

Appendix 2. Council response to the Zero by 2050 Commission recommendations

The structure of this report (recommendations and actions) uses the format set by the Commissioners in their Zero by 2050 Commission. The time lines indicated are: short term – 1-3 years, medium term – 4 to 6 years, and the long term – 7 to 10 years.

It is important to note that – where a recommendation is marked as ‘accepted’ or ‘partially accepted’ – this does not constitute any formal decision by the Council to amend policy or commit expenditure. Significant further work and decisions, including some decisions for Cabinet, would be necessary before some of these proposed actions can be fully implemented, either through incorporation into formal Council policy or through the delivery of specific projects and programmes. Detailed business cases and funding proposals will be essential before some of those decisions can be taken.

Improve the health and well-being of the community by creating a natural environment through greening of outdoor spaces		Lead	Will the Council accept?	
Short Term	1	Set a standard for the amount of linked green/natural space and connecting routes that must be within the curtilage of a development area, in accordance with World Health Organisation (WHO) standards. [WHO suggests providing a minimum of 9 m ² of reachable, safe and usable green space per capita (2010). With the ideal amount according to the same organisation, would be 50 m ² .]	Planning policy / Development Management / Regeneration / Parks Service	<p>Partially accepted. The Council already has measures for monitoring and ensuring accessibility to green and open spaces, in order to demonstrate conformity with the requirements of the London Plan. The Council will continue to use these for ease of process.</p> <p>The Council has agreed to review its Green and Open Spaces Strategy, to inform the development and delivery of green space across the borough. Planning Policy will use the information gathered for the Green and Open Spaces Strategy (such as user numbers, and biodiversity value) as an evidence base to support the development of and access to green spaces as part of the borough’s growth. Distribution of open space across the borough is currently unequal, with the central area suffering deficiencies for all typologies.</p> <p>The Council will work to:</p> <ul style="list-style-type: none"> - Ensure major developments deliver on-site accessible open space provision; - Develop the Haringey Green Grid to create better linkages between open spaces; - Increase accessibility to these spaces; and - Increase the quality of the open space. <p>The Regeneration and Parks teams will seek out funding to deliver projects set out in the Emerging Green and Open Spaces Strategy, which could be found through planning gain, grants, capital, CIL and s106. GLA and other national funding streams are also available. Projects will be subject to the Council’s decision-making processes once a business case has been made.</p>
	2	Discourage private gated space, and ensure that the majority of green space and connections within new development is open to the public. Ensure green space is well connected, as part of green networks across the borough.	Planning Policy / Development Management / Regeneration	<p>Accepted. The Council has planning policy (DM3B) to discourage gated space and ensure new open space provided is accessible for individuals and groups. The Council will continue to promote and enforce this.</p> <p>The Council’s Streetscape Design Guide covers the whole of the borough and addresses issues around “accessibility for all” and “places for people”</p> <p>Private space and accessibility will be picked up in the Urban Design Frameworks (lead by the Regeneration Teams) to support the existing planning policy. These Frameworks will be subject to the Council’s decision-</p>

				making processes.
	3	Explore the feasibility of calculating the net temperature increase resulting from a new development, and requiring the development to mitigate this gain through 'carbon sink' natural spaces.	The Council does not have a Climate Change Adaptation lead.	<p>Not accepted. To deliver this, the Council would require a detailed set of localised weather pattern modelling data to act as the baseline. It would then require the Council to develop a model which predicted the impact of the building design on the local weather and climate pattern. At present this level of detail is not available.</p> <p>But the Council will:</p> <ul style="list-style-type: none"> - lobby the GLA to develop this as the data sets are found at a London level; - continue to deliver green & open space that is designed for extreme weather events, which build in climate change resilience and address increased demand - require overheating analysis of major new developments - develop community infrastructure designed to act as refuges in extreme weather
	4	Establish the 'Borough Green Grid'.	Planning Policy / Parks Service	<p>Accepted. The Council has planning policy setting out the requirement to deliver a borough green grid. The review of the Council's Green and Open Spaces Strategy will inform the development and delivery of the Green Grid Policy across the borough.</p> <p>The Council has a clear objective to increase linkages between spaces and access to the Lea Valley Regional Park, with delivery arrangements set out for example in the Tottenham Hale District Centre Framework. Major schemes (such as High Road West) will include new green and open spaces.</p>
Medium Term	5	Formalise design criteria for public spaces that consider the importance of clear lines of sight, light, and greenery. Not just appearance but also safety and mental health.	Planning Policy / Regeneration / Public Health	<p>Accepted. The Council has planning policy that sets the ambition for high quality public realm, including to promote safety and wellbeing.</p> <p>These policies and guidance will be incorporated into the Urban Design Frameworks and Design Codes for the Growth Areas, and thus promoted to developers. This can also be supported through the Council's Sustainability Planning Advice Note (PAN).</p> <p>The Green and Open Spaces Strategy will address this issue within its objectives and actions. The Council is also reviewing its Streetscape Code which will similarly incorporate aspects of this recommendation.</p>
	6	Provide policy guidance to developers on how to consider Health and Wellbeing in design and construction.	Planning Policy / Public Health / Regeneration	<p>Accepted. The Council has planning policy that requires developers to consider health and wellbeing impacts in the application process. Further guidance will be needed on Health and Wellbeing, and it would be appropriate to include this work within the development of a Sustainability PAN.</p> <p>The number of Health Impact Assessments is increasing, and Haringey Council is working with the Town and Country Planning Association (TCPA) on Health and Planning. It is proposed that Public Health work closer with the Planning and Regeneration services to ensure that their objectives are included at an early stage of policy and scheme development.</p> <p>The Council's emerging design documents for the borough regeneration areas will identify current best practice and include advice on improving health and well-being in regeneration schemes.</p> <p>Along with capital, grant, s106 & CIL, the LIP may also provide a funding source for projects. Integration of public health outcomes could be integrated into new capital projects.</p>

	7	Increase social cohesion by using infrastructure in open spaces that enable communities to mix and maximise open space use.	Parks / Highways / Regeneration	<p>Accepted. The Council has good levels of community engagement around the Borough's parks, and events in green spaces are already used to bring the community together e.g. through Friends of the Park, Finsbury Park Festival and the Tottenham Green Fair.</p> <p>In reviewing its Green and Open Spaces Strategy, the Council will address how to increase access to, and use of, our green and open spaces. This work will include building on projects that have already started including green gyms and food growing, which also help to tackle social isolation.</p> <p>The community are involved in masterplans and design frameworks in growth areas. Increasing access and activities in open spaces will be included as a policy objective in design frameworks in the growth areas of the borough.</p> <p>Council capital, grants, s106 & CIL, the LIP may provide a funding source for projects.</p>
	8	Haringey to set a target of open spaces by 2030, being managed and maintained by the communities they serve.	Planning Policy / Parks / Community	<p>Accepted. There is 5,587,000m² of public green open space in Haringey. This is maintained by the Council with the involvement of the community.</p> <p>Community engagement is necessary with less resource and funding to manage existing and new open spaces across the borough. It also offers an opportunity to improve the local quality and the usability of these spaces. These linkages will be addressed through the emerging Green and Open Spaces Strategy and community upskilling maybe required to ensure long term sustainability.</p>
Long Term Actions	9	Set up a review process to continually develop the 'Borough Green Grid'.	Planning Policy / Parks	<p>Accepted. There is a specific planning policy (DM20) intended to ensure new open space is secured through development and/or connections between existing open spaces. The Council has agreed to review its Green and Open Spaces Strategy to support the strategic delivery of Green Grids.</p> <p>The Council's Planning Policy team will use data from the Strategy as an evidence base to develop policy recommendations and support the delivery of the borough green grid.</p> <p>The Council has a clear objective to increase linkages between spaces and access to the Lea Valley Regional Park, with delivery arrangements set out for example in the Tottenham Hale District Centre Framework. Major schemes (such as High Road West) will include new green and open spaces.</p>
	10	Install air quality monitoring systems including encouraging people to use wearable air quality monitors to collect data/inform behaviour.	Pollution	<p>Partially accepted. It is accepted that more needs to be done to raise awareness and highlight the impact of poor air quality. The Council will continue its schools awareness programme on this topic, and work with the GLA on identifying the schools in areas of high pollution and delivering an action plan to improve the air quality in and around these schools.</p> <p>The cost of mobile monitoring stations is high, and their reliability limited. Personalised mobile air quality monitors are not considered cost effective.</p> <p>A new air quality monitoring centre is proposed in Wood Green as part of TfL's Low Emission Bus Zone, and to monitor the impact of development in the area.</p>

				<p>The Pollution team will:</p> <ul style="list-style-type: none"> • continue to manage the Council’s air quality monitoring network, focussing on hotspot areas and sensitive receptors. • continue with its school awareness raising programme. • Continue to promote airtex and walkit.
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Create a climate change adaptation and resilience plan to future-proof and reduce vulnerability		Lead	Will the Council accept?
Short Term Actions	1	Design buildings that accommodate a more Mediterranean type environment for summer months and can cope with wetter winters. Encourage property developers to look at old architectural methods (Chinese and Arabic) that incorporate shading, courtyards, use of green spaces, etc.	<p>Planning Policy / Development Management / Regeneration / Property</p> <p>Partially accepted. The planning service will continue to use its existing policy and work with developers to ensure that buildings are designed not to overheat, deliver open spaces, and manage surface water. The final design of these buildings is down to the applicant.</p> <p>The Council does not specify a design typology on development. Developers come forward with initial designs which are then reviewed by the Council. The Council requires that new development is designed to address future weather patterns, specifically overheating risks and surface water downpours. Further policy advice on design could be picked up through the development of a Sustainability PAN.</p> <p>The Council’s emerging Urban Design Frameworks for growth areas will include this as a design principle in buildings. It will also recommend creating public spaces which are able to cope with extreme weather as an objective.</p>
	2	<p>Update planning policy so property developers assess the thermal density of materials that can cope with cool and warm weather conditions to adapt to future climate change.</p> <p>[Thermal mass elements assists in the reduction of energy consumed in heating and cooling. It can reduce the energy consumptions, reducing costs, improving comfort, and reduce or eliminate the need for air conditioning. Introducing thermal mass into light weight structures cool structures once the external temperatures increase and ventilation fail to provide comfort. Thermal mass in lightweight structures in winter stores heat to keep buildings warm without energy sources.]</p>	<p>Planning Policy</p> <p>Not accepted. The Council uses the London Plan Cooling Hierarchy to help the design of buildings to demonstrate that they do not overheat. The Cooling Hierarchy reports encourages the opening up of thermal mass to help cool buildings down.</p> <p>Neither the London Plan policy nor the Council set targets for the thermal density of the materials through these reports. However, overheating reports do use the thermal mass of developments to demonstrate that the building does self-cool.</p> <p>The Council would need to use existing databases on materials to identify their thermal density, and to rate them (positive or negative) and ensure that these were implemented appropriately in schemes. This would require access to datasets which are not in the public domain and resources to implement these in developments. To deliver this action would require specialist training of planning officers. Alongside access to building materials specifications which would increase costs.</p> <p>The Council can promote this issue to national and regional government.</p>

Medium Term Actions	3	Produce a Haringey strategy for 'living buildings', including integrated green walls for façades, green roofs, and green spaces within the public congregational areas of buildings.	Planning Policy / Regeneration	<p>Accepted. There are policies within the Local Plan that promote green roofs and walls aimed at enhancing biodiversity and helping to improve the thermal performance of buildings. However, the policies fall short of requiring 'living buildings.'</p> <p>Guidance exists across various sources on Living Buildings. The Council will develop a Sustainability PAN and include the case for including living infrastructure into building design. The final design of developments will need to be owned by the developers.</p> <p>The Council's emerging Urban Design Frameworks for growth areas will include this as a design principle in buildings and open space. It will recommend maximising green infrastructure in the urban fabric.</p> <p>Capital, grants, s106 and CIL may provide a funding source for implementation and retrofitting as appropriate.</p>
	4	Set a fixed % of green space area, including wildlife, flora and fauna, biodiversity and eco-systems, related to GIA, that all new developments must meet.	Planning Policy / Regeneration	<p>Accepted. There is currently no policy on this within the Local Plan.</p> <p>But areas of the borough that are deficient in green and open spaces have stronger policy basis to negotiate green and open spaces from development.</p> <p>Guidance around this could be picked up through a Sustainability PAN. Policy could be developed in AAPs and in masterplan areas where areas are identified and could be brought forward to mitigate increases in density numbers. A new policy can only be taken forward at a full or partial review of the Local Plan; this is next due in 2023.</p>
	5	Set a borough-wide target for increased tree planting	Parks / Highways / Development Management / Planning Policy / Regeneration	<p>Accepted. Planning policies are currently concerned with the retention of trees of significant townscape quality or amenity value, such as Grade A and B trees, not necessarily with increasing tree coverage. But increasing tree coverage is a key theme in the Mayor of London's Draft London Environment Strategy.</p> <p>The Council has agreed to review its Green and Open Spaces Strategy, and can address this issue. Increased tree planting can cover parks and residential areas but also commercial estates to improve the environment for business. Tree cover is also an aspect of Green Grid delivery.</p>
	6	Develop a policy and strategy for reducing the number of mechanically ventilated buildings in the borough, promoting natural ventilation and hybrid ventilation.	Planning Policy / Development Management	<p>Accepted. Natural and passive ventilation systems are already promoted in building design through planning policy (LP 5.2, and Local Planning Documents SP:04). But in some instances, mechanical ventilation is required such as areas of poor air quality and noise. Passive ventilation also requires that the air sucked into a building is from a non-pollution background.</p> <p>As the development industry increases the demand for mechanically ventilated and cooled buildings it is accepted that the Council should reviews its policy and put forward an alternative.</p> <p>Further advice could be picked up through the Council's Sustainability PAN. Policy could be developed at the next review of the Local Plan to specifically address cooling strategies.</p>

	7	Establish a 'Haringey Climate Change Adaptation Fund' that requires developers to not just address climate change adaptation within their developments but also to contribute to climate change adaptation projects across the borough.	Planning Policy	<p>Accepted. This is accepted in principle, but cannot be implemented at this time as there is currently no policy basis for doing so. An adaptation fund could be developed as part of the Council's future planning policy framework. This would be a leading policy development and would need to pass the statutory tests for planning obligations.</p> <p>The Council can:</p> <ul style="list-style-type: none"> - Review this position when reviewing the Local Plan (c2023); - Propose to the GLA that the emerging London Plan should look at this area for potential policy development; and - Work with industry to test and develop this policy area.
Long Term Actions	8	Expand the Durham University partnership to include for research into climate resilience and adaptation innovation which could be trialled in the borough.	Carbon Management	<p>Accepted. The Durham partnership with Haringey is currently operated on a project-by-project basis. Both parties are engaged on growing this partnership subject to funding and research needs, with a view to agreeing an updated Memorandum of Understanding.</p> <p>Projects and research being proposed include:</p> <ul style="list-style-type: none"> - Electric Vehicle recharging; - Fuel Poverty Project Assessment; - District Energy Network operations.
	9	Integrate the Haringey 'Living Buildings' strategy into planning guidance.	Planning Policy	<p>Accepted. There are planning policies within the Local Plan promoting green roofs and walls aimed at enhancing biodiversity and to helping to improve the thermal performance of buildings. However, the policies fall short of requiring 'living buildings.' Guidance is found in the Council's existing Sustainability SPG.</p> <p>This will be picked up through the Sustainability PAN and can be worked into future planning policy at the next review of this document.</p>
	10	Set borough-wide targets for biodiversity, water management and micro climate improvement through tree planting. To be incorporated into planning policy.	Planning Policy / Central Policy	<p>Accepted. The Council has agreed to review its Green and Open Spaces Strategy, which will address this issue. Longer-term planning policies could be amended to do the same, through a full or partial revision to the Local Plan which would need to be supported by a robust evidence base. This would be monitored through the Annual Monitoring Report undertaken by the planning team.</p>

Deliver a Zero Carbon & Net Energy Positive Haringey by 2050		Lead	Will the Council accept?	
Short Term Actions	1	The Council should set out a route map to be being zero carbon by 2050. This needs to be hard-wired into planning and legal contractual agreements for borough wide regeneration joint ventures, i.e. the HDV.	Carbon Management	<p>Accepted. The Carbon Management Team is developing a route map to Zero Carbon by 2050, describing how the Council could deliver the Leader's ambition and align the Council with the Mayor of London's ambition. The Route map is expected to go to Cabinet for consideration towards the end of 2018.</p>
	2	The Council should identify a site and work with its selected development partners to deliver an exemplar zero carbon development. This should	Development Management / Regeneration /	<p>Accepted. The Council has identified sites where this could be delivered as part of its growth ambition in Growth Areas. The Council is exploring options to work up this specification to deliver leading practice on its own sites. This includes Ashley Road North, and Northumberland Park. The Council also has the aspiration for</p>

	be zero carbon in operation and construction, and deliver a step change in embodied carbon.	Carbon Management / Property Services	its own new office building to be zero carbon. Policy to deliver this through planning exists and the Council will continue to push developers to deliver this on privately-led schemes.
	3 Produce a map of energy storage opportunities in the borough. This will act to reduce energy wastage in the medium term and improve the deployment potential of stochastic renewables.	Carbon Management	Accepted. The Carbon Management Team is developing a route map to Zero Carbon by 2050. Energy storage will be a key part of this and a proposed delivery plan will be included. The Council will review this on its own sites on a case by case basis.
	4 A review of the Council's own assets (office buildings, schools, libraries, museums, etc) and put in place an action plan to reduce Council run assets emissions and achieve zero net carbon emission buildings by 2025, i.e. leading by example.	Carbon Management / Property Services	Accepted. A new Council Corporate Carbon Management Plan will be developed in 2018. This will look at Council buildings and other properties where the Council is responsible for the energy bills. This will link into the new requirements under the Housing and Planning Act 2016. The aspiration is for the Council's new office building to be zero carbon.
	5 Set targets for new development to not just reduce CO2 emissions but to actually sequester CO2 through materials and technologies used. [Carbon Sequestration is where carbon emissions are locked into a fixed state rather than as a gas that will cause Climate Change. Some emerging technologies can lock carbon into concrete during manufacture or overtime take it out of the environment over the life of the materials]	Carbon Management / Planning Policy	Not Accepted. There is no policy foundation nor clear way of implementing this. There is emerging policy work on offsetting operational carbon emissions with higher standards of embodied carbon but this would not necessarily sequester additional carbon. The carbon sequestration ability of building materials is not published in the UK. This would be required as a new evidence base support to introduce a new policy requirement, including demonstration of the impact on development viability. It is likely that the technology needed and the cost to deliver this and become a development norm would be challenging if looking at just Haringey. The Council can propose to the GLA that it look at this area in the emerging London Plan.
	6 Maximise community owned renewable installations through establishing a community renewable energy fund.	Community / Carbon Management	Accepted. The borough already has successful and growing community energy companies that have delivered solar panel installations. The Council supports the installation of Community Renewable wherever it can, including through its planning and property services. The Community Company EN10ERGY is seeking funding from the GLA to deliver strategic maps for renewable installations.
Medium Term Actions	7 The Council to work with private building owners to draw up plans for achieving at least 40% cuts in net energy usage by 2025, and achieving carbon neutrality by 2050. This could focus initially on big users, e.g. supermarkets, industrial and commercial estates, housing associations, utilities, etc.	Carbon Management / Economic Development / Regeneration	Partially accepted. The Council will continue to work with businesses to improve their energy efficiency, through a range of mechanisms potentially including the proposed Wood Green Business Improvement District (BID). Measure performance across private building owners would be challenging. The Council could use carbon offsetting contributions and other funding streams to support SMEs to improve their energy performance and costs.
	8 Require the installation of energy displays in all new build and retrofit residential, commercial	Planning Policy / Carbon	Accepted. All new and newly refurbished buildings have this data, which is also collected when buildings are rented or sold. The Council will continue to promote energy efficiency and carbon reduction through its

		and mixed-use properties, encouraging residents to observe and control their own energy usage and highlight the savings achievable.	Management / Communications Team	publications. This issue could also be picked up through the development of the Sustainability PAN. Planning policy could require this in new build, but it would require new policy which could be developed in 2023.
	9	Require developers of new properties to actively engage with new and evolving façade treatments, such as solar integrated façades.	Development Management / Carbon Management / Regeneration	Accepted. The Council does not specify a design typology on development. Developers come forward with initial designs which are then reviewed by the Council. The importance of maximising space for renewable energy generation can be picked up through the development of the Sustainability PAN. Presentations to the Haringey Innovation Hub have already demonstrated the commercial viability of vertical solar power generation integrated with glazing.
Long Term Actions	10	Enforce Air Quality Neutral standards across the borough for all new developments.	Pollution / Development Management	Accepted. The borough of Haringey is a designated Air Quality Management Area (AQMA). Planning Policy DM23 requires all development to identify and mitigate air quality impacts and ensure that new development does not lead to further deterioration of existing poor air quality. Major developments are required to undertake Air Quality Assessments and AQ Neutral assessments. This is also in accordance with the GLA's SPG Sustainable Design & Construction.
	11	Create a policy to deliver carbon positive developments.	Planning Policy / Carbon Management	Accepted. The Council has policy on Zero Carbon Developments that covers all development types and sizes. However, there is no carbon positive policy in the UK. The local planning policies will be reviewed in c2023. By this time, it is expected that the development industry will be delivering on-site zero carbon developments as the norm. Already there are carbon positive developments in the UK. Although technically viable to deliver this, this policy would be subject to viability assessment.
	12	Deliver large scale renewable technologies in the borough to act as a beacon for action and increase local energy generation.	Development Management / Planning Policy / Regeneration / Carbon Management	Accepted. The Carbon Management Team are developing a route map to Zero Carbon by 2050, which will address this issue. There will be a need to identify suitable technologies and locations for these renewables.

With the North London Waste Authority reduce waste to landfill to zero and increase recycling rates		Lead	Will the Council accept?
Short Term Actions	1	Set clear policy and targets that ensure Haringey reduces landfill to 0% by 2030.	Waste Services
			Partially accepted. In line with the waste hierarchy, the Council considers landfill as the last, and least desirable option for the disposal of waste. In 2015/16, 12% of the London Waste Authority (NLWA) waste was sent to landfill with gas collection. The Mayor of London 's London Plan aims for London to "work towards zero biodegradable or recyclable waste to landfill by 2026" – Policy A (c). Haringey has signed up to these targets through the NLWA Waste

			<p>Strategy which sets out how NLWA will work towards these targets.</p> <p>The Council has already committed to minimise the waste stream to landfill and work towards this target. Where landfill is required gas produced is captured to mitigate further environmental impact. The council will work with NLWA to ensure that this target is delivered.</p>
	2	Empower local waste & recycling Champions within the community, to increase awareness in their own areas and encourage others to change behaviour.	<p>Waste Services</p> <p>Partially accepted. The Council and NLWA continue to support projects which support local champions, including through community grants and awareness raising, but has found that the impact is difficult to quantify. Together, the Council and NLWA promote best practice through a web-based education and engagement service including educational pages, facts on waste, and advice on how to deliver a better local environment.</p> <p>Where a business case can be delivered to demonstrate increased recycling and better waste management this will be put to Cabinet or delivered via NLWA.</p>
	3	Develop a Further Education waste & recycling qualification, in partnership with local colleges and waste businesses.	<p>Waste Services / Economic Development</p> <p>Not accepted. There is no local qualification in waste / recycling. There are City and Guilds qualifications, and the Institute for Waste Management offers a range of qualifications from basic waste operative skills to an MSc.</p> <p>There is not evidence of demand, or an identified skills gap, for a waste / recycling qualification. The Council will work with its local further education college (CONEL) and others to verify this, and if gaps are identified and demand is verified, we work with them to address the skills need. This would always need to demonstrate that training can lead to jobs and a career pathway.</p>
	4	Conduct a feasibility study into the potential for integrating micro-scale waste to energy solutions into new developments. Considering primarily anaerobic digestion or pyrolysis of non-recyclable waste.	<p>Regeneration / North London Waste Authority (NLWA)</p> <p>Partially accepted. At this stage there is no work being developed on this. This idea is promoted by groups such as Bioregional and was a policy in a previous London Plan.</p> <p>A developer would have to come forward with this as an option to deliver carbon reduction and waste management. The Council would always consider this, and work with the developer to understand the wider impacts (such as on air quality) and consider any proposals. It is likely that this technology would only be brought forward on significant major development sites, where community heating would also be required.</p>
	5	Commission a study to establish what is the difference in uptake of recycling between different socio-economic areas in the borough, and what can be done to improve recycling rates across these areas.	<p>Waste Services</p> <p>Not accepted. The Council has data on uptake rates among different parts of the borough's community. This shows that in Haringey's transient populations, and residents in houses of multiple occupancy (HMO's) understanding of waste management is the main barrier to increasing recycling rates.</p> <p>The Council will work with NLWA to improve communications to its communities, but this may not address the transient population issue. The Council will continue to promote recycling through a web-based education and engagement service, alongside events with NLWA, including through targeted messaging to key groups within the borough.</p>
Medium Term Actions	6	Create recycling stations for old furniture (restoration and repair) to provide inexpensive recycled products to residents.	<p>Waste Services</p> <p>Not accepted. The Council has supported furniture reuse and recycling projects in the past, though this has since been found to not be viable having been replaced by increased use of eBay, Freecycle and other web-based platforms. There is no evidence that residents would prefer recycling stations to these platforms.</p>
	7	Work with supermarkets to redistribute food that would have gone to waste to local shelters,	<p>Regeneration / Economic</p> <p>Accepted. The Council supported a local food distribution centre in Northumberland Park. This has not been as successful as hoped due to the supply chain and strategic policy barriers.</p>

		disadvantaged households, and charities.	Development / Waste Services	However, supporting such initiatives remains an ambition in the Council's Economic Development and Growth Strategy. The Council and the GLA will work with suppliers and community groups to develop proposals. Any proposal brought forward for approval would need to address risks and be clear on expected outcomes.
	8	Set policy and targets around waste from demolition and construction on development sites.	Planning Policy	Accepted. The Council encourages development to deliver waste management through the use of BREEAM assessments. Demolition waste (not construction, not operational and non-hazardous) of more than 85% from volume diverted from landfill, and construction waste (non-demolition / operational) of more than 85% from volume diverted from landfill are currently seen as best practice by the BRE. The Council will review the development of these targets through the review of the Local Plan in c2023.
Long Term Actions	9	Create a cluster of recycling industries alongside the North London Eco Park.	Regeneration / Planning Policy / Economic Development	Partially accepted. Most of the industrial land in Haringey is well used and successful. Waste industry land is protected in the London Plan. The Council does not have any strategic proposals for industrial estates across the borough. The Council has identified in its Economic Development and Growth Strategy that the Clean-Tech sector as a one of the key sectors that can have the greatest impact on Haringey and deliver the best outcomes. The North London Eco Park is owned and managed by NLWA. The Council will work with them to scope and assess the market appetite for this.

Drive the uptake of clean technology across Haringey's built environment targeting new development		Lead	Will the Council accept?
Short Term Actions	1	All major developers in the borough should be required to join the Haringey Innovation Hub.	Carbon Management / Development Management Accepted. Policy 5.8 of the London Plan expects development to include innovation to deliver carbon reduction. Leading mechanical and design teams and consultants are already members of the Haringey Hub. This policy and this solution can be promoted through pre-application meetings and the Council's Sustainability PAN.
	2	Develop a strategy to encourage energy storage technology within developments. Consider energy sharing across red line site boundaries.	Planning Policy / Carbon Management Accepted. The Council will deliver the headline options for this as part of the borough's emerging Zero Carbon by 2050 Plan. The Council will review delivery options for this and work with developers and investors to deliver this in the borough. If a business case can be made for the Council to make a more active role in delivery, then this will be worked up for approval.
	3	Set strategy and goals to ensure developers integrate clean tech into developments.	Planning Policy / Carbon Management / Development Management Accepted. London Plan Policy 5.8 encourages development to include innovative Carbon Reducing technologies into schemes. This can be promoted through pre-application meetings as the policy basis is already there.
	4	Assess the feasibility of developers and/or the development vehicle contributing to a fund for trialling new technologies in some of Haringey's	Planning Policy / Carbon Management / Accepted. London Plan 5.8 expects major development to integrate innovative technologies to support London's emerging Clean Tech sector.

		new developments.	Development Management / Regeneration	<p>The Council manages the Haringey Innovation Hub which works with developers to match them with emerging technology to suit their needs. The Hub has a long list of technologies keen to trail in Haringey.</p> <p>The Council could work with its development partners, encouraging them to join the Hub and increase the trialling of emerging technology.</p> <p>The Local Plan will be reviewed in c2023. This policy direction can be reviewed and the policy requirements to deliver this can be integrated then.</p>
	5	Develop a Haringey "Smart City Smart Borough" strategy. A guide to how digital technology can help make Haringey an even better place in which to live, work and invest.	Central Policy / Economic Dev. / Transport Policy	Partially accepted. While Smart Cities technology is being investigated in the borough, for example in crowd control at Tottenham Hotspur, at present there are not sufficient resources in the Council to be the driver of this. The proposal can be further investigated as a way to maximise use of public realm and raise awareness on environmental impacts, and opportunities for external funding support explored.
Medium Term Actions	6	Extend the short-term clean tech trialling in new developments to commercial-scale demonstrators.	Regeneration / Development Management	Partially accepted. The Council manages the Haringey Innovation Hub in partnership with Knight Frank. Together we work with developers to match them with emerging technology to suit their needs. With more technologies waiting to trial in Haringey it is hoped that some of these emerging technologies as they grow will locate in the borough, becoming part of Haringey's industrial future. The Council and its partners have the option to extend the programme in future.
	7	Target a number of Haringey supported clean tech start-ups that have been able to test their products and grow by being given opportunities in new developments. Target start-up number to be agreed.	Planning Policy / Carbon Management / Development Management	Accepted. As set out above, the Council manages the Haringey Innovation Hub in partnership with Knight Frank. Currently the Haringey target is for three new technologies per year to be supported by the Council; last year the Council supported four.
	8	Haringey to develop a support centre to encourage the use of clean technology and to provide advice and assurance on tried and tested technologies that can be used to lower bills and be greener.	Economic Development / Carbon Management	<p>Accepted. The Haringey Hub reviews emerging technologies brought forward through the Hub. The Council is also keen to support emerging technologies through meanwhile space in its regeneration areas, for example as demonstrated through the Council's support for WAYRA and the technologies it supports.</p> <p>Support is already offered to these emerging technologies through the Hub to help them become "market ready". If further support is needed and appropriate, the Council and partners will work to develop a business case for extending the programme in future.</p>
Long Term Actions	9	Develop a 'clean tech cluster' in Haringey where businesses can co-locate in a synergistic environment.	Regeneration / Planning Policy / Economic Development	<p>Partially accepted. The Council was unsuccessful in securing GLA funding to deliver a "Clean Tech Cluster" in Wood Green. If other funding becomes available, this bid could be reviewed and updated.</p> <p>The Council will review the delivery of commercial and industrial spaces in the borough, and continue to explore options for supporting a "clean-tech cluster".</p>

Ensure that low and zero carbon buildings are delivered		Lead	Will the Council accept?	
Short	1	Require all new developments to deliver high levels of energy efficiency, through planning, and	Planning Policy / Carbon	Accepted. The Council uses Policy 5.2 of the London Plan and Policy SP:04 of the Local Plan to require the delivery of Zero Carbon Developments. This policy is often presented as costing too much to deliver by

		if they cannot they are required to offset their emissions into a local fund. To use any offsetting funds collected through the London Plan Policy on energy efficiency in new build to deliver a retrofitting and renewable energy generation programme.	Management / Development Management	<p>developers given the impact on viability, especially when considered alongside other Council policy priorities such as affordable housing. It is worth noting however that, if integrated into the design process at an early stage, the expected cost increase of achieving zero carbon is less than 1%.</p> <p>Stronger negotiation and education is required for developers to integrate this standard into the design process earlier. If not delivered into the design, then offsetting should be pushed at the developers' cost.</p>
	2	All new builds to demonstrate that they are designed to achieve high sustainable development.	Planning Policy / Carbon Management / Development Management	Accepted. The Council requires Sustainability Assessments (such as BREEAM) when determining planning applications. These are reviewed and conditioned to ensure that the agreed standard can be delivered. The Council will continue to promote this policy and push developers to achieve the highest possible outcome.
	3	Establish a "Zero-Fifty Checklist". An easy to use checklist that assesses whether or not a development is helping or hindering the borough's target to achieve zero net CO2 emissions by 2050.	Planning Policy / Carbon Management / Development Management	<p>Partially accepted. The Council requires Sustainability Assessments (such as BREEAM) when determining planning applications. These are reviewed and conditioned to ensure that the agreed standard can be delivered. Applicants are also required to submit Energy Strategies to demonstrate carbon reduction.</p> <p>The Council already has measures to capture carbon reduction and sustainability improvement through planning, but the strategic impact is not captured. This could be done through the annual monitoring report with support from the Carbon Management Team.</p>
	4	Build a 'green street' in Haringey, a 'Living Laboratory' with the most efficient and sustainable technologies in the market that can be used as an exemplar for the community and developers. Haringey should set the design standards required for public realm and building design that benefit people's health and well-being, and the Council should work to build climate change resilience into the built environment.	Planning Policy / Carbon Management / Regeneration / Smarter Travel	<p>Partially accepted. The Council is preparing a bid to the GLA's Liveability Streets fund. This will include the objectives set out in this recommendation, alongside public health, air quality, highways, carbon management and regeneration.</p> <p>If appropriate technologies are brought forward through the Haringey Innovation Hub, these could be brought into regeneration areas for trials.</p> <p>The Council's emerging Urban Design Frameworks for the borough regeneration areas could pick this up as a design principle in buildings and support the creation of public spaces which design in health as an objective.</p> <p>This issues can also be tackled through the review of the Local Implementation Plan (LIP) due to start in 2019. This will set out a 3-year plan for the borough's transportation schemes and projects.</p>
Medium Term Actions	5	Require supply chain carbon foot-printing from new build and refurbishment projects so that the borough can address the challenge of embedded carbon.	Planning Policy / Carbon Management	<p>Accepted. Embodied Carbon is not within the Council's Planning policy framework at this time. RICS have developed an assessment process for Carbon Foot Printing when developing a site. There are calls to integrate this policy area into the emerging London Plan.</p> <p>There is community support and industry acceptance that this policy area should be developed. The Council can work to integrate this in the development of Local Planning Documents in c2023. The Council can also propose to the GLA that it take this up through the London Plan.</p>
	6	Create an interactive EPC Map of the Borough for residential and commercial buildings.	Carbon Management	Partially accepted. The Council has limited data on this in private sector stock, and there is no single data set on public housing in Haringey. There is also limited data on the commercial buildings. Getting access to this data set would require funding.

				As more data becomes available – including through the requirement for data on the public estate in the Housing and Planning Act 2016 – it can be integrated into a digital map.
	7	Require specific % of natural green space within a development. The % could be linked to GIA.	Planning Policy / Carbon Management / Regeneration	Accepted. There is currently no policy on this within the Local Plan, though existing policy means that areas that are deficient in green and open spaces have stronger policy basis to negotiate improvements. Guidance around this could be picked up through the development of the Sustainability PAN, and through the Council’s Green and Open Spaces Strategy. New policy can only be taken forward at a full or partial review of the Local Plan, which is next due in 2023.
Long Term Actions	8	To work with developers to deliver a major development that is carbon positive (it generates more energy than it uses).	Planning Policy / Carbon Management / Regeneration	Accepted. There is currently no work stream or policy position to deliver this. But Council can work on the development of this policy at review of the Local Planning Documents in 2023. The Council can work with major developers to look at (for example) reservoirs, large scale wind, emerging technologies, or heat from the Tube or Cross Rail. The Council’s district energy network programme is technology neutral and allows for zero carbon heat sources. The large scale roll-out of micro technologies or small roll-out of macro technologies will be investigated through the Borough’s Zero Carbon by 2050 Plan.

Deliver a clear strategy for connecting communities, work places, and high streets through walking and cycle paths, reducing transport emissions		Lead	Will the Council accept?
Short Term Actions	1	Provide a "transport choices health map". Showing residents, the low carbon transport options available to them whilst also quantifying the health benefits of those choices.	Accepted. The Council has several maps, produced across a number of services, which support and demonstrate sustainable lifestyles. The Council’s key map for sustainable transport choices is that provided at the Walkit.com web site. This platform highlights the best route for air quality, carbon reduction, and offers a calorie counter. The Council’s Walkit.com map system is working well for users; a mobile app is also available. The Council wants to link this platform into its own web pages to increase promotion and participation. The Council will also increase promotion of this map and app through its own communications. The Council is also preparing an EU funding bid to develop personalised travel plans for employees which will highlight the positive health outcomes of sustainable travel; the result is due in May 2018.
	2	Develop a transport masterplan that maps potential car-free routes through the borough and links to existing cycle and footpath networks. Set up a scheme to close roads and create temporary green open spaces to improve air quality and social interaction.	Accepted. The borough has good cycling and walking maps, produced by TfL, cycling groups and residents, which are well used. The Council has agreed to deliver a Cycling and Walking Action Plan as part of its borough wide transport strategy. The development of car free routes would require the closure of roads to motorised vehicles. Introducing greenery in the place of highways would require area wide consultation and mapping of highways impacts. Any proposals put forward for approval will need to set out how the Council will address “conflict points”

			between various road user groups.
	3	Haringey to deliver safe, well lit routes for cycling and walking linking home with services and work destinations.	<p>Transport Policy / Highways / Smarter Travel</p> <p>Accepted. The Council has agreed to deliver a Cycling and Walking Action Plan as part of its borough-wide transport strategy. This will set out how the Council will address issues such as “conflict points” between various road users. The development of key cycling and walking routes may require infrastructure upgrades and the closure of roads to motorised vehicles. Introducing greenery and addressing safety concerns in the place of highways would require area wide consultation and mapping of highways impacts. The principles of this objectives are already being taken forward in the borough’s growth areas, where street design and linkages are easier to implement.</p> <p>Capital, grants, s106 and CIL may provide a funding source for implementation as appropriate.</p>
	4	Provide better "homes for bikes" at schools and nurseries to enable more cycling, improving children's cardio vascular fitness, and improving safe routes to walk or cycle to school.	<p>Transport Policy / Smarter Travel / Public Health</p> <p>Accepted. Currently the Council uses TfL grants for cycling infrastructure around schools. This funding has been put on hold this year. Smarter Travel continues to work closely with schools through other support such as Bike-ability and school travel plans.</p> <p>The Council has used LIP and TfL funding on new on-street provision, which has proven popular with the community. Subject to funding the Council will continue to implement new cycle storage based upon demand, and will work to secure funding for infrastructure alongside softer measures. It is expected that funding will be made available for schools in 2018/19 from TfL.</p> <p>The GLA’s Air Quality work on the 3 worst schools for Air Quality in Haringey will hopefully offer a template for action to improve health outcomes around transport.</p>
	5	Develop a strategy and action plan to deliver low emission vehicles infrastructure (electric vehicles, hydrogen etc) to be used by users including freight and public transport.	<p>Transport Policy</p> <p>Accepted. The Council currently installs electric vehicle recharging points based on local demand and subject to funding. With the Ultra Low Emission Zone (ULEZ) starting in 2018, payment requirements for combustion engine users are expected to increase demand for electric vehicle recharging and other zero-emitting fuel stations.</p> <p>The Council has signed up to Source London, which is a private delivery agent procured by TfL. This will enable the identification of areas of high demand, for which an infrastructure delivery plan will then be submitted to the Council for approval.</p> <p>The Council will deliver an Alternative Fuelled Vehicles Strategy as part of its Transportation Strategy.</p>
Medium Term Actions	6	Enact temporary road closures where possible to restrict transport emissions and improve air quality. Such closures could be linked to Council run information sessions communicating sustainable transport choices.	<p>Transport Policy / Highways / Smarter Travel</p> <p>Partially accepted. A Schools Streets project has been adopted by many local authorities to make the road safer and improve air quality around schools; this is a solution Haringey is currently investigating. Alongside this it is expected that the GLA’s air quality schools audit will offer this as a local solution.</p>
	7	Set guidelines on sustainable travel for council employees and contractors. Where vehicle use is necessary increase the number of EV/hybrid vehicles used.	<p>Smarter Travel / Pollution / Procurement</p> <p>Accepted. The Council will continue to promote and implement its Green Travel Plan and promote the use of Electric Vehicles/Hybrids.</p> <p>The Council will work with partners such as the Energy Saving Trust and TfL to deliver infrastructure and business advice to increase the uptake of electric vehicles. The Energy Saving Trust will undertake free fleet</p>

			analysis and support the development of a business case for lower emitting vehicles on the Council's and Homes for Haringey's fleets.
	8	Use the Council's procurement power to require that deliveries related to Council contracts in the borough are only performed by low/zero carbon vehicles.	Transport Policy / Procurement Accepted. Council contracts which involve the use of fleet vehicles include as standard the Council policy on emissions, covering air pollutants & carbon. The Energy Saving Trust offers advice for fleet owners on switching from combustion vehicles to electric vehicles. This will be promoted when undertaking procurement exercises with fleet providers.
	9	Develop a borough car-free network plan.	Transport Policy / Highways / Smarter Travel Accepted. The Council has committed to deliver a new Transport Strategy for the borough. One objective is to increase capacity for walking and cycling, which may limit car networks. The delivery of this ambition may require infrastructure upgrades and would require the closure of roads to motorised vehicles. Introducing greenery and addressing safety concerns in the place of highways would require area wide consultation and mapping of highways impacts. This could be done permanently or using fluid Smart City principles to deliver. Capital, grants, s106 and CIL may provide a funding source for implementation as appropriate. The principles of this objectives are already being taken forward in the borough's growth areas, where street design and linkages are easier to implement.
	10	Set up transport and delivery hubs for re distributing deliveries from lorries to bikes where possible reducing traffic and pollution in the most urgent areas close to schools.	Transport Policy / Economic Development / Regeneration Partially accepted. There is a freight consolidation centre based in Enfield servicing north London. It has not been as successful as expected. This work requires a lot of business engagement and ownership, to ensure that the model can deliver business, strategic benefits and a sustainable business model. The Council will review this project as part of its Transportation Strategy and its Business Improvement Districts (BID) work. This will discuss the most appropriate and effective ways to deliver cycle storage.
Long Term Actions	11	Establish a car-free network of streets across the borough that connect to wider existing cycle and footpath networks.	Transport Policy / Smarter Travel / Highways / Regeneration Accepted. The Council has agreed to increase capacity as part of its borough wide transport strategy. This may mean reducing access for one form of transport to support others. Capital, grants, s106 and CIL may provide a funding source for implementation as appropriate. Any projects proposed for approval will need to set out how the Council will address "conflict points" between various road users. The principles of this objectives are already being taken forward in the borough's growth areas, where street design and linkages are easier to implement.
	12	Create Low Transport Emission Neighbourhoods in the borough through restricting traffic use and creating more cycle and walking routes.	Transport Policy / Regeneration Accepted. Low Emission Bus Neighbourhoods have been proposed by TfL in Seven Sisters and Wood Green High Street. The Council will work with TfL to deliver this ambition. The Council has already started work on delivery of its 'Neighbourhood of the Future' in Wood Green, designed to increase the uptake of electric vehicles. The Council has also submitted a bid to TfL for its Liveability Neighbourhood initiative, focused on Crouch End.
	13	Work with partners to get investment into the re-fuelling network for EV's and hydrogen vehicles in the borough.	Transport Policy Accepted. The Council has already signed up to Source London which offers private investment to deliver an electric vehicle recharging network to deliver business and residential need. To deal with increased demand, the Council will need to develop a strategy for prioritising areas for new recharging and refuelling infrastructure, setting out the design considerations, management issues, and funding mechanisms.

				The Council will deliver an Alternative Fuelled Vehicles Strategy as part of its Transportation Strategy. This will identify delivery models for this work.
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