

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/2018	Ward: Alexandra
Address: 227 Alexandra Park Road N22 7BJ	
Proposal: Demolition of existing single dwelling and erection of part 3 / part 4 storey building comprising 2 x three bed and 3 x one bed flats	
Existing Use: Residential	Proposed Use: Residential
Applicant: Mr Erol Hasan	
Ownership: Private	
Date received: 23/10/2012 Last amended date:	
Drawing number of plans: 124/12-PL 01-09, 10-19 Rev B, 20, 21	
Case Officer Contact: Jeffrey Holt	
PLANNING DESIGNATIONS:	
Road Network: C Road	
RECOMMENDATION	
GRANT PERMISSION subject to conditions	
SUMMARY OF REPORT:	
<p>The application proposes the demolition an existing house and its replacement with a part 3-, part 4-storey building containing 5 flats. The creation of new housing is supported by national, regional and local policy.</p> <p>The building is considered to be of sufficient design quality, responding adequately to its context and causing no significant harm to residential amenity.</p> <p>The proposed dwellings are considered to provide satisfactory living accommodation and the provision of 2 off-street parking spaces would minimise harm to local highways networks.</p> <p>The Council consulted widely and responses were taken into account by officers.</p> <p>The proposal is considered to be in accordance with National Guidance and London and Local Policy and planning permission should therefore be granted subject to conditions. In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.</p>	

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1.0 PROPOSED SITE PLAN

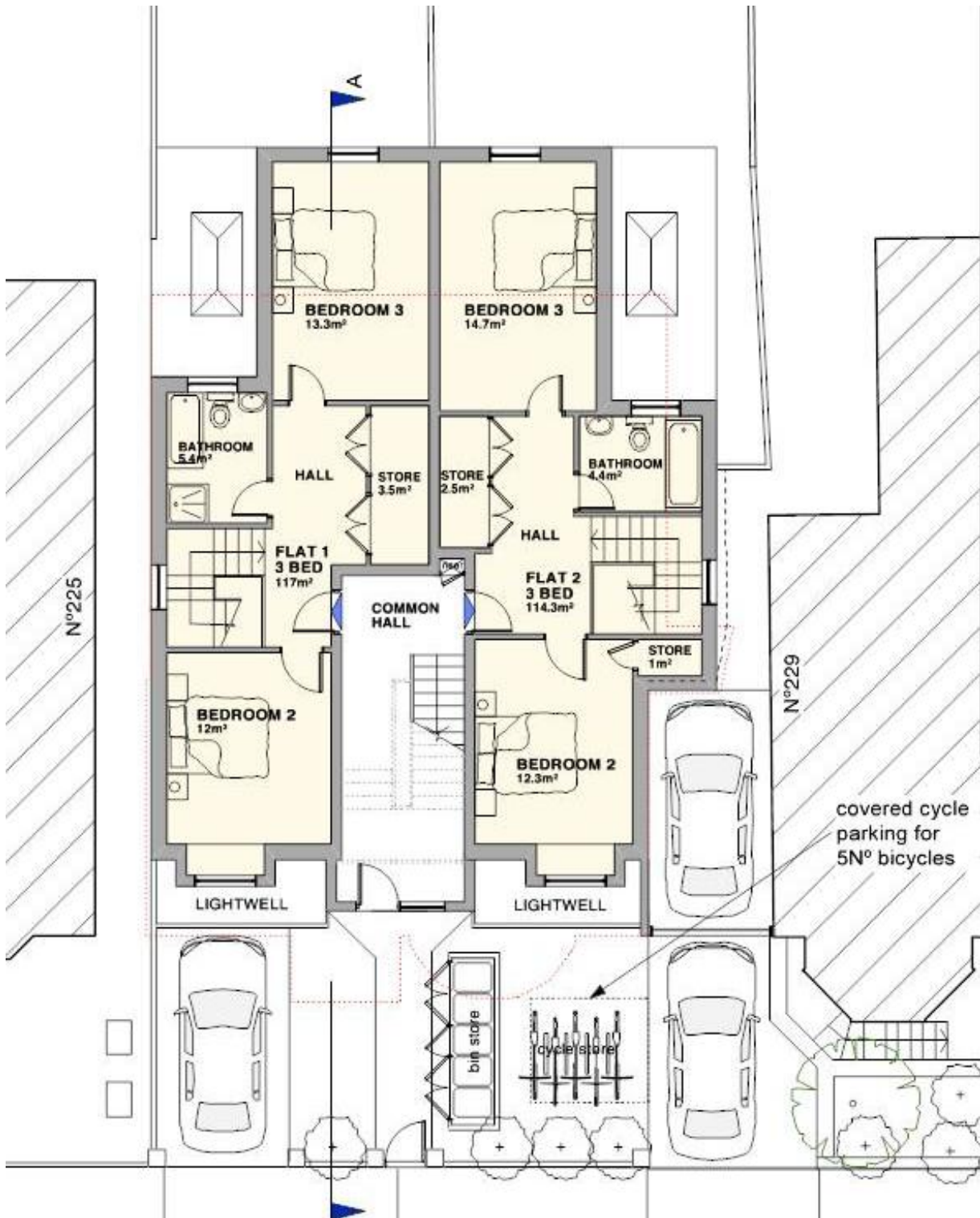


2.0 IMAGES





PROPOSED REAR (NORTH) ELEVATION



Ground floor plan

3.0 SITE AND SURROUNDINGS

- 3.1 The subject site is a detached house on the north side of Alexandra Park Road, N22. The house was built in the 1930s on a double-width plot and has a large brick extension to the rear. The house is 2-storeys at the front but the site slopes away from the street allowing for the house to be 3-storeys at the rear. Adjacent development consists of older 2- and 3-storey residential terrace development but is more varied in the wider area, with both post-war purpose-built blocks of flats and older terrace housing.
- 3.2 Alexandra Park Road is a busy thoroughfare serving a bus route providing access to Alexandra Palace Rail station and Bounds Green Underground.

4.0 PLANNING HISTORY

- 4.1 HGY/2012/1299 - Demolition of existing single dwelling and erection of part 3 / part 4 storey building comprising 2 x one bed, 1 x two bed and 2 x three bed flats - WITHDRAWN
- 4.2 OLD/1981/0889 - Erection of single storey kitchen & dining room extension – REFUSED
- 4.3 OLD/1981/0013 - Erection of single storey kitchen and dining room extension – GRANTED
- 4.4 OLD/1979/0016 - Demolition and rebuilding of garage, erection of new WC & bathroom at ground level & new bedroom & store at 1st floor level - GRANTED

5.0 PROPOSAL DESCRIPTION

- 5.1 Permission is sought for the demolition of the existing house and the erection of a part 3-, part 4-storey building containing five self contained flats.
- 5.2 The building is a maximum 15.4m deep and 10.8m wide. It is placed at the front of the site in line with adjacent development. It is 3-storeys at the front but has a basement level with level access to the garden at the rear. The existing garden will be split to provide amenity space for the 2 ground floor flats. Parking for two cars is provided at the front, one in a garage, one on the front forecourt.
- 5.3 The proposed dwellings consist of 3 x 1-bed flats and 2 x 3-bed flats.

6.0 RELEVANT PLANNING POLICY

- 6.1 The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

- National Planning Policy Framework
- The London Plan 2011
- Haringey Unitary Development Plan (Adopted 2006)
- Haringey Supplementary Planning Guidance and Documents
- Draft Haringey Local Plan: Strategic Policies:

Haringey's draft Local Plan Strategic Policies were submitted to the Secretary of State in March 2011 for Examination in Public (EiP). The EiP Inspector has declared these policies as 'sound' – they will be recommended to the Council for formal adoption in March 2013 to replace the strategic policies within the existing Unitary Development Plan.

As a matter of law, significant weight should be attached to the Strategic Policies however they cannot yet in themselves override Haringey's Unitary Development Plan (2006) which remains for the time being the statutory plan unless material considerations indicate otherwise.

6.2 A full list of relevant planning policies is in Appendix 2.

7.0 CONSULTATION

7.1.1. Statutory Consultees

- London Fire Brigade - Edmonton Fire Station

7.1.2. Internal Consultees

- Building Control
- Transportation
- Waste Management/Cleansing

7.1.3. External Consultees

- Alexandra Palace Residents Association

7.1.5 Local Residents

- Consultation letters were sent to the residents of 98 properties

7.2 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of

the assessment in section 8.0 of this report.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

8.1 Principle of Development

8.1.1. The proposed development increases the number of residential units on the site from one to five. Additional housing is supported by London Plan Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey Local Plan Policy SP2 'Housing'.

8.2 Density

8.2.1. National, London and local policy seeks to ensure that new housing development makes the most efficient use of land and takes a design approach to meeting density requirements.

8.2.2. Table 3.2 of the London Plan sets out the acceptable range for density according to the Public Transport Accessibility (PTAL) of a site. The site is considered to be in an 'urban' context and has a PTAL of 2, thus development should be within the density range of 200 to 450 habitable room per hectare (hr/ha). The proposed development has a density of 357 hr/ha, which is acceptable.

8.2.3. The proposed density is in accordance with Policy 3.4 'Optimising Housing Potential' of the London Plan and Policy SP2 'Housing' of Haringey Local Plan.

8.3 Dwelling Mix and Size

8.3.1. The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 'Housing Choice' of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is continued in Haringey Local Plan SP2 Housing, which is supported by the Council's Housing SPD.

8.3.2. The SPD provides a recommended dwelling mix by percentage proportion for private market dwellings. Applied to a 5 unit development, the recommended mix is 2 x 1-bed, 2 x 2-bed and 1 x 3-bed. The proposed mix is 3 x 1-bed and 2 x 3-bed. Although this deviates from the recommended mix by providing no 2-beds, the proposed mix allows for two large family size units on the ground floor with garden access and is acceptable having regard to small number of units proposed.

8.3.3. The proposed dwellings are the following sizes:

	Bedrooms	Floor area (m ²)	GLA minimum (m ²)
LG/G Left	3-bed	117	95
LG/G Right	3-bed	114.3	95
FF Left	1-bed	45.1	50
FF Right	1-bed	46.4	50
2 nd F	1-bed	72.6	50

8.3.4. All except the first floor flats exceed the minimum floorspace standards set out in the Mayor's Housing SPG 2012. However, the bedrooms, kitchen, dining, living and storage areas all meet individually their respective size standards, it is only when measured in aggregate do the flats fall below the minimum. This is due to a reduced circulation space.

8.3.5. Paragraph 2.3.17 of the SPG states that in the case of very small schemes (less than 10 units) it may be considered justifiable to make a judgment about compliance with the space standards against wider policy issues, such as housing delivery and viability.

8.3.6. In this instance, due to the relatively small shortfall, the fact that the individual rooms meet the standard and that the other flats comfortably meet the standard, it is considered justifiable having regard to the need to deliver housing.

8.3.7. All flats benefit from dual aspect and will receive adequate light and ventilation. The development is designed to comply with the Lifetime Homes standard to maximise accessibility and usability.

8.3.8. The development is therefore considered to be compliant with the above policies.

8.4 Child Playspace

8.4.1 London Plan Policy 3.8 'Children and young people's play and informal recreation facilities' requires developments make provision for play and informal recreation, based on the expected child population generated by the scheme. The London Plan SPG "Providing for Children and Young People's Play and Informal Recreation" 2011 provides minimum standards for the provision of children's play space. The Haringey Open Space and Recreation Standards SPD sets out the Council's own play space standards under the current UDP and the emerging Haringey Local Plan.

- 8.4.1. Using the formula set out in the above SPG the scheme would have a child yield of 0.68, requiring 6.8sqm of play space (10sqm per child). The two family size dwellings are on the ground floor and each has access to a 106sqm garden. The site is not in an area of open space deficiency. Alexandra Park is nearby to meet playspace requirements for older children.
- 8.4.2. The Council's standard is less onerous than the Mayor's, requiring 3sqm per child, but specifies that children should have access to areas of children's play space of at least 100 sqm within 100m of home, local playable space of at least 300 sqm within 400m of home, and neighbourhood playable space of at least 500 sqm within 1000m of home. Alexandra Park would meet all of these requirements.
- 8.4.3. The proposal complies with London Plan Policy 3.8.

8.5 Design

- 8.5.1. London Plan Policies 7.4 'Local Character' and 7.6 'Architecture' require development proposals to be of the highest design quality and have appropriate regard to local context. Haringey Policy UD3 'General Principles' continues this approach.
- 8.5.2. Surrounding residential development varies in age and style but on the north side of Alexandra Park Road, it is characterised by 2- to 3-storey development with front-to-back pitched roofs, a strong vertical emphasis, projecting bays and a mixture brick and render on the exterior. The existing 1930s detached house is on a double width plot but is set in at the sides and has a hipped roof, creating a gap in the frontage. It is not protected or in a conservation area and is of little architectural merit.
- 8.5.3. The proposed replacement building is contemporary in style but picks up on the rhythm and common elements of the adjacent buildings. It has a pitched roof with the ridge and eaves lines, being placed at an appropriate level having regard to the adjacent development and the slope of the street. The front elevation has a strong vertical emphasis with portrait windows and projecting bays.
- 8.5.4. The massing results in a larger building than its neighbours but in keeping with the pattern of development given the double-width of the site.
- 8.5.5. The general approach of London stock brick and render is considered acceptable but final details will be secured by condition.
- 8.5.6. The proposed development is considered to be of a sufficient design quality and responds adequately to the site context, causing no harm to the appearance and character of the area.
- 8.5.7. Local residents have raised concerns over the design however it is the officer's view that it meets the requirements set out in the above policies.

8.6 Impact on Amenity

- 8.6.1. London Plan Policy 7.6 'Architecture' and UDP Policy UD3 requires development proposals to have no significant adverse impacts on the amenity of surrounding development.

Daylight/Sunlight

- 8.6.2. The new building is larger than the existing house but would not cause significant additional overshadowing. The lower ground floor projects 3m into the rear garden relative to the existing building. Due to the orientation of the building, there would be little loss of sunlight to neighbouring properties and the amount of daylight would not be significantly affected.
- 8.6.3. The ground floor projects the same distance but is set in at the sides by 2m at the rear. Relative to the existing building, this arrangement takes building bulk away from the boundary with no. 225, improving daylight to the side facing windows of that property. Towards no. 229 the new building extends further to the rear but this is balanced by bringing bulk away from the boundary. The impact on daylight would be neutral.
- 8.6.4. At the first and second floors, the building is designed not to go beyond the corner of the existing building, resulting in the same view angle from the nearest window. This will result in a neutral impact on daylight.
- 8.6.5. In respect of properties on Victoria Road, the shadow profile would be smaller than that of no. 229 and would not cause an undue level of overshadowing.

Privacy

- 8.6.6. There are rear facing windows on all floors and terraces on the first and second floors. Objections have been received on grounds of overlooking.
- 8.6.7. The rear facing windows will have a similar outlook to the windows on the existing building. The proposed building will have a second floor where there currently is none but the windows will be lower than the windows at no. 229. There would be no additional overlooking from these windows.
- 8.6.8. There is a terrace at first floor level of the existing house which is much larger than that proposed in the new building. The second floor terrace is at a lower level than the existing second floor roof terrace at no. 229. There will be a situation of mutual overlooking similar to that already in place, however trellis screening is proposed on the flanks of these terraces to restrict views to the rear, where properties are more than 30m away.

Construction Noise/disturbance

- 8.6.9. Objections have been received raising concerns about the impact on construction on amenity. Conditions will be applied requiring a Construction

Management Plan and the site being registered with the Considerate Contractors Scheme in order to minimise harm.

8.6.10. The proposed development is therefore considered to cause no significant harm to residential amenity in compliance with the above policies.

8.7 Traffic and Parking

8.7.1. National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the Parking Policies in the London Plan 2011 and Haringey Local Plan Policy SP7 and more generally in Policy UD3 of the UDP 2006.

8.7.2. The majority of the objections received relate to the impact on local traffic and parking conditions, arguing that the level of off-street parking provision is inadequate leading to further pressure on on-street parking. However, the Council's Highways and Transportation Team have assessed the proposal and do not object.

8.7.3. They state that the site is a Public Transport Accessibility Level of 2 (low) and is served by the 184 bus route, which provides access to Bounds Green underground or Alexander Palace rail station with a two-way frequency of 15 buses per hour. It is considered likely that prospective residents of the development would use private vehicles for the majority of journeys to and from the site.

8.7.4. The Highways and Transportation Team notes high demand for on-street parking on Alexandra Park Road. However, the development includes 2-off street parking spaces by bringing an existing garage up to modern size and providing a new forecourt space. The drawings show a stacked arrangement of two spaces however this is only counted as one space. The Highways and Transportation Team state that two off-street spaces is an adequate level of parking in line with parking standards set out within the appendix of the Haringey Council UDP.

8.7.5. The development makes use of two existing vehicle crossovers so there will be no change to existing access arrangements.

8.7.6. The application also includes secure and covered storage for five cycles. However, in order to accord with parking standards set out within the London Plan the storage area will need to be increased to cater for seven cycles. A condition will be applied to secure this.

8.7.7. The proposed development would be in compliance with the above policies.

8.8 Energy & Sustainability

8.8.1. Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions.

8.8.2. The development is designed to achieve Code for Sustainable Homes Level 4, this is equivalent to a 25% reduction emissions over a Building Regulations 2010 baseline. A condition will be applied securing this.

8.8.3. The development is therefore in compliance with Policy 5.2 of the London Plan.

8.9 Basement Impact

8.9.1. The site slopes downwards to the rear and similar to its neighbouring properties, there is a lower ground floor which has access to a rear garden. The proposal new building will also have a lower ground floor but it will encompass the whole footprint of the building, requiring excavation near the front of the site.

8.9.2. A number of local resident objections raise concerns about the impact of excavation on the adjacent properties. Haringey has a draft Basement Guidance Note which sets out how these concerns should be addressed. The Note recommends that conditions be applied requiring the submission of a Construction Management Plan and hydrological and hydro-geological assessments to the Local Planning Authority prior to commencement of development. A condition will also be applied requiring the site or contract to be registered with the Considerate Constructors Scheme. The development will also be subject to the Building Regulations 2010.

8.9.3. There are no trees which are likely to be affected by the excavation.

8.9.4. Subject to these conditions, the impact of the excavation will be mitigated.

8.10 Waste Management

8.10.1. London Plan Policy 5.17 'Waste Capacity' and UDP Policy UD7 'Waste Storage' require development proposals make adequate provision for waste and recycling storage and collection.

8.10.2. The development makes provision for waste storage at the front of the site. The Council's Waste Management team have no objection to the development but further details of the storage structure will be required by condition.

8.11 Planning obligations and Community Infrastructure Levy (CIL)

8.11.1. The development creates five residential units, of which two are family units. As such, it does not trigger a requirement for affordable housing or a contribution towards school places. As such, no s106 contributions are sought.

8.11.2. The development will be liable for the Mayors Community Infrastructure Levy (CIL). The development creates 436m² of floor space. The existing house is 213m² in area, resulting in a net increase in floor space of 224m². Using the standard formula, the development will be liable for £7,832.

9.0 HUMAN RIGHTS

9.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decision of this Committee will accord with the requirements of the above Act and Order.

10.0 EQUALITIES

10.1 In determining this application the Committee is required to have regard to its obligations under the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:-

- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

10.2 The new duty covers the following eight protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.

11.0 SUMMARY AND CONCLUSION

11.1 The application proposes the demolition an existing house and its replacement with a part 3-, part 4-storey building containing 5 flats. The creation of new housing is supported by national, regional and local policy.

11.2 The design of the building is considered to be of sufficient design quality, responding adequate to its context and causing no significant harm to residential amenity. The proposed dwellings are considered to provide satisfactory living accommodation and the provision of 2 off-street parking spaces would minimise harm to local highways networks.

11.3 The Council consulted widely and responses were taken into account by officers.

11.4 The proposal is considered to be in accordance with National Guidance and London and Local Policy and planning permission should therefore be granted subject to conditions.

12.0 RECOMMENDATION

a) **GRANT PERMISSION** subject to conditions set out below

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans: 124/12-PL 01-09, 10-19 Rev B, 20, 21

Reason: To avoid doubt and in the interests of good planning.

3. Provision shall be made on site for the secure parking of seven cycles, in accordance with a scheme to be agreed with the Local Planning Authority. The building hereby permitted shall not be occupied/ until such provision has been made.

Reason: To encourage the use of sustainable modes of transport to and from the site in compliance with Policy 6.9 'Cycling' of the London Plan.

4. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

5. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include (proposed finished levels or contours, means of enclosure, car parking layout, other vehicle and pedestrian access and circulation areas, hard surfacing materials, minor artefacts and structures (e.g. furniture, play equipment refuse or other storage units, signs, lighting etc.), retained historic landscape features and proposals for restoration where relevant, and thereafter retained in perpetuity.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

6. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy UD7 'Waste Storage' of the Haringey Unitary Development Plan and Policy 5.17 'Waste Capacity' of The London Plan.

7. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall include identification of potential impacts of basement developments methods of mitigation of such impacts and details of ongoing monitoring of the actions being taken. The approved plans should be adhered to throughout the construction period and shall provide details on:

- i) The phasing programming and timing of the works.
- ii) The steps taken to consider the cumulative impact of existing and additional basement development in the neighbourhood on hydrology.
- iii) Site management and access, including the storage of plant and materials used in constructing the development;
- iv) Details of the excavation and construction of the basement;
- v) Measures to ensure the stability of adjoining properties,
- vi) Vehicle and machinery specifications

Reason: In order to protect the residential amenity and highways safety of the locality

8. Prior to the commencement of the development hereby permitted an assessment of the hydrological and hydro-geological impacts of the development and any necessary mitigation measures found to be necessary shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the details approved.

Reason: To ensure the development provides satisfactory means of drainage on site and to reduce the risk of localised flooding.

9. The site or contractor company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on the site.

Reason: In the interests of residential amenity.

10 .The development hereby approved shall achieve Code for Sustainable Homes Level 4.

Reason: In order to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime in accordance with Policy 5.2 of the London Plan.

13.0 APPENDICES

13.1 Appendix 1: Consultation Responses

13.2 Appendix 2: Planning Policies

CONSULTATION RESPONSES

No.	Stakeholder	Question/Comment	Response
	INTERNAL		
	LBH Transportation	<p>Although it has been noted that there is a high demand for on-street parking on Alexandra Park Road, the applicant has provided an adequate level of parking in line with parking standards set out within the appendix of the Haringey Council UDP.</p> <p>Cycle provision for 7 cycles should be provided</p>	<p>Noted</p> <p>Noted. Condition added.</p>
	LBH Waste Management	<p>Site plan shows storage area for bins. Sufficient bin allocation should be allowed to ensure no side waste or spillage occurs between waste collection days</p> <p>This application has been given RAG traffic light status of green for waste storage.</p>	<p>Noted. Condition added to ensure full provision.</p> <p>Noted.</p>
	RESIDENTS	43 objections received	
		<p>Risk of subsidence due to basement excavation</p> <p>Increased traffic and on-street parking pressure. Insufficient off-street parking.</p> <p>Harm to traffic safety</p> <p>Noise and vibration from construction vehicles</p> <p>Loss of light to neighbouring properties</p>	<p>Conditions applied to minimise harm</p> <p>Off-street parking provision meets standards</p> <p>No change to existing access arrangements</p> <p>Construction Management plan required by condition</p> <p>No significant impact relative existing and surrounding development</p>

No.	Stakeholder	Question/Comment	Response
		<p>Overlooking from rear balconies</p> <p>Increased noise</p> <p>Poor design and appearance, out of keeping with surrounding development</p> <p>Overdevelopment of the site</p> <p>The existing building is a period piece which should not be demolished</p> <p>Loss of family housing</p> <p>Insufficient waste storage</p> <p>The building will not be more thermally efficient than the existing building</p> <p>Impact on drainage and sewers</p>	<p>Adjoining gardens are already overlooked but screens will block flank views</p> <p>Residential development not likely to result in excessive noise</p> <p>Design is considered in keeping with general character and pattern of development</p> <p>Density is within acceptable range and design is appropriate</p> <p>The building is not protected or in a conservation area and is of little architectural merit</p> <p>Two 3-bed dwellings will be created, increasing family housing.</p> <p>Waste storage provided but further details secured by condition</p> <p>The replacement building will be built to high sustainability standards</p> <p>Not a planning consideration</p>

No.	Stakeholder	Question/Comment	Response
		1 response in support	
		<p>There is a need for housing in the area</p> <p>The existing building is undesirable</p> <p>However, there should be more off-street parking and no harm to neighbours</p>	<p>Noted.</p> <p>Noted.</p> <p>No harm to neighbours. Parking is in accordance with council standards.</p>

APPENDIX 2

PLANNING POLICIES

RELEVANT PLANNING POLICY

NATIONAL POLICY

National Planning Policy Statements and Framework

REGIONAL PLANNING POLICY

London Plan 2011

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.6 Children and young people's play and informal recreation facilities
- Policy 3.8 Housing choice
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.11 Green roofs and development site environs
- Policy 6.1 Integrating transport & development
- Policy 6.3 Assessing transport capacity
- Policy 6.13 Parking
- Policy 7.2 Creating an inclusive environment
- Policy 7.3 Secured by design
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.8 Heritage Assets and Archaeology

The Mayors Transport Strategy (May 2010)

The Mayor's Land for Transport Functions SPG (March 2007)

The Mayor's Sustainable Design & Construction SPG (2006)

The Mayor's Culture Strategy: Realising the potential of a world class city (2004)

The Mayor's Ambient Noise Strategy (2004)

The Mayor's Energy Strategy (2004)

The Mayor and London Councils' Best Practice Guide on the Control of Dust & Emissions during Construction

LOCAL PLANNING POLICY

Haringey Unitary Development Plan (Adopted July 2006; Saved July 2009)

- G1 Environment
- G2 Development and Urban Design
- UD1 Planning Statements

- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- UD7 Waste Storage
- UD8 Planning Obligations
- ENV6 Noise Pollution
- ENV7 Air, Water and Light Pollution
- ENV11 Contaminated Land
- M2 Public Transport Network
- M3 New Development Location and Accessibility
- M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
- M10 Parking for Development

Haringey Supplementary Planning Guidance (October 2006)

- SPG1a Design Guidance (Adopted 2006)
- SPG2 Conservation and Archaeology (Draft 2006)
- SPG4 Access for All (Mobility Standards) (Draft 2006)
- SPG5 Safety By Design (Draft 2006)
- SPG7a Vehicle and Pedestrian Movements (Draft 2006)
- SPG7b Travel Plans (Draft 2006)
- SPG7c Transport Assessment (Draft 2006)
- SPG8a Waste and Recycling (Adopted 2006)
- SPG8b Materials (Draft 2006)
- SPG8c Environmental Performance (Draft 2006)
- SPG8d Biodiversity, Landscaping & Trees (Draft 2006)
- SPG8e Light Pollution (Draft 2006)
- SPG8f Land Contamination (Draft 2006)
- SPG 8g Ecological Impact Assessment (Draft 2006)
- SPG 8h Environmental Impact Assessment (Draft 2006)
- SPG 8i Air Quality (Draft 2006)
- SPG9 Sustainability Statement Guidance Notes and Checklist (Draft 2006)
- SPG10a Negotiation, Mgt & Monitoring of Planning Obligations (Adopted 2006)
- SPG10d Planning Obligations and Open Space (Draft 2006)
- SPG10e Improvements Public Transport Infrastructure & Services (Draft 2006)
- SPD Housing

Planning Obligation Code of Practice No 1: Employment and Training (Adopted 2006)

Sustainable Design and Construction SPD (February 2013)

Haringey's 2nd Local Implementation Plan (Transport Strategy) 2011 – 2031

OTHER DOCUMENTS

CABE Design and Access Statements

Diversity and Equality in Planning: A Good Practice Guide (ODPM)

Planning and Access for disabled people: A Good Practice Guide (ODPM)

Demolition Protocol Developed by London Remade

Secured by Design

