subject to final decisions on scope, threshold, and progress once a full regulatory impact assessment has been consulted upon.

Implementing Schedule 3 has financial implications, particularly for developers and the SAB. The findings of a review by the Department for Environment Food & Rural Affairs (Defra) in January 2023 favours the option that the SAB sits best in the local authority, therefore the assumption is that the LLFA will be the SAB.

Schedule 3 implementation will lead to local authorities having new additional duties. The net added cost of all new burdens to be placed on local authorities by central government must therefore be assessed and funded.

As part of the application process, the developer will pay an application and inspection fee, which will provide a means of funding the SAB's operational costs. This is expected to result in a net-zero cost for the local authority.

Where the SAB has a duty to adopt SuDS, it is responsible for ensuring the adopted drainage system is maintained by following statutory SuDS standards. Securing a sustainable funding mechanism for the lifetime of the development will be a key aim of the SAB. The use of commuted sums, using existing local powers, is being considered as a way forward in England for funding SuDS maintenance.

The Government will need to consider how Schedule 3 will be implemented. The approach, with implementation was expected during 2024, but this is now likely to be considered in future years.

The successful implementation of Schedule 3 will require professionals with the skills and knowledge to design, construct, assess and maintain SuDS. It also recommends that actions are developed to ensure that there is sufficient access to the right skills and capabilities to deliver and maintain SuDS. The Council, in-house, currently does not have the required resources and skills set to completely deliver the implementation of Schedule 3.

Appendix 5

Summary of Flood Mitigation Actions undertaken by Haringey to date

In response to the rainfall events in July 2021 and August 2022, the Council has Undertaken a number of actions in how it responds to flooding events. This includes:

- Updating its web page with useful flood advice,
- Reviewing its policies on sandbags and those around other flood management features,
- Improving the reporting lines for blocked gullies and highways flooding being directed to the Highways Team for action,
- Council wide approach co-ordinated through by the Emergency Planning and Resilience Team - strengthens links with other key teams to build on any situational awareness,
- The Multi-Agency Flood Plan (MAFP) to be updated to allow responders to take action to events outside of the Alerts and Warnings from the Met' Office,
- Progress on introducing Leaf Angels for the sweeping off leaves from road gullies to prevent blockages from heavy rainfall events,
- Cyclical gully cleansing and prioritisation of repairs to road gullies, and installation of additional gullies.
- Implementation of 32 SuDs schemes.

Appendix 6 – Local Flood Risk Management Strategy 2025

Appendix 7

Example on different types of SuDS, other drainage features and photos of recent borough flood events

- **Rain Gardens**

These are combination of planted native shrubs, flowers and perennials in a small depression surrounded by brick wall, concrete kerbs, corten steel or natural. These bioretention facilities, were designed to reduce the flow rate, water quantity and to treat the polluted stormwater runoff from nearby public highways, footways and the park itself.



- **Swales**

The swales are shallow channels covered by grass and vegetation in places. Generally constructed to store and convey water between various rain gardens and detention basins. These are designed to maximise the water quality treatment benefits.



- **Detention Basins**

Detention basins are surface storage basins or facilities that provide flow control through attenuation of stormwater runoff. They also facilitate some settling of particulate pollutants. Detention basins are normally dry and in certain situations the land may also function as a recreational facility. However, basins can also be mixed, including both a permanently wet area for wildlife or treatment of the runoff and an area that is usually dry to cater for flood attenuation.



- **Retention Basins**

Retention basins can provide both stormwater attenuation and treatment. They are designed to support emergent and submerged aquatic vegetation along their shoreline. Retention basins are permanently wet area. Runoff from each rain event is detained and treated in the pool. The retention time promotes pollutant removal through sedimentation and the opportunity for biological uptake mechanisms to reduce nutrient concentrations.



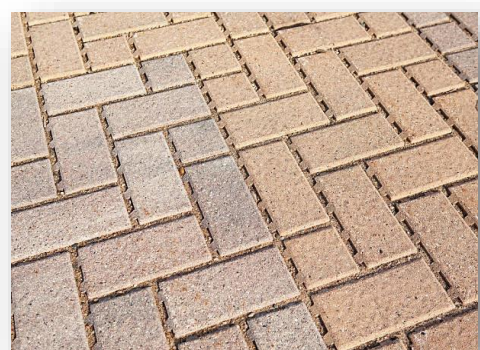
- **Trees**

Trees play a vital role in managing the storm water. They aid in water interception, storage and infiltration while increasing an evapotranspiration potential. Arguably the largest living things on earth. They also bring birds and other wildlife into the borough.



- **Permeable Paving**

Permeable paving surfaces are made of either a porous material that enables stormwater to flow through it or nonporous blocks spaced so that water can flow between the gaps. Permeable paving can also include a variety of surfacing techniques for roads, parking, and pedestrian walkways. Permeable pavement surfaces may be composed of; pervious concrete, porous asphalt, paving stones, or interlocking pavers.



- **Soakaways**

Soakaways are square or circular excavations either filled with rubble or lined with brickwork, pre-cast concrete or polyethylene rings/perforated storage structures surrounded by granular backfill. They can be grouped and linked together to drain large areas including highways.



- **Green Roofs**

A green roof or living roof is a roof of a building that is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. It may also include additional layers such as a root barrier and drainage and irrigation systems. Green roofs serve several purposes for a building, such as absorbing rainwater, providing insulation, creating a habitat for wildlife, increasing benevolence,



Photos of Flooding in the Borough

West Green Road



Hornsey Park Road



Stanhope Road



Park Road



Mayes Road



Park Road



Installed SuDS within Borough

Crescent Garden SuDS Project	
	
	

Rectory Garden SuDS Project	
	
	

Muswell Hill SuDS Scheme	





Carbuncle Passage & Moselle

Culverting the Moselle,	Bridge over the Moselle at Scotland Green prior to culverting, c.1900
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c.1906



Moselle at Lordship Rec. Ground



Moselle at Larkspur Close



New River at Finsbury Park



River Lea at Markfield Park

