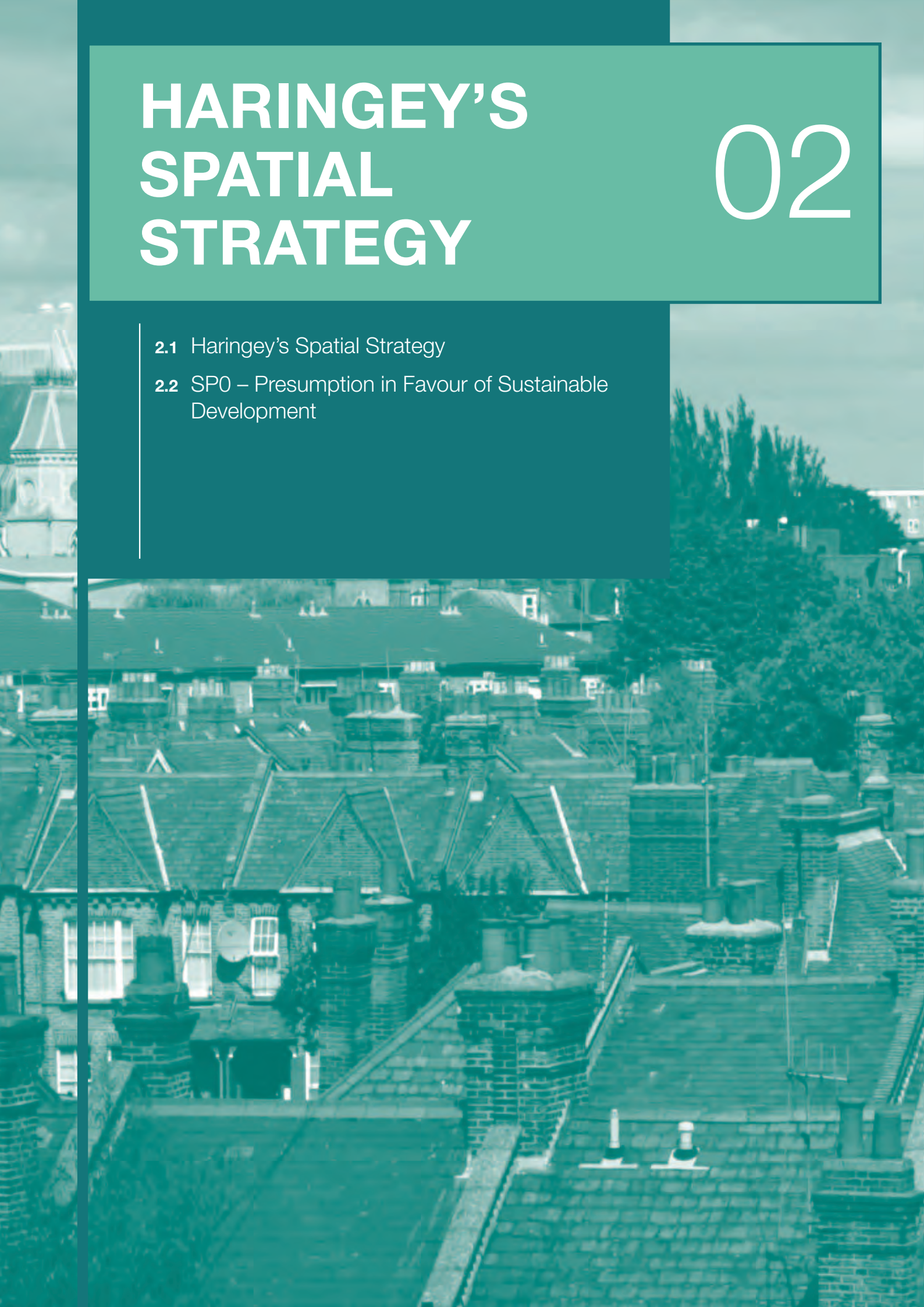


HARINGEY'S SPATIAL STRATEGY

02

2.1 Haringey's Spatial Strategy

2.2 SP0 – Presumption in Favour of Sustainable Development



2.1

HARINGEY'S SPATIAL STRATEGY

Haringey's Spatial Strategy

2.1.1 This section sets out the spatial strategy for Haringey up to 2026. The Key Diagram (Figure 2.1) identifies the Key Areas for the borough for which there are specific spatial policies for managing growth and change in the plan period. The Council's overall strategy for managing future growth in Haringey is to promote the provision of homes, jobs and other facilities in the areas with significant redevelopment opportunities at, or near, transportation hubs, and support appropriate development at other accessible locations, with more limited change elsewhere. This approach will:

- Focus growth on places that can support higher density development, reducing pressure for residential development in predominantly residential areas (although some development will take place throughout the borough);
- Allow us to better shape places by promoting high quality design of buildings and places, securing necessary infrastructure, providing an appropriate mix of uses, including community facilities and securing regeneration benefits; and
- Through promoting larger schemes, increase our ability to provide more sustainable places, for example, by maximising opportunities for local power and heating systems.

2.1.2 The borough has a capacity to deliver approximately 13,000 homes between 2011 and 2026, as set out in the Housing Trajectory (see Appendix 2).

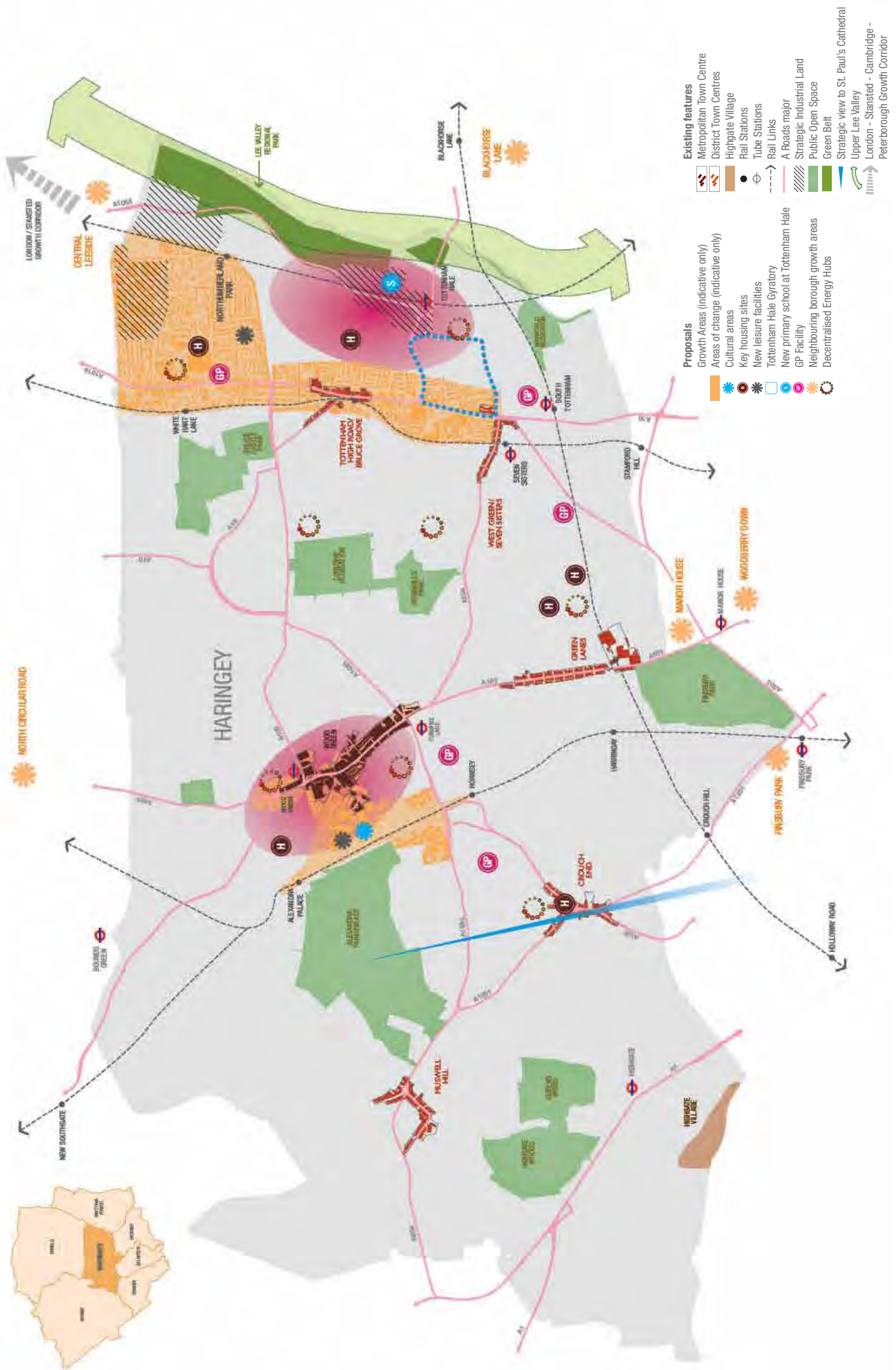
2.1.3 The parts of Haringey not covered by the Key Areas on the Key Diagram will also have development over the next 15 years. However, the Council envisages such development is likely to be of an incremental nature as smaller housing sites come forward for redevelopment and will be assessed in accordance with this Local Plan and other planning policies. Figure 3.7 shows the housing sites expected to come forward over the plan period.

Haringey's Growth Areas

2.1.4 Development in the growth areas should take account of the community, environmental and other distinctive local characteristics of each area, deliver good design, including public realm, open space and promote social and economic inclusion and relate development to the surrounding areas. Tall buildings may be appropriate at certain locations within these areas (see SP11 Design for the Council's approach to tall buildings), subject to further detailed analysis. Haringey Heartlands and Tottenham Hale will be the key locations for the largest amount of Haringey's future growth. Their significance lies in their location within the London-Stansted-Cambridge-Peterborough Growth Corridor and they are also identified in the London Plan as an Area for Intensification and an Opportunity Area respectively. These areas are suitable for large scale redevelopment with significant increases in jobs and homes.

2.1.5 Regeneration of the wider Northumberland Park area (which includes the redevelopment of Tottenham Hotspur Football Club) and Seven Sisters Corridor will also provide a substantial number of jobs and new homes, as well as other community uses and facilities and estate regeneration. The Council's overall approach to growth in these areas is set out in SP1 Managing Growth.

Figure 2.1: Haringey Local Plan Key Diagram





Wood Green

2.1.6 Beyond the growth areas there are a number of other parts of the borough which are considered suitable locations for significant development as they are highly accessible by a range of means of transport.

Making the best use of land in Haringey

2.1.7 In order to accommodate Haringey's growing population, the Council needs to make the best use of the borough's limited land and resources. The Council will promote the most efficient use of land in Haringey and buildings while also seeking to improve the quality of our environment protect the amenity of occupiers and neighbours and meet other planning objectives.



Hornsey

Density

2.1.8 One way of making the most efficient use of our land and buildings is to encourage higher densities. The Council will encourage high densities in the most accessible parts of the borough (generally Tottenham Hale, Haringey Heartlands and Wood Green Metropolitan Town Centre) as well as other appropriate locations. New schemes should be of high quality design and sensitively consider the character and built form of their surroundings, particularly in Conservation Areas. Good design can increase density while protecting and enhancing the character of an area (please see SP 11 Design for more detail on our approach to design). The Council will expect the density of housing development to comply with the Density Matrix in the London Plan (Table 3.2). Density will vary across the borough due to its different character settings; however, densities below the relevant range in the density matrix will not be permitted. Please see SP2 Housing for more details on the Council's approach to housing.

Mixed use developments

2.1.9 The provision of an appropriate mix of uses, both within areas and in individual buildings, can also contribute to successfully managing future growth in Haringey and making efficient use of land. A mix of uses can also:

- Reduce commuting and the need for some other journeys, helping to cut congestion in the borough and improve air quality;
- Increase the provision of much needed housing; and
- Promote successful places that have a range of activities, increasing safety and security.

2.1.10 The Council will require the provision of a mix of uses in suitable locations and expect development proposals of an appropriate size in Haringey Heartlands, Tottenham Hale, Northumberland Park (Tottenham Hotspur Stadium Development) and Wood Green Metropolitan Town Centre to contribute towards the supply of housing, the provision of jobs and community facilities.

2.2

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

2.2.1 In line with the National Planning Policy Framework, the Local Plan follows the approach of the presumption in favour of sustainable development.

SP0: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey. Planning applications that accord with the policies in Haringey's Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

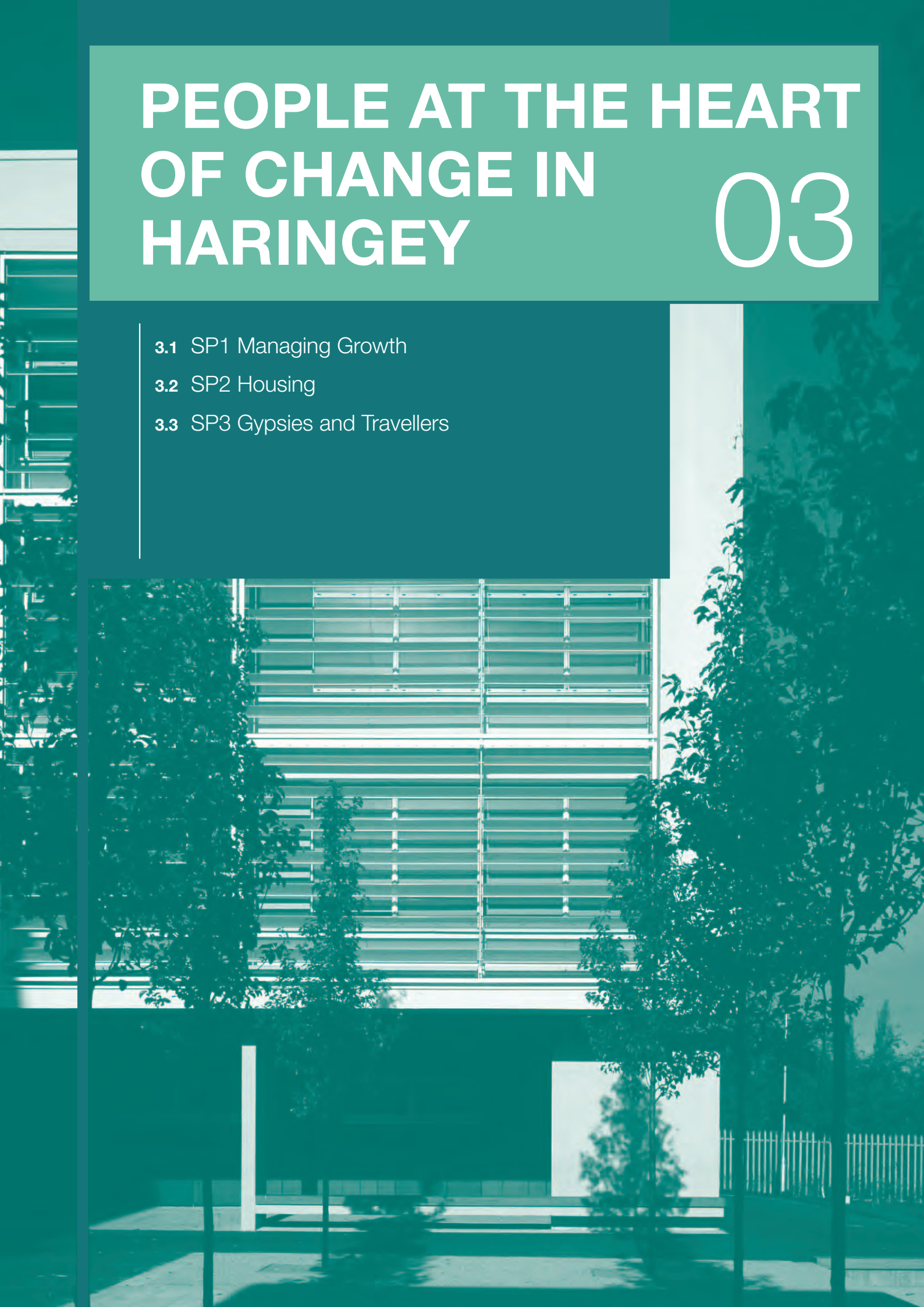
Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole; or
- Specific policies in the NPPF indicate that development should be restricted.

PEOPLE AT THE HEART OF CHANGE IN HARINGEY

03

- 3.1 SP1 Managing Growth
- 3.2 SP2 Housing
- 3.3 SP3 Gypsies and Travellers



3.1

SP1

MANAGING GROWTH

3.1.1 People at the Heart of Change is the key objective of the Sustainable Community Strategy. Haringey is one of the most diverse areas in the country and this presents many challenges in terms of its location, high levels of deprivation and hugely successful local business entrepreneurship.

3.1.2 In common with the rest of London, Haringey is expected to experience rapid growth in its population, with a projected 15% population increase to 260,305 by 2026. This growth will bring with it pressure for new housing and associated infrastructure. Strategic Policy 1 sets out the overarching approach to the location of future growth and development in the borough.

SUSTAINABLE COMMUNITY STRATEGY

This policy contributes to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy.

SCS priorities:

- Promote community cohesion;
- Meet population growth and change;
- Meet housing demand; and
- Improve supporting facilities, services and infrastructure.

SP1: MANAGING GROWTH

The Council will focus Haringey's growth in the most suitable locations, and manage it to make sure that the Council delivers the opportunities and benefits and achieve strong, healthy and sustainable communities for the whole of the borough. The Council will maximise the supply of additional housing to meet and exceed 8,200 homes from 2011-2021 (820 per annum). The Council will promote development in the following Growth Areas:

- Haringey Heartlands; and
- Tottenham Hale.

The Council will expect development in the Growth Areas to:

- Provide approximately 5,000 new homes and the majority of new business floorspace up to 2026;
- Maximise site opportunities;
- Provide appropriate links to, and benefits for, surrounding areas and communities;
- Provide the necessary infrastructure; and
- Be in accordance with the full range of the Council's planning policies and objectives.

The Council will promote development in the following Areas of Change:

- Wood Green Metropolitan Town Centre;
- Northumberland Park (which includes the redevelopment of Tottenham Hotspur Football Stadium);
- Tottenham High Road Corridor; and
- Seven Sisters Corridor.

Parts of the borough outside of the Growth Areas and Areas of Change will experience some development and change. The Council will ensure that development in these Areas of Limited Change will respect the character of its surroundings and provide environmental improvements and services.

Accommodating Haringey's Growth

- 3.1.3** The Local Plan will direct development to the most appropriate locations, so that housing growth is supported by sufficient jobs and key infrastructure including community facilities such as health, education and sports facilities. As the objectives in Section 1 set out, the Council wishes to manage growth over the life of the Plan so that it meets the need for homes, jobs and services, is supported by necessary infrastructure and maximises the benefits for the local area and community and the borough as a whole. This policy is also supported by the sustainability appraisal.
- 3.1.4** In common with the rest of London, Haringey is expected to experience rapid growth in population. This growth will bring with it pressure for new housing and associated infrastructure. Each of Haringey's growth areas has been identified in the London Plan as having potential for significant increases in jobs and homes.
- 3.1.5** The Council will expect development in the growth areas to maximise site opportunities and the opportunities and benefits for the borough and the local area within the context of the full range of Haringey's planning policies and objectives, including those relating to amenity, sustainability, heritage/ built environment, open space, community safety and sustainable transport. Development should also take account of natural constraints, particularly the risk of flooding. It is important to note that the growth areas also include existing residential communities and heritage assets such as Conservation Areas and areas of Industrial Heritage. New development must take account of its sensitive context.
- 3.1.6 Haringey's Growth Areas** – these are areas with the greatest capacity for growth. It is expected that the most significant amount of houses, jobs and infrastructure will be delivered in these areas over the plan period.
- 3.1.7 Areas of Change** – these are areas with considerable potential for growth, though on a lesser scale than growth areas. These areas are appropriately located to support growth and contain identified sites which are available and suitable for development.
- 3.1.8 Areas of Limited Change** – these are areas in which expected growth is likely to be small scale and be of an incremental nature.
- 3.1.9** The following housing figures are indicative ranges in these broad areas over the plan period.

Location & total number of dwellings	0-5 years (2011/12 -2015/16)	6-10 years (2016/17-20/21)	11-15 years (2021/22-2025/26)
Haringey Heartlands 1430 units	300	1,050	80
Tottenham Hale 3410 units	1,710	1,600	100
Wood Green Metropolitan Town Centre 290 units	0	92	198
Northumberland Park 410 units	50	285	75
Seven Sisters Corridor 767	527	240	0
Tottenham High Road 623 units	245	202	176



*Albermarle Court, Hale Village
(photograph: Newlon Housing Trust)*

3.1.10 The following section sets out the Council's expectations on the scale of development in the areas mentioned above.

Growth Areas Haringey Heartlands

3.1.11 The London Plan designates Haringey Heartlands/ Wood Green as an Area of Intensification (Figure 3.1) with proposals for the creation of approximately 1500 new jobs and 1700 new homes as part of an intensive mixed use redevelopment.

3.1.12 Haringey Heartlands Development Framework was produced in 2005 and sets out the Council's overall vision for the area including promoting and expanding the Wood Green Cultural Quarter, providing new homes and jobs, and high quality open space.

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

ASPIRATIONS

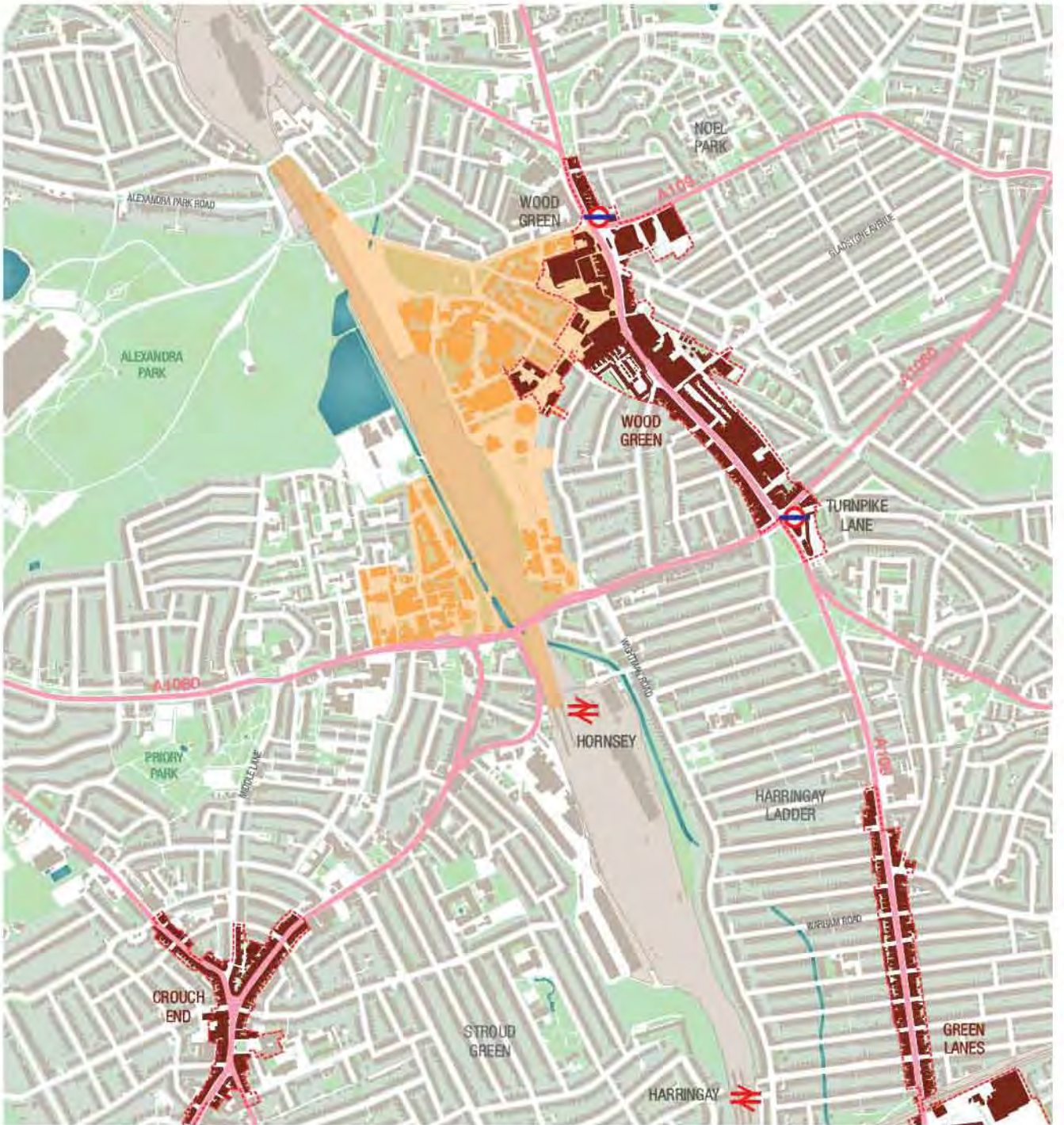
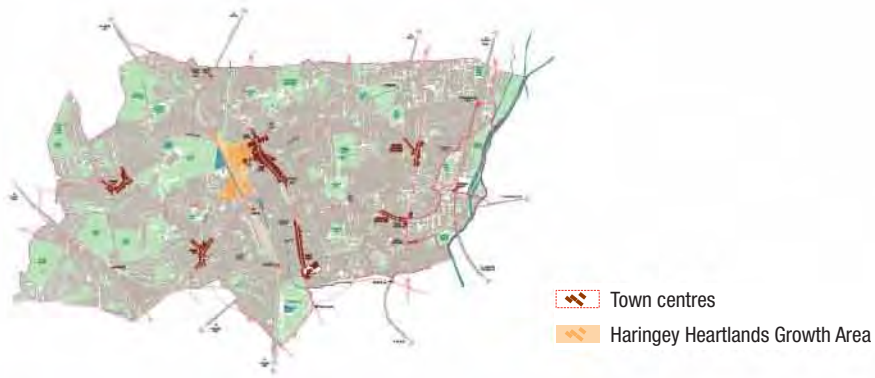
The Council's aspiration for Haringey Heartlands includes:

- To increase capacity and variety of uses at Wood Green Metropolitan Town Centre, given its proximity to Haringey Heartlands and the thriving Cultural Quarter;
- To bring back into use underused brownfield land and maximise capacity for housing and employment growth;
- The provision of additional open space, play areas, and community facilities as required by development of the area in order to meet the needs of the resident population;
- Physical and visual integration of the Heartlands with the wider area to benefit local communities and ensure sustainable development that will meet local and strategic goals;
- De-commissioning of the gas holders and decontamination of the land in order to bring forward development;
- Preparation of a business relocation strategy to provide impetus for land assembly;
- Improvement of pedestrian linkages to Wood Green and Haringey Heartlands; and
- Provision of green infrastructure projects to address a range of environmental issues.

For the Eastern Utility Lands, the Council will require the following:

- A mix of uses including substantial new housing, restaurant/cafe/drinking establishment uses and community/leisure uses;
- A mix of office use, retail/financial and professional services;
- An excellent public realm with a network of safe and attractive places both public and private;
- An energy centre and utility compounds;
- Car parking spaces, cycle parking;
- Access and other associated infrastructure works; and
- To maintain and enhance the operational railway and safeguard for any necessary railway improvement works.

Figure 3.1: Haringey Heartlands / Wood Green Growth Area



Tottenham Hale

3.1.14 The London Plan designates Tottenham Hale as an Opportunity Area. Tottenham Hale is situated on the eastern side of the borough and sits within the Upper Lee Valley (Figure 3.2). It is predominantly industrial in nature, comprising retail warehouses, industrial estates, a major gyratory road system and public transport interchange, which add to its image as an unwelcoming and traffic dominated environment. Relatively few people live within this area, which has suffered from the continued decline in manufacturing and remains characterised by deprivation, a poor physical environment, underused and vacant sites, and divisive transport corridors. Currently, the area fails to capitalise on its many advantages and exciting new vision for its transformation as a bustling new urban centre. This includes its exceptional natural environmental assets, such as its close proximity to Lee Valley Regional Park and its waterside location next to the River Lee Navigation offering significant environmental and recreational benefits.

3.1.15 The sites within the Tottenham Hale Growth Area have undergone the Sequential Test (and where necessary the Exception Test) in accordance with the National Planning Policy Framework (NPPF). This has ensured that there are no alternative sites of lower flood risk where the development can be located (see the Sequential Test report for Tottenham Hale).

ASPIRATIONS

The Council's aspirations for the area include:

- Integration of new and existing communities. Clear and explicit links must be made between new opportunities in Tottenham and the existing community, to ensure regeneration benefits include local people;
- Returning the gyratory to two-way traffic. Currently the gyratory is part of the local one-way system, distributing traffic from Tottenham High Road towards Tottenham Hale. It carries a heavy volume of fast-flowing traffic which creates a dangerous environment for pedestrians and cyclists. Its future will be a crucial factor in the transformation of the area;
- The provision of additional open space, play areas and community facilities as required by development of the area in order to meet the needs of the resident population;
- Introducing measures to reduce flood risk such as the de-culverting of the Moselle Brook, application of sustainable urban drainage systems, and support for the introduction of measures to reduce water consumption to improve water efficiency;
- The creation of a new facility for Front Line Services including recycling at Marsh Lane which will promote green industries in the area; and
- A new high quality station square and a state of the art new public transport interchange at Tottenham Hale.

3.1.16 A Tottenham Hale Urban Centre Masterplan Supplementary Planning Document (SPD) was adopted in October 2006 to guide the redevelopment of key sites within the Tottenham Hale Urban Centre. Four key areas make up the Urban Centre area. Taken together they represent a major opportunity to create a thriving, sustainable urban centre, providing more than 3,400 new homes and a substantial number of jobs, which maximise the area's exceptional geographical advantages. Development will take place in the following areas:

Greater Ashley Road

3.1.17 The next phase in the regeneration of Tottenham Hale will focus on the area around Ashley Road and Tottenham Hale Station. The Council aims to create a high-quality, unique place with up to 1,600 new homes, office, commercial and retail space, as well as new or replacement community facilities, improved open space, improved public transport facilities and improved pedestrian and cycle links. Improvements to open space, pedestrian and cycle access will complement and link into the Regional Park and existing routes and seek to enhance the extent of green infrastructure within the area.

Hale Waterside (Hale Wharf)

3.1.18 A mini-masterplan is being devised to underpin a comprehensive, residential-led development for the entire Hale Waterside site, which could provide a significant number of new homes as well as commercial uses. This plan will take account of the Regional Park Authority's objectives, as Hale Wharf is within the Lee Valley Regional Park. A proposed pedestrian footbridge across the River Lee will form an integral part of the scheme, and one element of the east-west pedestrian 'green link'.

Tottenham Gyrotory Road System, Bus Station and Public Square

3.1.19 Transport for London (TfL) is working with the Council to return the one-way road system to two-way working, and create a new public square and bus station in front of Tottenham Hale Station. Improvements to the station area will improve access into the Lee Valley Regional Park at Tottenham Marshes, linking together this significant open recreational space with wider green infrastructure within the locality. The existing one-way system carries a high volume of traffic, with few pedestrian crossings. This creates a substantial barrier to movement for those living within the one-way system. The Tottenham Hale transport improvement scheme aims to reduce the impact of traffic on the local area, and increase capacity to cope with future

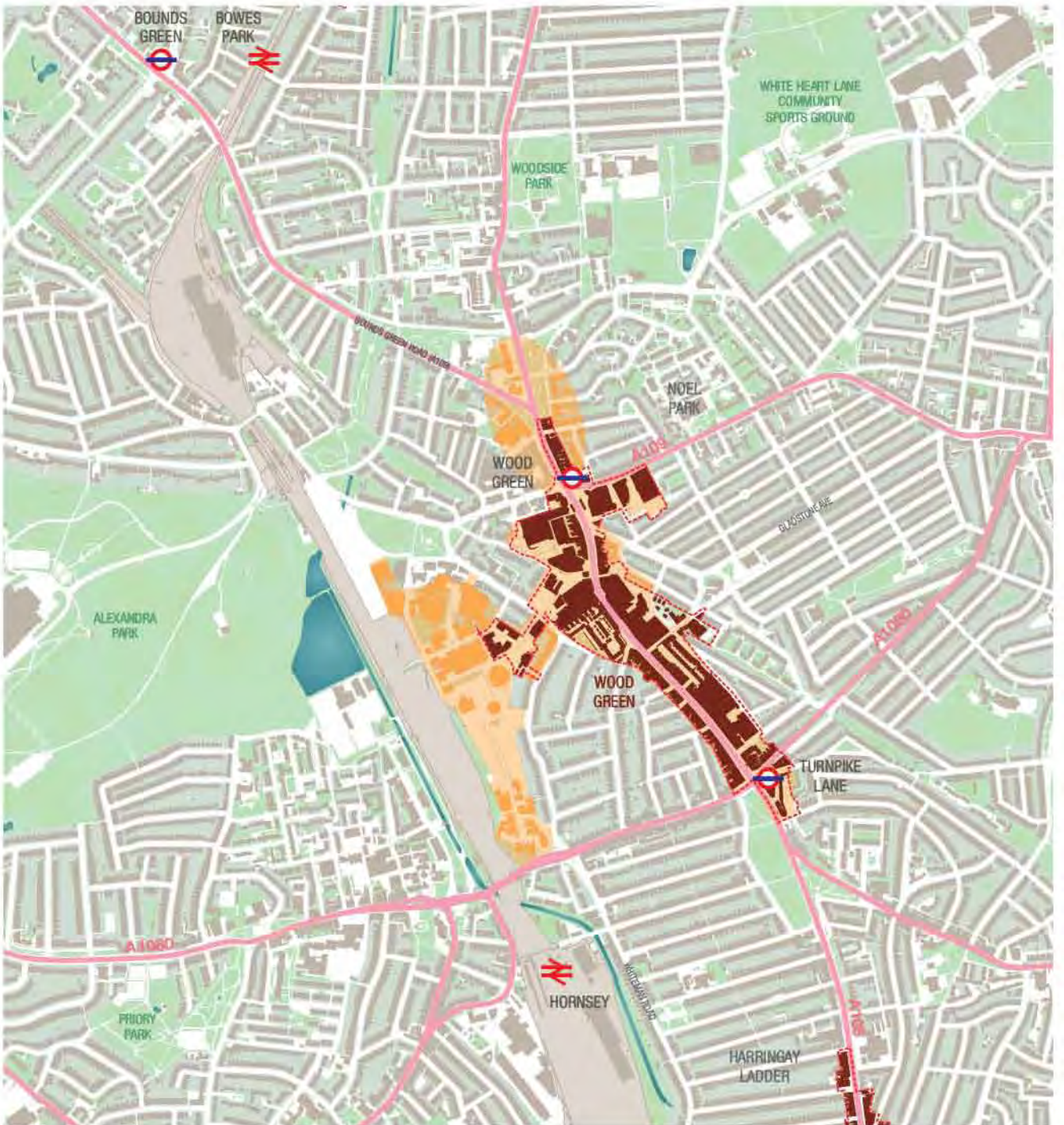
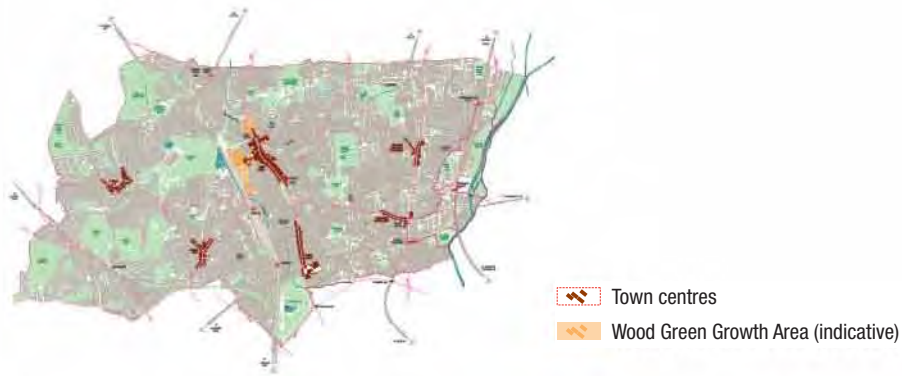
demand. This will enable the regeneration of the area as set out in the Tottenham Hale Urban Centre SPD, and directly facilitate a significant residential-led development on the existing island site. Work commenced in October 2012 and will take approximately 18 months to complete at a cost of £37m. There are planned and potential improvements to the Tottenham Hale Station as a strategic interchange. These include improving access within the station for easy flow between train, tube and buses, and improving accessibility for all. Increasing the track numbers to four for sections of the West Anglia line is currently being investigated by Network Rail, and this will require an additional platform at Tottenham Hale station and potentially at other stations on the line. (Further proposals for future infrastructure improvements are set out in the Council's Infrastructure Delivery Plan).

Areas of Change Wood Green Metropolitan Town Centre

3.1.20 Wood Green is a vibrant and busy town centre, which has an important role to play within the London and north London sub-regional town centre hierarchy. It is designated as a Metropolitan Centre in the London Plan, one of only 12 identified in London, which reflects its role as a key retail and commercial destination in North London (Figure 3.3).

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

Figure 3.3: Wood Green Area of Change



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

3.1.23 The town centre boundary has been tightly drawn as defined by the UDP (2006). However, in planning for the future intensification of the town centre, opportunity sites will be considered that lie beyond the UDP town centre boundary. They will be considered on the basis of their relationship with, and impact on, the town centre in terms of land uses, pedestrian and public transport linkages, regeneration benefits arising from redevelopment at either the Heartlands Growth Area or through windfall opportunities. Further detail will be included in a Wood Green Area Action Plan.

ASPIRATIONS

The Council's aspirations for Wood Green Metropolitan Town Centre are:

- To improve linkages with Haringey Heartlands to the west of the town centre and enhance accessibility into and around the town centre for all members of the community;
- To encourage the retention and enhancement of the distinctive character areas within the town centre;
- To promote a sustainable future for Wood Green Town Centre;
- To improve the public realm throughout the town centre and to create a more pleasant pedestrian environment;
- To reduce congestion in the town centre by promoting car free development and the use of sustainable means of transportation;

- To conserve and restore high quality buildings within the town centre, and encourage appropriate development which respects the local environment and is of the highest standard of sustainable design;
- To develop the range and quality of the retail offered within the town centre;
- To improve the quantity, value and usage of town centre open spaces;
- To increase safety within the town centre, improving the confidence of visitors and users, and facilitating the development of a more positive overall perception of Wood Green as a destination;
- To encourage the development and management of appropriate leisure and night-time economy uses in the town centre and develop town centre infrastructure and amenities; and
- To increase the range and quantity of employment opportunities within the town centre.

Northumberland Park

3.1.24 Northumberland Park (Figure 3.4) is characterised as being one of the most severely deprived areas not only in Haringey but the whole country. Results from the Indices of Deprivation 2004 found that 85% of residents in the Northumberland Park ward live in areas that are amongst the 10% most deprived in England. Much of this deprivation stems from labour market disadvantage i.e. worklessness and low skills base.

3.1.25 Approximately 13,183 people live in Northumberland Park. According to the 2001 census 71.1% of the population of Northumberland Park is from a BME background compared with 54.7% in Haringey as a whole.

3.1.26 The urban form of the area is very fragmented with an incoherent street pattern. Smaller scaled terrace houses are next to 20 storey 1960s apartment blocks. Streets and pavements are of poor quality and do not make for a good street scene.

- 3.1.27** Two railway lines cut through the east and western thirds of the ward. The rail line to the east is a considerable obstruction for pedestrian and vehicular traffic, and particularly when the level crossing and the barriers can be down for as long as ten minutes at a time. There tends to be more permeability with the raised line in the west.
- 3.1.28** There is virtually no green space in the ward and although it includes Tottenham Marshes and is adjacent to the Lee Valley Regional Park, access to these amenities are severed by the railway and Watermead Way. Bruce Castle Park and the cemetery in the west provide some open space, however connections to the park from the residential areas are very poor. The area also has a number of potentially dangerous walkways that are narrowly enclosed and not overlooked. In general however, the residential areas both east and west of the High Road are well maintained and there is little graffiti or fly-tipping. There are few abandoned or derelict buildings.
- 3.1.29** Crime levels in the area are currently high with recorded crimes per head of population of all types being higher for Northumberland Park, and for the wider Tottenham area than for Haringey and London as a whole.
- 3.1.30** The high level of educational deprivation may be attributed, in part, to the qualifications of the existing adult population. At school level, performance has been improving across some schools in close proximity to the football ground (St Francis de Sales, and Northumberland Park Community School). As of 2010, both schools have been improving faster than the national average in terms of either the % 5+A*-C (including English and Maths) or KS2, reflecting significant improvements in recent years in Northumberland Park ward.
- 3.1.31** Attainment rates in the borough as a whole are improving, though they are still below the England average and over 10% of 16 to 18 year olds are not in employment, education or training (NEETs - a key Government target group). For an up-to-date position on all school performance data please refer to the Department for Education data at www.education.gov.uk.
- 3.1.32** Current housing tenure in Northumberland Park is predominantly Council and other social rented property, including large estates such as Northumberland Park to the east and Love Lane to the west. 30% of homes in the area are owner occupied, over 50% social rented and 18% private rented. Data from the GLA shows that workless households account for half of households in social rented homes, compared with 7% in owner occupied housing.

Future of Northumberland Park

- 3.1.33** As a result of the proposed redevelopment of the existing Tottenham Hotspur Football Stadium, investment in the Northumberland Park area has started. Northumberland Park is an area with the potential for significant change and investment over the next 15 years. The redevelopment of the stadium provides opportunities for the ward to maximise the regeneration benefits to the local community.
- 3.1.34** Tottenham Hotspur Football Club has been based at White Hart Lane for over a century. The Stadium is an established part of the landscape, giving an identity to Tottenham. The Club is one of Haringey's largest businesses and most significant visitor attraction.
- 3.1.35** The area in which the Club is set has, however, seen a long period of decline moving from relative prosperity to an area with high unemployment and deprivation and a poor local environment.

ASPIRATIONS

The Council's aspirations for Northumberland Park include:

- Provision of a mix of land uses including the redevelopment of the football stadium;
- Provision of appropriate residential use, including new build and renewal;
- Provision of appropriate retail and leisure uses;
- Appropriate contributions to open space, community facilities, regeneration initiatives and employment and training schemes;
- High quality, sustainable design that respects its surroundings and preserves and enhances the area's historic environment;
- Improving community safety, including reducing opportunities for crime and anti-social behaviour.

- 3.1.36** Further details on how the Council envisages Northumberland Park developing will be set out in an Area Action Plan.

Figure 3.4: Northumberland Park Area of Change



Seven Sisters Corridor

- 3.1.37** Seven Sisters is a priority area for change and has a strategic role to play in the future growth of Haringey. The area has excellent road and public transport links, with a range of bus connections and London Underground stations at Seven Sisters, Finsbury Park and Manor House that provide access to North and central London.
- 3.1.38** The area is, however, characterised by high levels of multiple deprivation including unemployment, low educational achievements, poor/lack of affordable housing, a poor environment and high crime levels. It is therefore no coincidence that this area is also recognised as being within the 10% most deprived in England.
- 3.1.39** The Seven Sisters Road corridor extends into the adjoining boroughs of Hackney and Islington and runs between the Nags Head District Shopping Centre in Islington and the A10 at Seven Sisters Underground Station. The corridor has the potential to provide a focus for greater diversity, connectivity and opportunity across all three boroughs. This potential is recognised by its location within a nationally designated Growth Area and the presence of several major regeneration initiatives including the former Bridge New Deal for Communities (NDC) area in Haringey, The Woodberry Down Masterplan and Manor House Area Action Plan in Hackney, and significant large scale development at Finsbury Park in Islington.
- 3.1.40** The area's ability to play a role in the future growth of the borough is highlighted by the opportunities presented by the above initiatives and the potential to build upon the area's existing assets such as the Florentia clothing village as well as the future potential development of St Ann's Hospital site.
- 3.1.41** The North London Strategic Alliance (NLSA) has commissioned a study to develop a greater understanding of the area's growth potential and to bring together stakeholders in a collaborative forum in order to promote a more co-ordinated approach to growth.

ASPIRATIONS

The Council's aspirations for the area include:

- Cross borough working with Hackney and Islington to identify strategic priorities for the Seven Sisters Corridor and as such develop joint solutions;
- Potential for new housing and social infrastructure including, where appropriate and viable, the provision of new green space and community facilities;
- Opportunity for ensuring that the Seven Sisters area and the tube and train station provides land marks/gateways to aid legibility through redevelopment and/or renewal;
- Scope for comprehensive mixed use at St Ann's Hospital site;
- Wards Corner regeneration delivering houses, shops and public realm improvements through redevelopment and/or renewal;
- Potential for future estate regeneration;
- NDC Legacy Spatial Framework and Neighbourhood Plan;
- Redeveloping Apex House as a strong district landmark building and gateway to Seven Sisters; and
- Potential for a decentralised energy hub serving surrounding schools and housing estates.

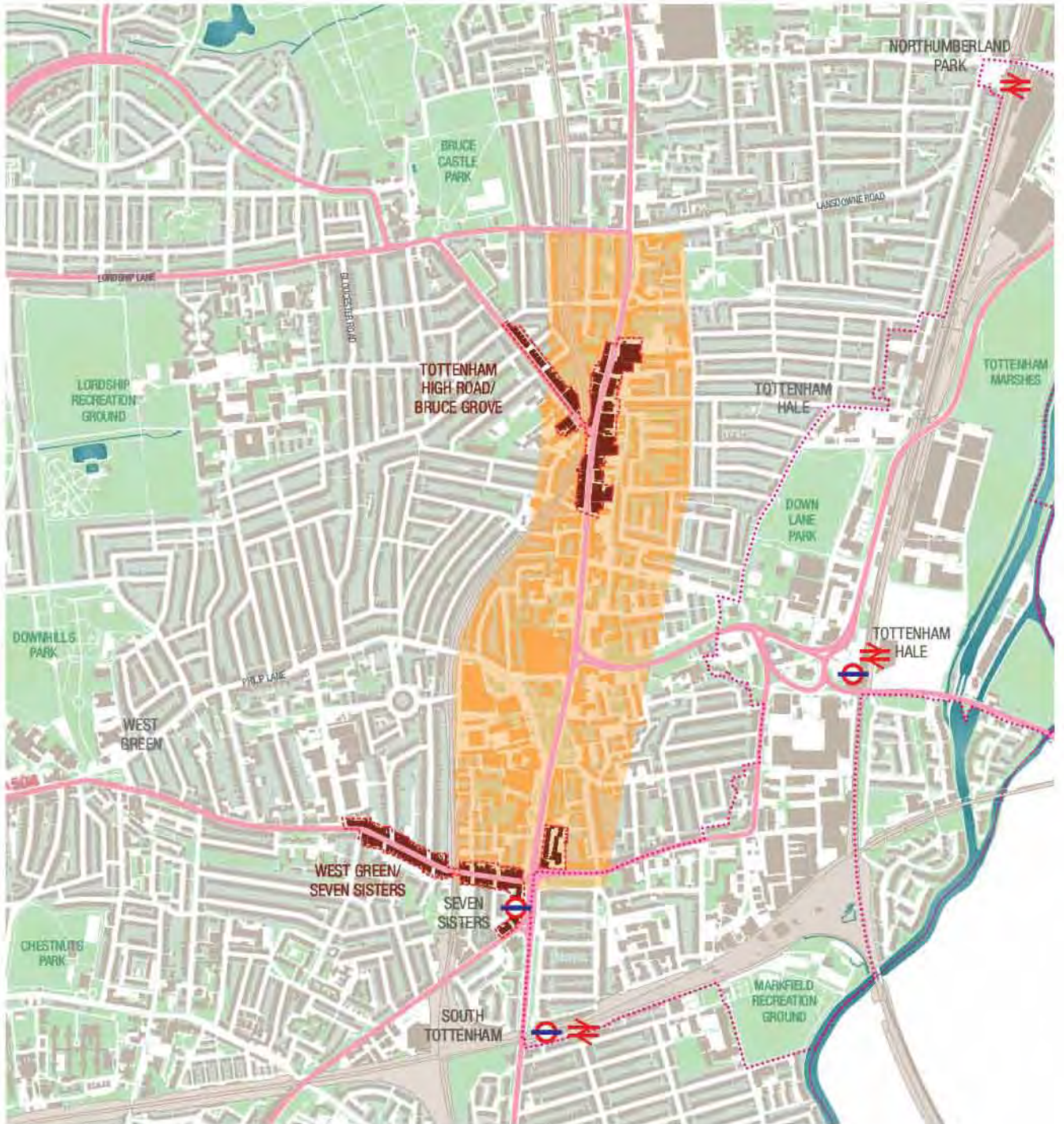
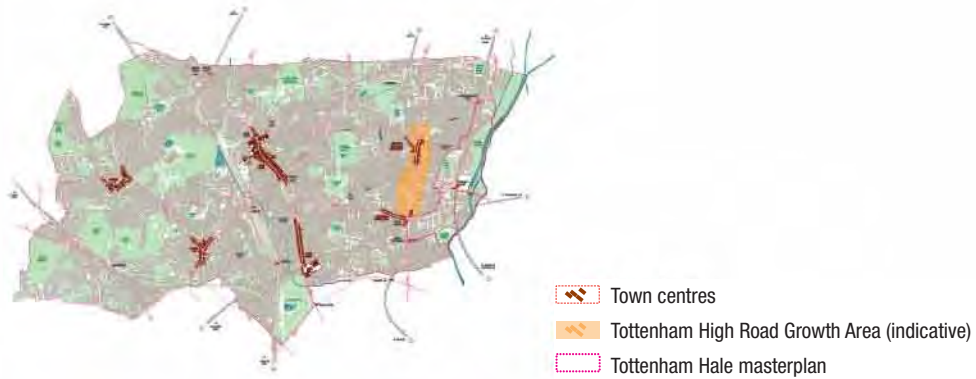
Tottenham High Road Corridor (A10/A1010)

- 3.1.42** Tottenham High Road (Figure 3.5) is comprised of six contiguous Conservation Areas between Enfield to the north and Stamford Hill in Hackney to the south which include Tottenham Green and Bruce Grove. The High Road has a mixture of fine Georgian, Victorian and Edwardian buildings, some of which are listed by English Heritage as having special architectural and historical interest of national importance.
- 3.1.43** The High Road has been in decline over the years and continues to suffer from physical and environmental neglect. This has been due to the physical and economic deterioration of the area which suffers from a poor image and covers some of the most deprived wards in the UK. The poor visual quality of properties reflects the area's low economic vitality, and the lack of suitable maintenance and repairs. Despite this, it is an historic corridor with many important buildings and has been of keen interest to English Heritage and Heritage Lottery Fund.
- 3.1.44** There are a number of large sites and open spaces along the High Road that have the potential for redevelopment and/or currently detract from the quality of the area and where redevelopment would be encouraged by Haringey and other key stakeholders. Further detail on how the Council sees this area developing will be set out in the Tottenham High Road Corridor Area Action Plan.

Areas of limited change

- 3.1.45** Many parts of Haringey, particularly in the west of the borough, are predominantly residential in character. Significant areas of these are designated as Conservation Areas, for example parts of Crouch End, Highgate and Muswell Hill, and will have development over the next 15 years. However, the Council envisages this development to be of an incremental nature and it should not change the character of these areas. Please see SP11 and SP12 for more detail on the Council's approach to promoting high quality places and conserving our heritage.
- 3.1.46** The Council will ensure that development in the areas of limited change respects the historic significance and character of its surroundings, conserves heritage and other important features and provides environmental improvements and other local benefits, where appropriate.
- 3.1.47** Major development taking place adjacent to or near areas of more limited change should bring benefits to these areas of an appropriate nature and scale. In particular, the Council will seek:
1. Contributions towards regeneration and training in deprived areas; and
 2. The provision of open space and other community facilities where there are local deficiencies.

Figure 3.5: Tottenham High Road Corridor Area of Change





Tottenham Hotspur Stadium

INDICATORS

Monitoring

3.1.48 SP1 will be monitored regularly to ensure effective delivery of its aims and objectives over the life of the Local Plan. The Annual Monitoring Report will be used to assess the performance of the policy. The key infrastructure which will support the delivery of SP1 is set out in the Council's Housing Trajectory and Appendix 4 (Infrastructure Delivery Plan).

Key evidence and references

- Climate change and capacity assessment for sustainable energy demand and supply in new buildings in Haringey, Aecom 2009
- Haringey Infrastructure Delivery Plan, London Borough of Haringey 2010
- Haringey's Regeneration Strategy, London Borough of Haringey 2008
- Haringey Heartlands Development Framework, London Borough of Haringey 2005
- Lawrence Road Planning Brief Supplementary Planning Document, London Borough of Haringey 2007
- North London Strategic Flood Risk Assessment, 2008
- Transforming Tottenham Hale Urban Centre Masterplan Supplementary Planning Document, London Borough of Haringey 2006
- Wood Green Supplementary Planning Document, London Borough of Haringey 2008
- The London Plan, Mayor of London 2011
- National Planning Policy Framework, 2012

3.2

SP2 HOUSING



3.2.1 Provision and access to high quality and affordable housing is a key priority in Haringey's Sustainable Community Strategy. In managing Haringey's growth, new housing investment will be targeted at fostering the development of balanced neighbourhoods where people choose to live, which meet the housing aspirations of Haringey's residents and offer quality and affordability, and are sustainable for current and future generations. This section of the Local Plan looks at:

- The overall numbers of additional homes to be built in the borough;
- The proportion of affordable housing that the Council will seek;
- The mix of sizes and types of homes that are needed for particular groups of people;
- The design of high quality homes; and
- Gypsies and Travellers accommodation needs.

3.2.2 The Council will seek to ensure that everyone has the opportunity to live in a decent home at a price they can afford and in a community where they want to live. The Council will therefore seek to establish a plentiful supply and a broad range of homes to meet the needs of particular groups of people over the life of the Local Plan. As the objective in Section 1 sets out, the Council aims to deliver the housing target of 820 units per annum and wishes to provide homes to meet Haringey's housing needs, in terms of affordability, quality, diversity and creating mixed communities.

SUSTAINABLE COMMUNITY STRATEGY

This policy contributes to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy:

SCS priorities:

- Meet housing demand;
- Meet population growth and change; and
- Create more decent and energy efficient homes, focusing on the most vulnerable.



Crouch End

SP2: HOUSING

The Council will aim to provide homes to meet Haringey's housing needs and to make full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the target of 8,200 homes from 2011-2021 (820 units per annum).

Density and design standards to deliver quality homes

Excellence in design quality and sustainability will be required for all new homes. High quality new residential development in Haringey will be provided by ensuring that new development:

1. Meets the density levels set out in the Density Matrix of the London Plan;
2. Complies with the housing standards and range of unit sizes set out in the Council's Housing Supplementary Planning Document (SPD) 2008 and adopts the GLA Housing Space and Child Play Space Standards 2009 as Haringey's own standards;
3. Aims to maximise housing for people whose circumstances makes them vulnerable and/or people with specific needs; and
4. Is built to 100% Lifetime Homes Standards with a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users with an aspiration for 20%. Units should range in size to accommodate various living needs including growing families and live-in carers.

Secure high quality affordable housing

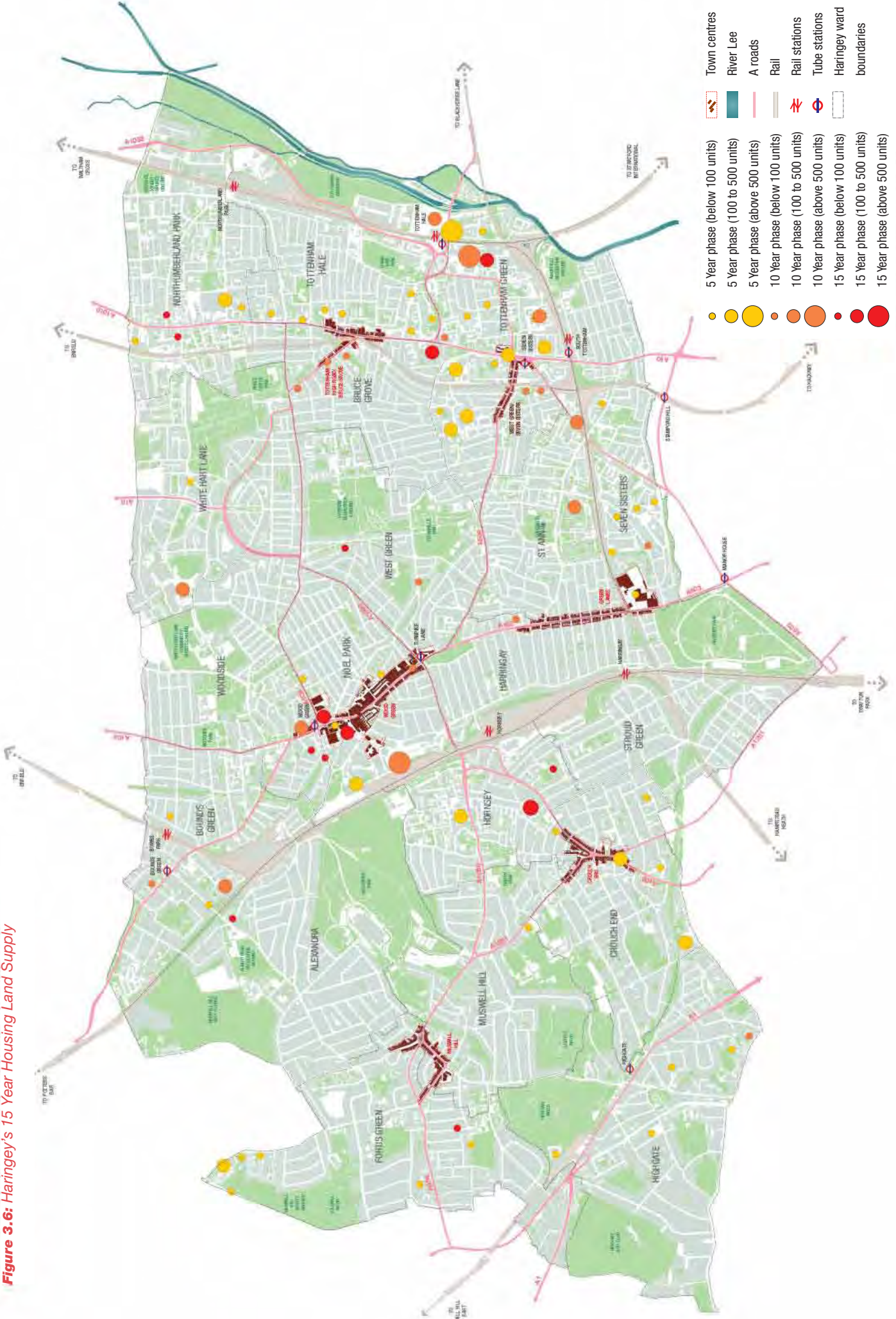
Affordable housing shall be achieved by:

5. Subject to viability, sites capable of delivering ten or more units, will be required to meet a borough wide affordable housing target of 50%, based on habitable rooms;
6. Delivering an affordable housing tenure split of 70% Affordable Rent (including social rent) and 30% Intermediate Housing;
7. Schemes below the ten unit threshold will be required to provide 20% affordable housing on site, based on habitable rooms, or provide financial contributions towards affordable housing provision;
8. The preferred affordable housing mix, in terms of unit size and type of dwellings on individual schemes will be determined through negotiation, scheme viability assessments and driven by up to date assessments of local housing need, as set out in the Housing SPD;
9. Ensuring no net loss of existing affordable housing floorspace in development; and
10. Ensuring affordable housing units are designed to a high quality and are fully integrated within schemes.

Maximising Housing Supply in Haringey

- 3.2.4** The London Plan sets a London-wide target of 322,100 additional homes from 2011/12 - 2021/22 and a Haringey target of 8,200 additional dwellings (a target of 820 additional homes per annum).
- 3.2.5** The Council's annual housing target is provided through:
- Development and redevelopment on large sites (over 0.25ha) and small sites (below 0.25ha), and conversions from residential and non-residential properties;
 - Non-self contained homes (these are homes that share common facilities or services, such as hostels, residential care homes and student accommodation); and
 - Vacant properties brought back into use (these are homes that have been unused for at least six months).
- 3.2.6** Haringey produces an annual housing trajectory as part of its Annual Monitoring Report (AMR) and in line with paragraph 47 of the NPPF. The housing trajectory shows which sites are expected to come forward over the next 15 years and measures Haringey's performance in meeting its strategic housing target. For the period 2011/12 - 2026, the housing trajectory shows that the supply of additional homes is expected to be approximately 13,000. The borough's housing trajectory also demonstrates that the Council is likely to exceed the annual target of 820 units (see Appendix 2) over the plan period, and is capable of bringing forward additional sites from future years to meet the requirement of an additional 5% buffer, as set out in the NPPF, to ensure future housing needs are met. In doing this, the Council will seek to enable the development of 861 new homes per year; or 5% above the Council's housing target. In addition, it is expected that over the plan period there will be sites that come forward for housing other than those already identified. These sites are known as "windfall sites" and will contribute towards meeting the housing need in Haringey. Such sites will be assessed to ensure that they meet the needs of the community and do not harm the surrounding environment.

Figure 3.6: Haringey's 15 Year Housing Land Supply



High quality homes

- 3.2.7** The Council will expect all new development to be built to the highest quality standards in line with the London Housing Design Guide, and will assess housing densities in planning applications in line with those set out in the London Plan Density Matrix while taking account of Haringey's urban, suburban and central density settings. Appropriate density ranges are related to setting in terms of location, existing building form and massing and the index of Public Transport Accessibility Levels (PTAL). The Council will adopt a 'design-led' approach to density.
- 3.2.8** An investment programme was carried out to improve the condition of the Council's social housing stock as part of the Government's 2007 – 2010 Decent Homes programme with similar improvements being carried out by other social landlords in the borough. As of March 2010, 27.5% of Council stock did not meet the Decent Homes Standards. Some areas in the borough have a wide range of environmental issues, for example, poor design of estates, where the Council is looking beyond the upgrading of individual homes and focusing on wider estate renewal and reduction of CO₂ emissions. As domestic properties contribute to 50% of all CO₂ emissions in Haringey, improvements to the thermal efficiency of homes in the borough will be key to reducing fuel poverty and will contribute to the Mayor's target of 60% reduction in carbon emissions in London by 2025.
- 3.2.9** Good quality housing design can improve social well-being and quality of life by reducing crime, improving public health, easing transport problems and increasing property values. Building for Life (BfL) promotes design excellence and celebrates best practice in the house building industry. Haringey will ensure that CABI's Building for Life criteria are used to evaluate the quality of new housing developments across the borough and that all new affordable housing funded through the Affordable Housing Programme meets or exceeds the minimum standards set by the Mayor. In addition, the Council will expect good quality housing design to be contextually sensitive so that it positively contributes to the local and historic character of an area/ neighbourhood. Please see SP11 Design for the Council's approach to good quality design.
- 3.2.10** The Council recognise converted and shared houses as an important source of housing in the borough, especially for small and low income households. Conversions and Houses in Multiple Occupation (HMOs) will have to meet all design and space standards set out in the Housing SPD, the London Housing Design Guide and other relevant design guidance, in terms of minimum floorspace, habitable rooms, layout, dwelling mix, amenity space and privacy, and have a positive impact on the amenity, streetscape and character of the surrounding area of the development. Further detail on conversions and HMOs will be set out in the Council's emerging Development Management Policies document.

Meeting Housing Need

- 3.2.11** Haringey's resident Survey 2009 showed that 26% of residents consider affordable decent homes to be the most important thing in making somewhere a good place to live, and 17% think that it is the thing that most needs improving in the local area. Housing need is reflected in high demand for affordable housing.
- 3.2.12** The North London sub-region Strategic Housing Market Assessment (2011) sets out the overall amount of housing required in the borough in the first five years of the Plan, and informs the housing mix, household size, the need for, and level of, specialist housing to be provided to meet the borough's housing need.

Lifetime homes and housing for people with specific needs

- 3.2.13** The Lifetime Homes standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes. The Council will insist that 100% of new development delivered in the borough over the life of the Plan will incorporate these criteria. Homes built to the Lifetime Homes standard will meet existing and changing needs of a wide range of households, including families with pushchairs as well as some wheelchair users. Applying these design criteria to housing will maximise utility and ensure residents have more independence, a better quality of life and a choice about where they live, while not compromising other design issues such as aesthetics and cost effectiveness.

- 3.2.14** The Council will require 10% of all new residential developments to be fully wheelchair accessible to ensure a housing choice for disabled residents. However, a more aspirational target of 20%, after 2016, may be applied to future developments to meet the needs of Haringey's ageing population.
- 3.2.15** The Council also recognises the importance of the transforming social care and personalisation agenda and the aim of putting people with specific needs and disabilities in control of the resources they need to help them live in the way they want. Increasing and diversifying the range of housing options, including the development of innovative supported housing that enables people with specific needs to become full and active members of their communities will be critical in helping the Council achieve this aim.
- 3.2.16** To achieve inclusive and mixed communities the Council will give priority to the provision of affordable housing and homes for older and vulnerable people. The Council will seek to enhance the support available to people to help them remain in their homes or to live as independently as possible. Further detail on housing for vulnerable people and for older people will be set out in the Development Management Policies document.
- 3.2.17** The Council recognises the changing needs of housing provision for older residents. Haringey's Older People's Housing Strategy 2011-2021 sets out the Council's approach to delivering appropriate housing choices for older people in the borough. Further detail on the requirements of these groups is set out in the Council's Infrastructure Delivery Plan.

Family Housing

- 3.2.18** In order to encourage mixed and balanced communities, the Council will aim to ensure that an adequate mix of dwelling sizes is delivered within new developments, while protecting existing family housing. The lack of family housing in Haringey has resulted in significant overcrowding. Low to median income households with large families are likely to be more affected by overcrowding due to lack of choice of available affordable family homes. Responding to these issues is a priority for the Council. Along with the provision of new and affordable housing, the Council will aim to meet the need for family housing and alleviate the problem of overcrowding through a number of other approaches such as: assisting smaller households living in overcrowded properties to find their own home; and assisting residents living in under occupied properties to find more suitable accommodation.

Affordable housing

- 3.2.19** In line with the NPPF, affordable housing is defined as that provided to eligible households whose needs are not met by the market. Types of affordable housing include social rented, affordable rented and intermediate housing. The Council require a range of products and an appropriate balance of affordable housing to meet housing need in the borough. The strategic target for tenure split is currently 70% affordable rent (including social rent) and 30% intermediate affordable housing products. This is based on current evidence of housing need and affordability in the borough.
- 3.2.20** The SHMA (2011) provides clear evidence of housing need in the borough, both for affordable and market housing. Within this, there is a significant need among those on lower incomes for affordable housing at a level equal to social rents. Consequently developers of private housing will be expected to deliver affordable housing at rent levels that are truly affordable to local people, having regard to local housing need and affordability.

- 3.2.21** The SHMA identifies a need for all sizes and tenures of housing, especially affordable one bedroom units, market and affordable two bedroom units, market and affordable 3 or more bedroom units. This represents a challenge for the borough in that many of those in priority need and in temporary accommodation require larger units. The Council will work closely with its partners to ensure the provision of a suitable and adequate mix of tenures and sizes of dwellings are provided over the plan period in accordance with SP2 and Tables 7.1 and 7.3 of the Housing SPD.
- 3.2.22** Housing developments with the capacity to provide 10 or more units will be required to deliver affordable housing to meet an overall borough target of 50%. This provision will depend on the location, scheme details and site characteristics.
- 3.2.23** Haringey's Affordable Housing Viability Study (October 2010) demonstrates that a 50% affordable housing target is achievable and viable, if applied sensitively. In terms of viability, the study also concludes that schemes below the ten unit threshold can provide 20% affordable housing on site, based on habitable rooms, or provide financial contribution towards affordable housing provision. During the downturn in the housing market each scheme will be examined carefully in order not to restrain residential development. Further detail on negotiating affordable housing will be set out in the Development Management Policies document.
- 3.2.24** The Council will seek to achieve the maximum reasonable proportion of affordable housing through negotiating section 106 agreements on all suitable development sites. Affordable housing should be provided on-site so that it contributes to achieving the objective of creating more mixed communities and avoids creating concentrations of deprivation.
- 3.2.25** There may be physical or other circumstances where off-site provision would be preferable or cases where the off-site provision would be of superior quality than that which could be provided on-site. The Council recognises that off-site provision misses the opportunity for creating mixed and balanced communities and will only be acceptable in exceptional circumstances where the Council is satisfied that the preferred unit mix and tenure of affordable housing could not be provided on-site.
- 3.2.26** Only in exceptional circumstances, where it is considered appropriate to provide the affordable housing off site, a higher proportion of affordable housing will be sought in order to reflect the fact that the development achieved 100% private market housing on the initial site. The two sites should be considered together for the purpose of calculating the affordable housing to be provided to ensure that the percentage of affordable housing delivered is 50% of the total number of habitable rooms developed across both sites. The ratio of affordable housing to private market housing when provided on site would be 1:1. Therefore 100% of the habitable rooms provided on an alternative site should be affordable.
- 3.2.27** According to CABE's Building for Life criteria, successful developments fully integrate the tenure mix, avoiding differentiation between individual dwellings and parts of the scheme based on their area. Therefore, the Council will seek to avoid large single tenure developments or the predominance of a single tenure type in any one area.
- 3.2.28** The Council's first Borough Investment Plan (BIP) September 2010 highlights the diverse needs of Haringey's communities, focusing on Haringey as a place with planned regeneration, housing and associated infrastructure projects, fitting together as part of Local Area Plans. This represents a shift away from the reactive programme based approach towards the place shaping approach to meet local community needs.
- 3.2.29** A significant proportion of the new homes delivered over the next ten years will be supplied at Tottenham Hale and Haringey Heartlands, which are designated as an Area of Opportunity and Area for Intensification respectively. The BIP details these and other significant regeneration opportunities in Haringey, particularly the wider Tottenham area including the Seven Sisters Corridor linking through from the major regeneration of Woodberry Down in Hackney to Tottenham Hale (including Lawrence Road) and extending to the Tottenham Hotspur Stadium development and other strategic projects such as Hornsey Town Hall and Hornsey Depot sites. These projects will create mixed and sustainable communities by delivering new housing across a range of tenures and sizes, and by recognising supported housing requirements for vulnerable people and promoting training and employment opportunities.



Roden Court, Crouch End

Key evidence and references

- Haringey's Housing Needs Assessment, Fordhams 2007
- Haringey's Housing Supplementary Planning Document, London Borough of Haringey 2008
- Haringey's Housing Strategy 2009-19, London Borough of Haringey 2009
- Design and Quality Standards, Homes and Communities Agency 2007
- The London Plan, Mayor of London 2011
- National Planning Policy Framework 2012
- Affordable Housing Viability Study, London Borough of Haringey 2010
- North London Strategic Housing Market Assessment, ORS 2011
- Haringey's Older People's Housing Strategy 2011 - 2021, London Borough of Haringey 2011

INDICATORS

Monitoring

- 3.2.30** SP2 will be monitored regularly to ensure effective delivery of its aims and objectives over the life of the Local Plan. The Annual Monitoring Report will be used to assess the performance of the policy, measured using a list of indicators as set out in Appendix 3. The key infrastructure which will support the delivery of SP2 is set out in the Council's Housing Trajectory and Appendix 4 (Infrastructure Delivery Plan).

3.3

SP3

PROVISION OF LAND FOR GYPSIES AND TRAVELLERS

- 3.3.1 One of the key priorities for Haringey is to provide a home for everyone in a safe environment with access to services and facilities. The Council will ensure that the needs of Gypsy and Traveller communities are met in a fair and equal way, which respects their traditional and nomadic way of life.
- 3.3.2 The Council will work with its partners to identify and deliver suitable sites for Gypsies and Travellers in the borough, in line with national policy and the London Plan.
- 3.3.3 The Council will aim to promote appropriate and well managed sites to meet the needs of the Gypsy and Traveller communities and to ensure integration with surrounding communities. New potential sites will be identified in the Site Allocations Document.

SP3: PROVISION OF LAND FOR GYPSIES AND TRAVELLERS

The Council will protect existing lawful sites, plots and pitches for Gypsies and Travellers. The redevelopment of such sites will not be permitted unless they are replaced by equivalent or improved sites, plots and/or pitches in suitable locations within Haringey.

Any new site or substantial alteration to an existing site shall:

- Provide satisfactory layout and facilities in terms of pitches, hardstanding, parking, turning space, amenity blocks, open space and play areas;
- Be capable of connection to energy, water and sewage infrastructure;
- Be accessible to public transport, services and facilities, and be capable of support by local social infrastructure;
- Provide safe access to and from the main road network;
- Not cause harm to the residential amenity or the operational efficiency of nearby properties; and
- Not cause harm to/or the loss of designated Metropolitan Open Land, Sites of Nature Conservation Importance, woodland and watercourses.

Land for Gypsies and Travellers

- 3.3.4 Haringey will identify land for Gypsies' and Travellers' sites in response to Planning Policy for Gypsy Traveller Sites (2012). In order to meet the need identified in The London Gypsy and Traveller Accommodation Needs Assessment (GTANA) 2008, the Council will require four additional pitches up to 2017. Additional need beyond this period will be assessed by the Council and its relevant partners.
- 3.3.5 There are two existing permanent Gypsy and Traveller sites in Haringey providing 10 pitches, one at Wallman Place, N22 and one on Clyde Road, N15. The Council will continue to safeguard these sites and refurbish where needed. Any potential new sites will be identified in the Site Allocations Document.

INDICATORS

Monitoring

- 3.3.6 SP3 will be monitored regularly to ensure effective delivery of its aims and objectives over the life of the Local Plan. The Annual Monitoring Report will be used to assess the performance of the policy, measured using a list of indicators as set out in Appendix 3.

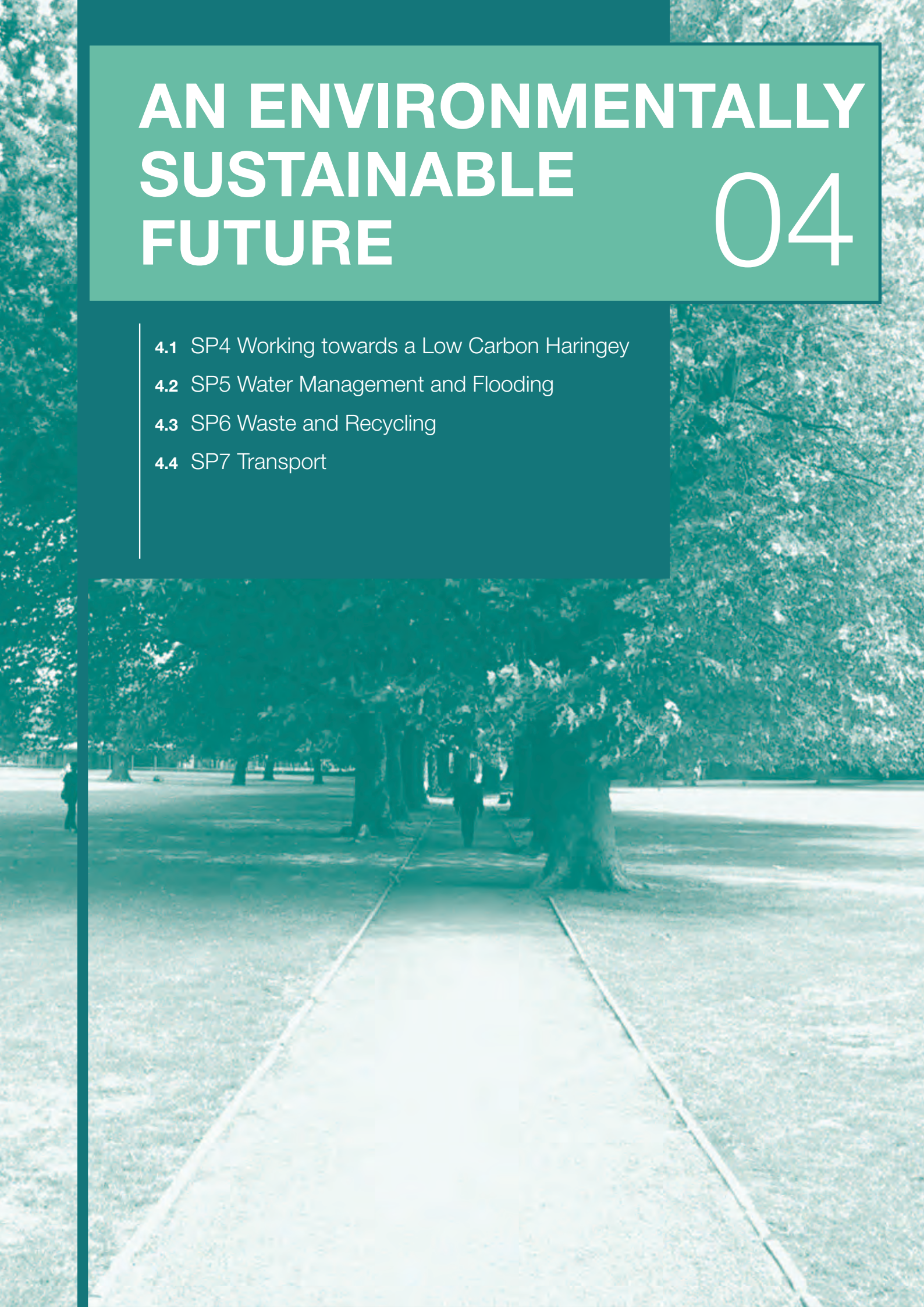
Key evidence and references

- National Planning Policy Framework, 2012
- Planning Policy for Traveller Sites, 2012
- The London Plan, Mayor of London 2011
- The London Gypsy and Traveller Accommodation Needs Assessment, Department of Communities and Local Government 2007

AN ENVIRONMENTALLY SUSTAINABLE FUTURE

04

- 4.1 SP4 Working towards a Low Carbon Haringey
- 4.2 SP5 Water Management and Flooding
- 4.3 SP6 Waste and Recycling
- 4.4 SP7 Transport



4.1

SP4

WORKING TOWARDS A LOW CARBON HARINGEY

4.1.1 The implications of our actions on the environment are increasingly clear and action is needed at global, national and local levels. Climate change means that in the future London will experience hotter summers and wetter winters. Weather events which are considered as extreme today are likely to become far more frequent. The biggest impact on individuals and communities will be the increasing risk of floods, droughts and heat waves. This will have implications for people's health, safety and comfort, food production, biodiversity and infrastructure. Risks in London are set out in the Mayor's Adaptation Strategy. The Local Plan has an important role in reducing Haringey's environmental impact and achieving sustainable development – meeting our social, environmental and economic needs in ways that protect the environment and do not harm our ability to meet our needs in the future. An Environmentally Sustainable Future is one of the priorities of Haringey's Sustainable Community Strategy.

4.1.2 As the objectives in Section 1 set out, the Council wishes to limit climate change by reducing CO₂ emissions through increased energy efficiency and increased use of renewable energy sources, through the establishment of decentralised energy networks at Tottenham Hale and Haringey Heartlands.

4.1.3 Spatial policy responses to energy use, climate change and its associated risks are considered in this section with policies relating to limiting CO₂ emissions, decentralised energy, sustainable transport, water management and flooding. Policies also address underlying issues of resource management, waste and recycling. The challenge of climate change applies to all policies in the Local Plan. SP11 sets out specific design and construction responses to climate change mitigation and adaptation.

4.1.4 Tackling climate change will also require a move towards more sustainable energy sources and the London Plan seeks to support the development of decentralised energy systems, including the use of low carbon and renewable energy, and the greater utilisation of energy generated from waste.

SUSTAINABLE COMMUNITY STRATEGY

The policies in this chapter contribute to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy.

SCS priorities:

- Tackle climate change;
- Manage our environmental resources more effectively;
- Increase recycling and reduce waste;
- Promote sustainable transport; and
- Encourage our future citizens to be our first green generation.

SP4: WORKING TOWARDS A LOW CARBON HARINGEY

Over the life time of the Local Plan, reducing energy use in buildings and working towards a low carbon borough will be one of the key challenges facing Haringey. The Council will promote the measures outlined below to reduce carbon emissions from new and existing buildings.

1. In line with London Plan policy, the Council will promote and require all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation, by incorporating the following measures:
 - a. From 2011 onwards, all new residential development will achieve a minimum 25% reduction in total (regulated) CO₂ emissions in line with Code for Sustainable Homes Level 4 energy standards, and should aim to achieve Level 6. All new residential development shall be zero carbon from 2016 onwards; and
 - b. From 2011 onwards all new non-residential development shall be built to at least BREEAM “very good” standard and should aim to achieve BREEAM “excellent” or the current nationally agreed standard. All new non-residential development shall be zero carbon from 2019.
2. The Council will promote low- and zero-carbon energy generation through the following measures:
 - a. Requiring all developments to assess, identify and implement, where viable, site-wide and area-wide decentralised energy facilities including the potential to link into a wider network;
 - b. Establishing local networks of decentralised heat and energy facilities by requiring developers to prioritise connection to existing or planned networks where feasible;
 - c. Working with neighbouring boroughs and other partners to explore ways of implementing sub-regional decentralised energy networks including the potential in the Upper Lee Valley Opportunity Area; and
 - d. All new developments are required, where viable, to achieve a reduction in predicted carbon dioxide emissions of 20% from on site renewable energy regeneration, which can include connections to local sources of decentralised renewable energy.

Climate Change in Haringey

- 4.1.5 Regional studies indicate that London will expect climatic changes of hotter summers and wetter winters with incidences of heat waves and flash flooding becoming more frequent.
- 4.1.6 The Council aims to reduce the carbon footprint of development in Haringey. This includes the efficient use of land and buildings in order to reduce car dependency, the implementation of an energy hierarchy in building design and construction, the use of energy from more efficient sources such as decentralised energy networks (or making connections to such networks feasible in the future) and by requiring the generation of energy on-site by use of renewable energy.
- 4.1.7 The Council’s overall strategy for managing future growth in Haringey is to steer new development with high transport demand to areas with significant redevelopment opportunities at, or near, transport hubs; to support sustainable modes of travel by minimising car parking provision in new development; to increase cycle parking provision and encourage modal shift through travel planning and design of public realm to support non-car use (please see SP1 Managing Growth and SP7 Transport).
- 4.1.8 The Council commissioned a report on carbon reduction scenarios (2006) for Haringey, which found that use of fossil fuel based energy in domestic buildings is responsible for almost 50% of CO₂ emissions in the borough. This relates to space heating and cooling, lighting, cooking and other energy use in our homes. The study assessed the necessary measures to meet the adopted target of reducing CO₂ emissions by 60% by 2050 on a 1990 baseline. These include:
 - Renewable energy systems, both integrated and stand alone;
 - Energy efficiency improvements to the existing building stock;
 - Transport demand reduction and shift to sustainable transport modes;
 - Community heating network served by combined heat and power (CHP); and
 - CHP for large buildings such as hospitals and schools.



Cycle Lanes



Community-owned solar array on Marks & Spencer roof, Muswell Hill Broadway

4.1.9 Haringey signed up to the Nottingham Declaration in 2006. Following this, the Council launched its Greenest Borough Strategy in 2008 which sets out how the Council will take forward actions to tackle climate change and embed environmental sustainability into everything we do.

4.1.10 Haringey has extensive Conservation Areas and significant historic heritage. When considering decentralised energy options, whether they are micro-generation or larger schemes, consideration will be given to minimising physical impacts on the historic fabric of buildings and ensuring reversibility wherever practicable. Poorly designed measures could seriously detract from the historic character and fabric of buildings and landscapes, whereas well-designed measures, sensitive to the historic context, can contribute to the borough's targets for reducing CO₂ emissions.

4.1.11 In October 2009 Haringey Council adopted an aspirational target to reduce borough wide CO₂ emissions by 40% by 2020 on a 2005 baseline and committed to developing an action plan to meet this target. This fulfills a commitment to establish a long term CO₂ reduction target, which was made in the Greenest Borough Strategy.

4.1.12 A Carbon Reduction Action Plan is being developed as part of the Department for Communities and Local Government, Local Carbon Frameworks pilot programme. This will be developed with Haringey Strategic Partnership, the voluntary sector and businesses. Over the next two years the Council is also working with the Carbon Trust, Carbon Management Programme to implement a carbon reduction strategy to deliver a 40% reduction in CO₂ emissions from our corporate estate and operations by 2015.

Adapting to Climate Change

4.1.13 Buildings and places will need to be planned, designed and constructed to respond to future anticipated changes in climate, such as: warmer and wetter winters and hotter, drier summers and the risks associated with such changes; urban heat island effect; heat waves; flooding and droughts. The urban heat island effect is used to describe a situation where higher ambient temperatures are experienced after sunset in urban areas in comparison with rural areas. In London this is most intense at night as buildings and roads absorb more solar radiation than green space and vegetation. In addition to policies in Section 4 and 6, the Council sets out the measures required to alleviate the anticipated climate change risks in its emerging Development Management Policies and the Sustainable Design and Construction SPD.

Low and Zero Carbon Buildings

4.1.14 Haringey will require new homes to reach, as a minimum, the energy standards of the Code for Sustainable Homes (CSH) Level 4 from 2010 and Zero Carbon by 2016. The Council has commissioned research into opportunities for the incorporation of low and zero carbon technologies and decentralised energy networks within new developments in the borough. The Climate Change, Site Development and Infrastructure Study 2009 involved testing policy targets on selected sites in Haringey. The sites were selected on the basis of their representative nature as well as the range of different scales, uses, opportunities and constraints that they presented. The study indicates that investigated sites can achieve energy reduction targets of the Code Level 4 and in most instances higher than CSH Level 4. The equivalent of CO₂ reduction targets in Code Level 4 for Sustainable Homes is 25% reduction in total regulated CO₂ emissions in comparison with total emissions from a building which complies with 2006 Building Regulations.

4.1.15 In December 2008, the Government published Definition of Zero Carbon Homes and Non-Domestic Buildings: Consultation document, consulting on the definition of zero carbon homes and in particular an approach based on:

- High levels of energy efficiency in the fabric of the home;
- A minimum level of carbon reduction to be achieved on-site or through directly connected heat; and
- A list of (mainly offsite) allowable solutions for dealing with the remaining emissions (including from appliances).

4.1.16 The Code does not prescribe how to achieve this target, but the London Plan requires that all developments adopt an energy hierarchy. The Council will expect all development to be designed in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiency
3. Be green: use renewable energy

4.1.17 For residential buildings, carbon reduction standards became stricter from 2011, and for non-domestic buildings the standard will be zero carbon by 2019. Through Area Action Plans, the Council will consider the feasibility of reaching zero carbon for residential developments before 2016 in line with the priorities of Haringey's Greenest Borough Strategy, and may set higher standards to be achieved in other Development Plan Documents in response to future national, regional and local guidance and evidence.

Decentralised energy

4.1.18 The Mayor's 2007 Climate Change Action Plan sets targets for 25% of London's heat and power to be met through decentralised generation by 2025. Therefore, it is important that in order to meet these ambitions all possibilities for site-wide or neighbourhood wide decentralised energy options and renewable energy options are considered.

4.1.19 Decentralised energy predominantly means combined heat and power (CHP) used in combination with district heating systems, where appropriate. CHP systems can be gas fired or waste fed and, at the present time, are a more efficient way of meeting local electricity and heating demands compared with the traditional approach of inputting electricity from centralised power stations and the use of local gas-fired boilers. The Council will continue to monitor whether there are any more efficient schemes to fulfil this function.

4.1.20 Over time these systems can be supported by or replaced by alternative fuels such as biomass, biogas, and other low to zero carbon energy sources as they become more technically and commercially viable.

4.1.21 Major developments should assess the practicality and viability of connecting to existing heating and cooling networks, provision of site wide Combined Heat and Power network, and communal heating and cooling systems.

4.1.22 The Council is in the process of identifying locations for potential decentralised energy network hubs. Based on the various studies outlined above, an indicative map (Figure 4.1) has been developed for potential decentralised energy network clusters. These include Haringey Heartlands and Tottenham Hale growth areas, a south-east hub focusing on St Ann's Hospital site, Lawrence Road and Broadwater Farm complex, and a north hub around Northumberland Park. There is also the potential for a decentralised energy hub in the Crouch End area. These indicative hubs and other opportunities will be explored in more detail in Area Action Plans for Northumberland Park, Tottenham Hale and Wood Green / Haringey Heartlands and in the Council's Sustainable Design and Construction SPD.

4.1.23 The Council is working with key stakeholders to develop a decentralised energy feasibility study for selected sites to identify financial and operational matters to assist with future implementation of such networks. The London Heat map is a map-based data tool to assist developers and local authorities in identifying and implementing decentralised energy. Over time, Haringey and its partners will populate the London Heat Map with Haringey-specific information on heat load and demand, and identify opportunities for new developments or major retrofitting projects to connect to, or future proof buildings and sites to connect to, future decentralised networks.

4.1.24 Therefore, in areas where future network opportunities are identified, development proposals should be designed to connect to these networks or assessed to find out whether there are opportunities to extend their decentralised energy system beyond the site boundary to adjacent sites.

4.1.25 The list of sites identified in Figure 4.1 is not exhaustive. The Council will welcome new sites, opportunities and proposals to come forward through the development process and future assessments. The Council will also work with the GLA to identify further sites for decentralised energy options and renewable energy generation where possible, in line with the London Plan.

4.1.26 The draft North London Waste Plan has considered the potential for linking heat from waste fed CHP systems to new developments and where opportunities arise, Haringey will support the use of community heating associated with waste management sites. The Council, the GLA and neighbouring boroughs are also working on an Opportunity Area Framework for the Upper Lee Valley, which includes an energy network study.

4.1.27 In line with the London Plan energy hierarchy, the Council expects developments to achieve a reduction in predicted carbon dioxide emissions of minimum 20% through the use of on-site renewable energy generation, unless it can be demonstrated that such provision is not feasible. The majority of the sites investigated in the Climate Change, Site Development and Infrastructure Study 2009 are found to support the utilisation of renewable energy technologies to achieve a 20% reduction in predicted CO₂ emissions.

Existing housing stock

4.1.28 The existing housing stock represents a large proportion of carbon emissions in Haringey. Haringey's interactive heat loss map indicates that many existing houses are very inefficient. As much of the housing standing today will still be in use in 2026, it is necessary to improve the energy efficiency of the existing stock to achieve local, regional and national aspirations for carbon emission reductions. The Council envisage that by 2026 nearly all feasible carbon emissions reduction measures will have been carried out on existing housing stock. This work has already started. Muswell Hill has been designated a Low Carbon Zone (one of ten in London). The Council will use this to demonstrate how ambitious cuts in carbon emission reductions can be achieved by retrofitting buildings for better insulation and energy efficiency measures, the use of renewable energy technologies and promoting behavioural change. Retrofitting measures must have due regard for historic significance, as set out in the National Planning Policy Framework.



South Tottenham

4.1.29 The Council will work with its partners to identify further areas, streets and neighbourhoods for concerted improvements to existing housing stock including solid wall properties. The Council has published a guide to assist local people interested in house renovations on how to improve the energy efficiency of their homes.

INDICATORS

Monitoring

4.1.30 SP4 will be monitored regularly to ensure effective delivery of its aims and objectives over the life of the Local Plan. The Annual Monitoring Report will be used to assess the performance of the policy, measured using a list of indicators as set out in Appendix 3. The key infrastructure, which will support the delivery of SP4 is set out in Appendix 4 (Infrastructure Delivery Plan).

SP5: WATER MANAGEMENT AND FLOODING

The Council will require all development in Haringey to be water efficient during construction and operation and to reduce all forms of flood risk. All development shall:

- Improve the water environment, water quality and drainage systems;
- Minimise water use and illustrate how development would contribute to general and flash flooding;
- Take account of flood risk vulnerability classification as set out in paragraph 100 of the NPPF and will apply the NPPF Sequential Test and Exception Test;
- Implement measures to prevent (or mitigate as last resort) local surface water and downstream flooding;
- Implement Sustainable Drainage Systems from strategic to individual site level to improve water attenuation, quality and amenity;
- Restore and enhance the Blue Ribbon Network including Pymmes Brook, Moselle Brook, the River Lee and its tributaries, deculverting wherever feasible, to improve water quality and amenity of these waterways and to help reduce flood risk (in line with London River Action Plan); and
- Require higher resilience and levels of flood protection for critical infrastructure to ensure the protection of essential services such as water and power.

In order to facilitate this, the Council:

- Has carried out a joint SFRA (Strategic Flood Risk Assessment) Stage 1 for the whole borough;
- Has carried out a Sequential Test for the Areas of Development (Growth Areas and Areas of Change);
- Is carrying out, in association with other north London boroughs in the Drain London sub-region, a Surface Water Management Plan to identify issues with drainage networks and the effects of new development.

- 4.2.1** The water environment is a valuable recreational, educational and leisure resource for the residents of Haringey. From the large reservoirs of the Lee Valley to small ponds in parks and gardens, it is a resource that needs to be protected. Developments should ensure measures are incorporated to protect and improve water quality for surface and groundwaters, particularly in areas of land contamination. An increase in residential and commercial developments in the growth areas of Haringey Heartlands and Tottenham Hale will increase demand for water and abstraction from rivers. Too much water taken from rivers can cause problems for wildlife and increase the risk of pollution, as there is less water available to dilute pollutants.

River Lee

- 4.2.2** The River Lee downstream of Tottenham Lock has poor chemical and biological water quality. This is partly due to the confluence of the River Lee and Pymmes Brook at Tottenham Lock. Pymmes Brook has historically poor chemical water quality and Haringey is working closely with other boroughs to improve this. The River Lee and River Lee Navigation's use of water storage bodies and its associated open space, is a key location in aiding flood risk management. The River Lee and the large reservoirs of the Lee Valley is a resource to be protected and enhanced and Haringey are working closely with the Lee Valley Park Authority to continue to improve the area in terms of flooding and sustainable development. Haringey is also working closely with neighbouring boroughs and strategic authorities regarding the Water Framework Directive targets for the Thames River Basement Management Plan, in particular the physical modification of water bodies, abstraction and diffusion of pollution from urban sources.

Water Demand

4.2.3 The combination of climate change, predicted growth in population and increased water usage will exacerbate demand for water. Therefore, along with the increase in the intensity of rainfall, and the increased amount of hard surfaces in our environment, there is a greater pressure on the drainage systems. Haringey requires that new developments should aim to decrease the demand for water as much as possible. Haringey will require the incorporation of water saving measures and equipment in all new development in order to meet the London Plan water consumption targets of 105l/p/d.

Sewage Services

4.2.4 Haringey is served by both Beckton (Newham) and Deephams (Enfield) main sewage treatment works. Thames Water own and manage the network of public foul and surface water sewers in Haringey and in London. Thames Water is implementing a number of Urban Waste Water Treatment Directive / Water Framework legislation-driven projects to improve the quality of water within London's rivers. These include improvements to the five largest Sewage Treatment Works (STW) discharging into the tidal reaches of the River Thames, to treat sewage to a higher standard before discharge and to fully treat more flow, as well as the proposed London Tideway Tunnels (Thames Tunnel and Lee Tunnel), each of which will deal with combined sewer overflows (CSOs), and also the partial replacement of the Deephams sewage treatment works. Of significant strategic importance for London is the proposed Lee Tunnel and the Thames Tunnel, which aim to reduce the incidence of sewage discharges into the River Lee and the Thames, respectively.

Flood risk

4.2.5 Implications of anticipated change in climate in the UK increased frequency in extreme weather conditions and the possibility of flash floods are being considered carefully. The borough contains areas of flood risk in proximity to Pymmes Brook on Pinkham Way, the Moselle Brook and the River Lee. In Haringey, risk areas include parts of the Lee Valley and South Tottenham (as identified in the Strategic Flood Risk Assessment) and areas identified by the Environment Agency mapped data showing areas susceptible to flooding. According to the Environment Agency, approximately 9% of land in Haringey has one in 100 year probability of flooding from rivers. About 8,000 properties are at risk of flooding although the defences such as the River Lee flood relief channel reduce the risk of this happening.

4.2.6 In developing this document the Council has worked on a Strategic Flood Risk Assessment for the borough and consulted with the Environment Agency on measures which are necessary to reduce flood risk in the area and suitable mitigation where risk is identified. The best form of flood mitigation is to encourage development in areas of lower flood risk. Where a risk of flooding is identified, a Sequential Test will be required, as set out in paragraph 100 of the NPPF. The Council will prepare Area Action Plans for Tottenham Hale and Northumberland Park. This more detailed work will be informed by the Level 2 Strategic Flood Risk Assessments and will identify development sites and the quantum and type of development needed. Masterplanning exercises and development briefs will ensure that flood risk is considered at an early stage, at an appropriate scale and in close consultation with the Environment Agency. Sequential Tests will be conducted to ensure proposals are in accordance with the NPPF, and flood risk assessments for individual development proposals will need to demonstrate that development is safe.

4.2.7 The Flood and Water Management Act 2010 brings responsibilities to Local Authorities for more comprehensive management of flood risk for people, homes and businesses. Haringey forms part of the Drain London Forum, a partnership including London boroughs, the Environment Agency and the Mayor of London, which is formed to ensure the requirements from the Flood and Water Management Act 2010 are met in producing a Surface Water Management Plan (SWMP). The development of SWMPs include a Preliminary Flood Risk Assessment for Haringey, and for the other sub-regional boroughs to investigate and address flood risk problems.

4.2.8 Haringey will maintain a public register of Flood Risk Management assets by 2015. Following the PFRA, the Council will:

1. Finalise a Surface Water Management Plan;
2. Prepare a Hazard Map for 2013; and Prepare a Flood Risk Management Plan for 2015.

4.2.9 Increased flood risk due to anticipated changes in the climate also requires the Council to consider measures for adapting to climate change and focus on minimising the flood risk in the area. Hard and soft landscaping associated with new development must take account of sustainable land management practices and managing the risk of flooding by applying Sustainable Urban Drainage Systems (SUDS) in order to improve water attenuation, quality and amenity. The provision of green features, including green roofs, provides opportunities to reduce runoff rates and enhance biodiversity, and are fully encouraged in both new development and retrofitting in older buildings.

4.2.10 In addition, the Development Management Policies and Site Allocations Document set out borough-wide standards and guidance for managing flood risk through development, including those relating to:

- The need to address non-fluvial sources of flooding;
- The use and design of water recycling;
- Requirements for site-specific Flood Risk Assessments;
- The use and design of water attenuation (in line with the drainage hierarchy set out in the London Plan);
- The use and design of SUDS;
- The design and layout of developments, including setting built developments back from rivers, watercourses and flood defences; and
- Requirements for implementation of flood resilient and resistant building techniques.

INDICATORS

Monitoring

4.2.11 SP5 will be monitored regularly to ensure effective delivery of its aims and objectives over the life of the Local Plan. The Annual Monitoring Report will be used to assess the performance of the policy, measured using a list of indicators as set out in Appendix 3. The key infrastructure which will support the delivery of SP5 are set out in Appendix 4.

Figure 4.2: Flood map



4.3

SP6

WASTE AND RECYCLING

SP6: WASTE AND RECYCLING

The Council supports the objectives of sustainable waste management set out by the Government in PPS10 Planning for Sustainable Waste Management and the Mayor's London Plan. To achieve these, the Council shall:

- Safeguard existing waste sites unless compensatory provision is made;
- Maximise self-sufficiency in waste management capacity;
- Seek to minimise waste creation, increase recycling rates in relation to commercial, industrial and municipal waste in order to achieve the Mayor's recycling targets;
- Address waste as a resource and look to disposal as the last option, in line with the Mayor's waste hierarchy;
- Require integrated, well-designed recycling facilities to be incorporated into all new developments;
- Monitor changes in the stock of waste management facilities, waste arisings, and the amount of waste recycled, recovered and going for disposal; and
- Continue working with its partners in the North London Waste Authority to adopt the North London Waste Plan (NLWP) which has identified locations suitable for waste management facilities to meet the London Plan apportionment of 1.9m tonnes and the Haringey apportionment of 237,000 tonnes.

Haringey will require Site Waste Management Plans for all major applications to identify volume and types of demolition and construction waste and to demonstrate how waste will be minimised and managed during construction and occupation.

New waste management facilities will be required to take into account and minimise pollution and nuisance issues. This is addressed in more detail in the Development Management Policies document.

Dealing with waste and encouraging recycling

- 4.3.1** Haringey is committed to the sustainable management of waste through prioritising waste reduction, reuse and recycling, as reflected in the Sustainable Community Strategy and the Greenest Borough Strategy. Over the previous three years around a quarter of the borough's household waste has been recycled, reducing the amount that is sent for disposal. All households and schools in the borough now have access to convenient and comprehensive recycling facilities, with facilities at a number of community centres and on-street recycling points on high streets and around transport hubs. There are two Reuse & Recycling Centres in the borough for residents to bring unwanted items to, and these accept an increasing range of materials and items for reuse or recycling. The Council will promote the generation of renewable energy from waste as set out in the London Plan. Please also see SP4 Working Towards a Low Carbon Haringey for more detail.
- 4.3.2** North London is expected to manage over 2.3 million tonnes of waste per year by 2020. Whilst the Council will continue to develop its waste reduction and recycling policies to minimise the environmental impact of municipal waste under its control, it will be necessary for North London to develop new solutions and facilities for managing waste sustainably, and as far as possible, within the boundaries of the sub-region.

4.3.3 In this context, the seven North London boroughs that constitute the North London Waste Authority are developing the North London Waste Plan (NLWP), a planning framework with the aim of identifying suitable and viable sites to meet the sub-region's future waste management needs and satisfy the apportionment targets of the London Plan. The plan is part of each borough's Local Development Framework.

4.3.4 The NLWP identifies sufficient sites to cover 85% of the waste produced in the north London area and to meet the London Plan apportionment of 1,907,000 tonnes which will cover the period post 2010.

4.3.5 The Council's policy approach is to continue to safeguard existing waste management sites, and adhere to the following principles and requirements:

- Wherever feasible the intensification and re-orientation of existing waste management sites are required before new sites are developed. Developers will be required to apply sequential tests to confirm this;
- Only high quality waste development proposals will be considered suitable, in terms of design, minimisation of nuisance, transport and other potentially negative impacts;
- Decentralised energy options shall be fully considered;
- Developments within the North London Waste Plan area will require on-site provision for the management of construction, demolition and excavation of waste; and
- The NLWP makes no site specific provision for hazardous waste, existing facilities are safeguarded and any application for new facilities will be treated on its merits in line with the policies of the NLWP.

Please see the Development Management Policies and the Sustainable Design and Construction SPD for more detail.



Haringey's Recycling Bins

INDICATORS

Monitoring

4.3.6 SP6 will be monitored regularly to ensure effective delivery of its aims and objectives over the life of the Local Plan. The Annual Monitoring Report will be used to assess the performance of the policy, measured using a list of indicators as set out in Appendix 3. The key pieces of infrastructure which will support the delivery of SP6 are set out in Appendix 4.

Key evidence and references for SP4, SP5 and SP6

- Climate change and capacity assessment for sustainable energy demand and supply in new buildings in Haringey, Aecom 2009
- North London Strategic Flood Risk Assessment, Mouchel 2008
- Strategic Flood Risk Assessment, London Borough of Haringey 2008
- Haringey Community Infrastructure Plan, London Borough of Haringey 2010
- Haringey's Greenest Borough Strategy, London Borough of Haringey 2008
- Draft North London Waste Plan, Mouchel 2009
- Recycling Strategy for Haringey 2006-2020, London Borough of Haringey 2007
- Haringey's Affordable Housing Viability Assessment, Tribal 2010
- The London Plan, Mayor of London 2011
- National Planning Policy Framework 2012
- <http://www.climatechangeandyourhome.org.uk/live/>
- Town and Country Planning Association's Policy Advice Note: Inland Waterways (July 2009)

- 4.4.1 Haringey's Sustainable Community Strategy priority An Environmentally Sustainable Future commits the Council and all its partners to respond to climate change and to manage our environmental resources more effectively to make Haringey one of London's greenest boroughs. The location and mix of development, the way it is linked to transport networks and the availability of more sustainable modes of transport can help achieve this aim. SP7 focuses on promoting sustainable travel and making sure all development is properly integrated with all forms of transport, in line with the Government's transport objectives set out in section 4 of the NPPF and the Mayor of London's strategic transport approach in the London Plan.

SUSTAINABLE COMMUNITY STRATEGY

This policy contributes to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy.

SCS priorities:

- Promote sustainable transport; and
- Tackle climate change.

SP7: TRANSPORT

Delivering Regeneration and Access

In line with London Plan policies, the Local Implementation Plan (LIP) and the Mayor's Transport Strategy, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey's regeneration and local/strategic access to London, employment areas and local services;

- The Council, in cooperation with neighbouring boroughs, will seek to reduce the impact of larger lorries in local residential areas and town centres and investigate the feasibility of a freight distribution hub;
- Improvements to the Piccadilly, Victoria and Northern Lines including new trains, new signalling and new control centres;
- Improvements to overground routes along West Anglia, East Coast (Great Northern) and Barking - Gospel Oak line that service the centre and east of the borough;
- Access and interchange improvements to overground stations at Alexandra Palace, Finsbury Park, Harringay, Hornsey White Hart Lane, Northumberland Park, South Tottenham, and Bruce Grove;
- Improvements to interchanges at Tottenham Hale and Seven Sisters;
- Improvements to the Tottenham Gyratory; and
- Improvements to east - west bus routes as well as promoting new east - west routes.

Delivering Action on Climate Change and Quality and Healthy Places

In line with the London Plan, the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:

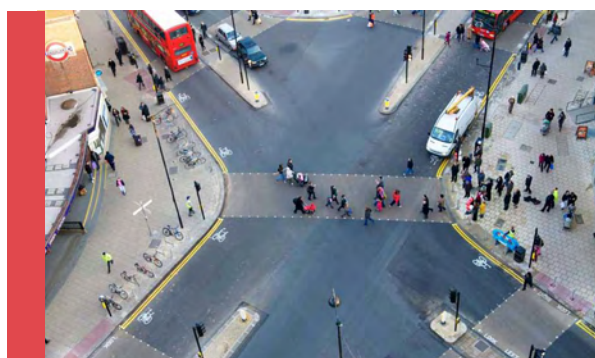
- Minimising congestion and addressing the environmental impacts of travel;
- Promoting public transport, walking and cycling (including minimum cycle parking standards);
- Promoting road safety and pedestrian movement particularly in town centres and close to local services;
- Promoting car sharing and establishing car clubs;
- Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;
- Adopting maximum car parking standards and car free housing wherever feasible;
- Seeking to mitigate the impact of road based freight and promote alternatives;
- Supporting measures to influence behavioural change such as promoting low carbon vehicles; and
- Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.

Promoting sustainable travel options

4.4.2 Haringey's Local Implementation Plan (LIP) sets out how the Council intends to deliver more sustainable transport, and is a key mechanism for the implementation of the transport objectives set out in the Local Plan. The Upper Lee Valley Opportunity Area Transport Study will address sub-regional and local level issues on the transport network, contributing to the understanding of the impact of proposed growth in the Upper Lee Valley, and providing a sound basis for transport infrastructure delivery planning in the borough and sub-region as a whole. The Development Management Policies set out further detail in relation to sustainable travel and road user hierarchy

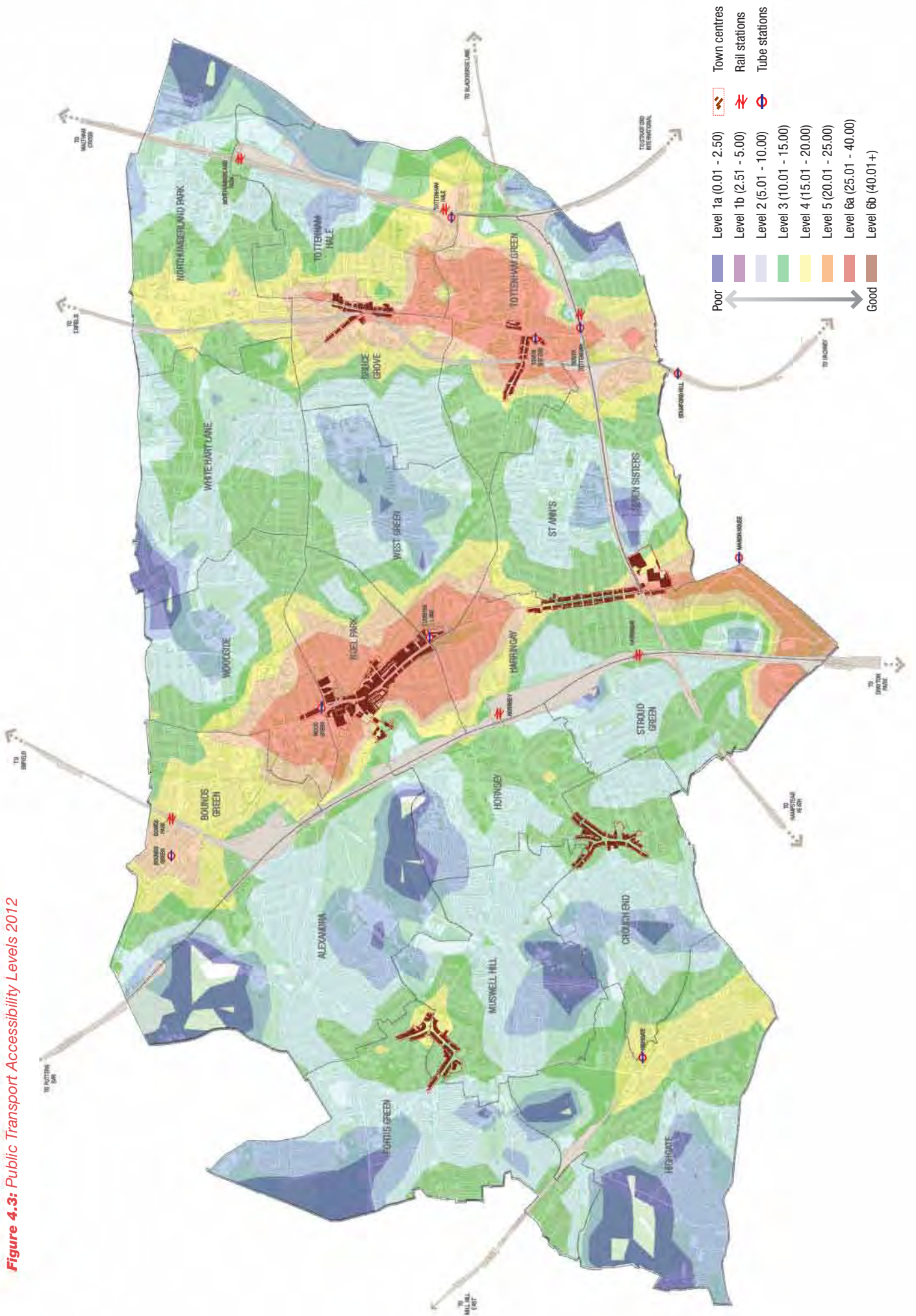
Public transport

4.4.3 Haringey has relatively good public transport, providing its residents access to employment opportunities in the City and West End, which are within easy travelling distance of rail and tube connections. In addition, local residents have access to the job opportunities within the London-Stansted-Cambridge-Peterborough Corridor. Around two thirds of Haringey residents commute to work outside the borough. Figure 4.3 below shows the Public Transport Accessibility Levels (PTALs) in the borough. There are high levels of accessibility to the network at locations such as Finsbury Park, Wood Green and Tottenham Hale. The River Lee Navigation and other navigable waterways in the borough offer opportunities to promote waterborne passenger transport.



Wood Green

Figure 4.3: Public Transport Accessibility Levels 2012



4.4.4 National Rail services run mostly North to South. Local services on the East Coast main line serving Alexandra Palace, Haringay and Hornsey have a peak 10 minute frequency while the Enfield Town and Southbury Loop services provide a combined frequency of four trains per hour to stations in the borough. However, the frequency of local services on the West Anglia line serving Tottenham Hale and Northumberland Park are constrained by lack of capacity on the route. An improvement to these services is a major aspiration for the borough. With the exception of the Gospel Oak to Barking rail line, which serves Haringay Green Lanes and South Tottenham, there are no orbital East-West rail links.

4.4.5 The Piccadilly Line serves Turnpike Lane, Wood Green and Bounds Green. The Northern Line serves Highgate while Tottenham Hale and Seven Sisters are on the Victoria Line. Statistics from London Underground show that substantial overcrowding occurs on Underground lines in the borough during the morning peak. This occurs particularly at Seven Sisters on the Victoria Line and Turnpike Lane on the Piccadilly Line. In order to cater for the bulk of London's forecast increased demand for travel arising from population growth, the London Plan has identified a number of transport schemes to co-ordinate improved public transport capacity as closely as possible with development priorities and phasing. Although SP7 identifies the improvements relevant to Haringey, further detail of their phasing are set out in Appendix 4.

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

4.4.7 Provision of black cabs is low, which restricts the usefulness of Taxicard but the availability of minicabs is relatively high. The borough benefits from Capital Call which provides better access to taxi-type services for the mobility handicapped. Apart from North London Dial-a-Ride there are no accessible door to door Plusbus type services for elderly or disabled people.

4.4.8 The whole of the borough of Haringey is an Air Quality Management Area (AQMA) for the pollutants of NO₂ (Nitrogen Dioxide) and PM10 particulates which are the most prominent air pollutants. The dominant source of NO₂ and PM10 emissions in Haringey is road transport with a variety of other sources contributing emissions. This has implications for air quality, which is being addressed through the measures outlined in the Council's Air Quality Action Plan. Haringey is already taking action to reduce existing pollution and to prevent new pollution. For example, monitoring has identified hotspots of poor air quality in the borough. As part of the requirements to control and reduce potential or actual pollution resulting from development in the borough, developers will be required to carry out relevant assessments and set out mitigating measures in line with national guidance. Further detail on the Council's approach to environmental protection is set out in the Development Management Policies and the Sustainable Design and Construction SPD. Please also see SP14 Health and Well-being.

Walking

4.4.9 Walking is a 'zero carbon' form of travel that relieves pressure on infrastructure, both in terms of public transport infrastructure and Haringey's roads. As such, the promotion of walking is an essential element of our approach to managing growth. It also provides wider social benefits in terms of promoting more active, healthy lifestyles (see SP14 Health and Well-Being), and helping to create more active vibrant streets and public spaces (see SP11 Design), also reflecting London Plan policy.

4.4.10 In Haringey, 34% of all trips are on foot. This compares with the London-wide figure of 30%. Haringey residents make more than 184,000 walking trips per day which is considerably more than car driver trips (at 118,000). Through the LIP, the Council is seeking TfL funding to implement a variety of schemes to improve the accessibility of walking routes to key amenity and commuter destinations for residents and local people in their local communities and in the borough. This includes a series of walking audits to identify deficiencies along popular walking routes to town centres, the public transport network, schools and local amenities.

4.4.11 The Council has developed a Public Rights of Way Improvement Plan that provides a focus for investment and enhancements to encourage walking in the medium to long term. This Plan will implement action to identify additional footpaths as Rights of Way.

4.4.12 A network of Greenway cycle and walking routes are being implemented to link the green and open spaces of the borough for recreational walking and cycling. Four initial routes are proposed - Finsbury Park to the Lea Valley, Finsbury Park to Highgate via Parkland Walk nature reserve, Muswell Hill to Alexandra Palace Station and Highgate to Alexandra Palace Park.

Cycling

4.4.13 As with walking, cycling is a sustainable means of travel that provides the opportunity to relieve congestion as well as promoting healthy, active lifestyles. The Council will work to improve conditions for cycling across the whole of its street network. In line with London Plan policy, Haringey will work with all relevant partners to bring about a significant increase in cycling in the borough.



Smarter Haringey Road Show

4.4.14 Haringey has a network of cycle routes across the borough including cycle lanes on main roads, cycle tracks and special fully signed quiet routes. The borough has delivered a programme of cycling route improvements and new cycle routes across the borough as part of the London Cycle Network, and will seek to improve the safety and continuity of routes where needed, including the provision of new links to and between routes.

4.4.15 In addition, the Council will be working with the Mayor on delivering two Cycle Superhighways and is installing on-street cycle parking facilities at key locations including stations, transport interchanges, shopping centres, local amenities and recreational facilities, as well as providing cycle training for school pupils and individuals.

4.4.16 The Council will ensure cycle parking is provided as part of the planning process in line with its cycle parking standards and will seek to provide cycle parking in existing residential buildings.

4.4.17 The Council will ensure cycle use is considered in all highway improvement work, including maintaining and where possible improving cycle trip directness and safety.

Making private transport more sustainable

4.4.18 For journeys where more sustainable travel options are not practical, car clubs and car sharing offer an alternative to privately owned cars. Car clubs are hire schemes that allow households to avoid the costs of car ownership, deter them from using cars for a trip which is convenient without one, and reduce the amount of car parking space needed. Haringey is working with a selected contractor to provide car club bays throughout the borough. By 2011 it is expected that a car club bay will be within five minutes walk of all households in the borough.

4.4.19 The Council also encourages low emission vehicles by providing electric charging points across the borough. Although still contributing to congestion, electric vehicles do not have the air quality impacts of ordinary cars.

The provision of transport infrastructure

4.4.20 The North London Sub Regional Transport Plan published by TfL in 2010 identified the transport challenges facing Haringey and the other north London boroughs of Enfield, Waltham Forest and Barnet. The Plan identifies the measures to meet these challenges including enhanced rail and underground capacity and unfunded schemes such as the Chelsea – Hackney line and four-tracking of the West Anglia Main Line; removal of the one-way gyratory system in Tottenham Hale; better management of the road network through, for example, management of planned events and better traffic control systems; encouraging mode shift from car to walking and cycling such as through smarter travel; improvement to interchanges at Finsbury Park and Tottenham Hale and improvements to accessibility and connectivity.

4.4.21 Through the Council's Local Implementation Plan (Transport Strategy) investment will be made between 2011 and 2014 in our town centres of Wood Green and Green Lanes, on local safety schemes, environmental measures, cycling schemes such as Greenways and local cycle routes and smarter travel behavioural change programmes. This investment would support the predicted increases in housing and employment. Please see Appendix 4 key Infrastructure Programmes and Projects, and the Council's Key Infrastructure Delivery Plan for a list of key transport improvements/ infrastructure provision required to support the delivery of the Local Plan over the 15 year period. The setting of a Community Infrastructure Levy (CIL) will help to marry the clearly identified needs and gaps with appropriate funding to meet any existing or projected gaps. This funding will come in part, from the future CIL for the borough. The Council is working closely with TfL and other stakeholders to monitor the progress and implementation of these projects. The Tottenham Hale Gyratory project is underway and the interlinked Bus Interchange project is progressing.

INDICATORS

Monitoring

4.4.22 SP7 will be monitored regularly to ensure effective delivery of its aims and objectives over the life of the Local Plan. The Annual Monitoring Report will be used to assess the performance of the policy, measured using a list of indicators as set out in Appendix 3. The key infrastructure which will support the delivery of SP7 are set out in Appendix 4 (Infrastructure Delivery Plan).

Key evidence and references

- Haringey's Local Implementation Plan, London Borough of Haringey 2007
- Haringey's Greenest Borough Strategy, London Borough of Haringey 2008
- Mayor's Transport Strategy, Mayor of London 2010
- The London Plan, Mayor of London 2011
- National Planning Policy Framework 2012