



A PLAN FOR HIGHGATE



FOR HIGHGATE
HIGHGATE NEIGHBOURHOOD FORUM

Highgate Neighbourhood Plan

Adoption Version

2017



FOR HIGHGATE

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Highgate Neighbourhood Forum map



Fig 1. Highgate Neighbourhood Forum Area map
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Introduction

1.1 Highgate’s past and present and a Plan for the future

Welcome to the Highgate Neighbourhood Plan – the Highgate Neighbourhood Forum’s vision for Highgate for the next 15 years.

Highgate was originally a village on a hill above London that has grown over the centuries into a large and attractive residential area. Our Neighbourhood Plan sets out to address the challenges – some common to all London areas, some unique – which it faces today.

1.2 How to use this Plan

This is the adoption version of the Plan incorporating modifications made by Haringey and Camden Councils in response to the recommendations set out in the independent Examiner’s report.

The vision, objectives and policies are presented in boxes and grouped under themes (for details of what these cover, see the Contents on page 3). Each policy is accompanied by a description of the aspirations and challenges it is seeking to address.

1.3 Highgate’s past: where have we come from?

The village of Highgate originated as a hamlet at the south-eastern corner of the medieval Bishop of London’s hunting estate, divided between the parishes of St Pancras and Hornsey – a division still reflected in the boundary between Camden and Haringey down the middle of the High Street. In 1380, a new drover’s road ran up from the City to the north, forming a junction with a track running along the current location of Hampstead Lane and Southwood Lane. This junction (and later the tollgate) established the core of Highgate Village.

Initial development consisted of facilities for the drovers and related supporting properties. These elements are still clearly visible and the form of the High Street is dictated by medieval burgage plots (rented properties with long narrow pieces of land), while the remnants of the ancient pasture land for the drovers remain in the area now known as the Highgate Bowl. Highgate School, which is now the largest landowner and employer, was founded in 1565 as a free grammar school for local boys.

Meanwhile, the lower end of the Plan area grew up alongside the environmental constraints presented by Waterlow Park, the historic Cemetery and the wider Hampstead Heath, resulting in an area that is attractive and intriguing in character, with high levels of access to both copious areas of open space as well as secluded wooded areas.

The attractiveness of the area resulted in the construction of fine mansion houses in the 18th and 19th centuries. While the sites of many of these have been lost to development, several remain



(Fairseat, Witanhurst, Beechwood, Athlone House) and provide another set of links with the earlier history of the Village. A fine example of more individual development is North Road/North Hill, serving the Great North Road. This important route to the North now displays a wide range of buildings, many listed, from a wide variety of periods and architectural styles, from Jacobean, to early social housing, to the Grade1 listed Lubetkin High Point 1 and 2.

Highgate Village was a regular stopping place with numerous inns and flourishing trades serving the needs of travellers and later became fashionable because of its good air and water. In 1813 a new toll-road on a shallower gradient, Archway Road, was cut to the northeast of Highgate Hill crossed by the Hornsey Lane Bridge. Together with the construction of Highgate Railway Station in 1856, this opened up the eastern slopes of Highgate for major development. These houses, shops and mansion blocks were completed in the late 19th and early 20th centuries and constitute a substantial part of the neighbourhood. The Northern Line was extended to Highgate in 1939.

1.4 Highgate present – the challenge today

1.4.1 Unique Highgate

Today Highgate is a leafy inner suburb situated in north London, surrounded by parkland and woods. It is on the western fringe of the London Borough of Haringey and northern fringe of the London Borough of Camden, with small portions in Islington and Barnet (these last are not included in the Forum area or the Neighbourhood Plan). It is well linked to central London, north to south, by the Underground and buses. East to west links are notably poorer.



The origins and history of Highgate are still evident: in the lengthy and diverse High Street that divides the two Boroughs; the old 'yards' and back alleys that adjoin it; the extraordinary array of woodlands and the world-renowned intrigue offered by the Cemetery; the fine buildings from many periods; the wealth of historic pubs; and through the diversity of shops and businesses that exist along the busy Archway Road. Its location on the slopes of a hill with outstanding views and fine buildings, surrounded by, and woven through with, green spaces, makes Highgate a unique place to live and work. It is a genuine community providing a wide range of economic and social activities.



Highgate in numbers

- > **18,000** residents in **8,000** households
- > About **3,300** under 20s and **3,300** over 60s
- > Covers nearly **5m** sq metres – equivalent to **700** football pitches
- > Gained **1,800** people, a **10%** increase in the last decade
- > **27%** of it is garden and **44%** green space
- > Reported **1,600** crimes in the last year, one for every five households with anti-social behaviour and vehicle crime topping the list
- > Over a **half** owner occupiers and a **third** who rent privately
- > Has more road (**11%** of area) than domestic buildings (**9%**)
- > **7,000** cars owned by its residents
- > **Three** out of **ten** residents born abroad
- > Contains schools with over **3,000** pupils
- > About **1000** residents aged over 75 and 140 over 90

1.4.2 The challenges: a neighbourhood of varying needs

At the same time, the Plan area faces some significant challenges. For a start, the size and diversity of the neighbourhood area poses logistical challenges. Highgate has an area of about 4.8 square kilometres and a population of approximately 18,000.

There is a high level of social diversity amongst those who live in the neighbourhood, with residential properties ranging from large mansions in the west to houses of multiple occupancy (HMOs) in the east, mainly around the Archway Road. House prices have risen dramatically over the past 10 years with two of the streets in the west of Highgate listed in the top five of London's most expensive. The results of the 2011 census indicate that the Plan area is home to a predominantly affluent population, with levels of employment, home and car ownership higher than both Haringey and Camden, as well as national averages. However, it is also home to a notable number of households who are reliant on affordable or council-owned accommodation (over 650 as of mid-2013). Plan policies set out to encourage developments which enable (through affordable housing, for instance) a broad social mix.

Highgate contains, or is in close proximity to, a wide range of schools (both state and private), healthcare facilities, public transport services and community facilities. Whilst the area currently has an above average percentage of younger residents (with a median age of 32 compared to the national average of 37) it is also recognised that the general trend in population nationally



points towards an expected increase in those aged 65 or above over the coming decades. In which case, more stress will be put on access to the above facilities, as well as to the need for social care and the appropriate type and style of housing.

1.4.3 Maintaining a 'real' place to live

Highgate is characterised as a real place to live. It features a very traditional urban pattern associated with the self-contained 'villages' of London: large areas of residential properties; various small businesses centred around the area's high streets; and a wide mix of local people both working in and attending the schools, healthcare facilities and other community services. At the same time, this function and character is under threat from national trends, such as the widely publicised decline of traditional high streets and the financial pressures on public services. Nurturing the entrepreneurial and innovative spirit of its high number of small businesses, alongside close working with bodies such as the Greater London Authority, Transport for London and the Boroughs to ensure that new development is appropriate and of benefit to the area, will be key to ensuring that the area loses none of its liveability and continues to thrive in future.

1.4.4 Protecting Highgate's special character

As a proportion of the total Plan area, 44% comprises public open space with a further 27% comprising often large and characterful residential gardens. It is this green and open character that makes Highgate one of the most desirable areas to stay and visit in London. There was a strong desire from the majority of respondents during consultation to ensure these open spaces were protected and made more accessible to all sections of the community – indeed our consultation found this one of the strongest positive factors influencing people's love of the area as 'welcoming, attractive and green'. At the same time, respondents also identified the importance of ensuring that all other aspects of the public realm, including pavements, shopping areas, the streetscape and public rights of way were maintained and kept free of clutter.



The overall number of listed buildings in the Plan area is considerable. Most of the area is also covered by three conservation areas which lend further protection to non-listed buildings and the general character of the area. The Plan area as a whole has a long and distinguished history and its heritage is clearly an asset. It is, however, also a constraint. Largely as a result of the sensitivity of the local built environment, there is no immediate desire for large-scale intensive development set out in the wider

development plan, yet the character of the area **remains under threat from creeping development**. This includes low-quality and often unsuitable basement conversions (a concern not least because of the sensitive nature of the geology of the Hampstead Highgate Ridge) and the redevelopment and extension of existing properties incorporating insensitive forms of design – usually on a significantly larger scale (while providing no extra housing units), with high security gates which damage the character of Highgate as a living community.



1.4.5 Highgate's congested roads

The transport routes running north to south, while once the catalyst for the growth of Highgate, have more recently posed problems to the local area due to heavy congestion. The majority of respondents in the consultation cited high levels of road traffic as one of the greatest threats to local residential amenity and the local environment. This in turn led to concerns about the high levels of commuter and illegal parking throughout the Plan area.



However, the busy environment along the route of Archway Road has led to lower property values, and has perhaps encouraged a wider range of small businesses and cheaper residential accommodation, bringing diversity and the vitality to the area.

1.4.6 Two boroughs, two high streets, one neighbourhood

The Plan area suffers from poor east to west links, due to the lack of connecting pathways or roads, by the hilly relief of the area and by inadequate public transport. In addition, the busy A1 divides the community on either side of the Archway Road. These problems continue outside the area, with many survey respondents noting difficulties accessing areas such as Muswell Hill, Crouch End and Hampstead, and Haringey's offices in particular. The result is limited cross connectivity and poor accessibility to some parts of the Plan area, particularly for less mobile residents, as well as increasing the number of car journeys and therefore pollution and CO2 emissions.

An additional key challenge faced by the Plan area is its location in two separate London boroughs, each with their own sets of policies. This often presents an inconsistent framework within which development in Highgate is assessed. In particular, the split of the neighbourhood area between two planning authorities has left the core of Highgate Village, which is dissected by their common boundary, without a cohesive and holistic policy which manages its retail and amenity function. Discussions on the Consultation Draft of the Plan have led to an undertaking by both Boroughs that they will share their data on Highgate High Street, so that, in future, planning decisions are taken with full knowledge of the situation on both sides of the road.

1.4.7 Addressing the challenges: what a neighbourhood plan can do

The Highgate Neighbourhood Forum decided from its inception that it should seize the opportunity presented by neighbourhood planning through the Localism Act to define Highgate's boundaries and provide a set of statutory policies that can genuinely influence the quality and quantity of development within Highgate.

A neighbourhood plan must support the strategic development needs set out in the Boroughs' Local Plans and plan positively to support local development (paragraph 16 of the National Planning Policy Framework). It must address the development and use of land. This is because, if successful at examination and referendum, the neighbourhood plan will become part of the statutory development plan once it has been 'made' i.e. brought into legal force. Applications for planning permission must be determined in accordance with the development plan, unless



material considerations indicate otherwise (section 38(6) of the Planning and Compulsory Purchase Act 2004).

Wider community aspirations that cover non land use matters cannot be covered in neighbourhood planning policies but this does not mean they are not important, just that a neighbourhood plan is not going to be an effective way of delivering them. A Plan can include non-planning projects, (as this one does where they relate to the Plan's vision and objectives) but they will carry no particular status and are not subject to referendum.

1.4.8 **What is the Highgate Neighbourhood Plan?**

The Highgate Neighbourhood Plan ('the Plan') has been produced by the Highgate Neighbourhood Forum ('the Forum'), which was formed by a number of amenity groups, residents' organisations and individuals (including all of the local Councillors) and was formally designated as the legal body able to deliver a neighbourhood plan by Camden and Haringey Councils in December 2012.

The Plan will cover the 15-year period 2016-2031 ('the Plan period'). Over this period it will be monitored to ensure the policies it contains successfully deliver against its stated objectives. Depending on the effectiveness of the Plan, the Forum will probably review and update the document before the end of the Plan period to ensure it continues to provide an effective strategy for Highgate well into the future.

As the Plan carries a significant level of legal weight, it has been prepared in strict accordance with all relevant primary and secondary legislation – principally Schedule 4B of the Town and Country Planning Act 1990 ('the Act') and the Neighbourhood Planning (General) Regulations 2012 ('the Regulations').

This Plan should not be read in isolation. It has been prepared with reference to the National Planning Policy Framework 2012 (NPPF), the London Plan 2015, and the London Boroughs of Haringey and Camden current and emerging policies. It is not the intention of this plan to duplicate or repeat what is already said in existing or emerging planning policy. The purpose of this plan is to add value to these existing policies, ensuring new policy is locally distinctive and specific to Highgate. As such, some of our policies are designed to build on and clarify the Boroughs' policies, and others to provide more cohesion between them.

1.4.9 **Defining Highgate**

The Forum had to begin by defining the Plan Area. It began with the postcode of N6, which has been a common definition of "Highgate" since the postcode was introduced nearly 100 years ago. The area lies within the boroughs of Camden and Haringey. In a practical sense, however, and in the minds of residents and businesses, the limits of Highgate are fuzzy around the edges and so the Forum talked to residents associations within Highgate, as well as colleagues in the neighbouring Plan areas of Archway, Crouch End, Dartmouth Park and Hampstead. The result is that the Plan covers the area widely regarded as 'Highgate' by those who live and work in what is a distinctive part of North London. It is also the area that is covered by the amenity societies affiliated to the Forum.



The final Plan area was approved by the London Borough of Camden and the London Borough of Haringey on 17 December 2012. The extent of the Plan area is set out in Fig 1, on page 4.

1.4.10 Sustainability

Neighbourhood Plans must ensure that all decisions and policies contribute to achieving sustainable development. To this end, the community started with Brundtland's definition: "sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs" (Brundtland – Commission of the United Nations on March 20, 1987) and developed a 'Sustainability Tree' (on Plan page of Forum website) illustrating what this means for the local environment. The Plan also sets out to fulfill the economic, social and environmental roles of sustainable development as set out in the NPPF.

1.4.11 Evidence and consultation

A key element of the Plan production has been the use of evidence. We sought whatever we could from published sources from both Camden and Haringey's suite of technical evidence base documents, and supplemented these with our own data gathering, where necessary and possible.

The foundation statistics were those from the Government's own population censuses. We were able to get figures from the 2001 and 2011 censuses to examine the demographics of our area, how it has changed over that decade and how it compares to neighbouring areas. There are also official figures for schools, crime, pollution and more, which we have for our area. These – or the derived analyses – can be found on the Forum website at www.highgateneighbourhoodforum.org.uk/evidence

In addition, the Forum has placed great importance on engaging with Highgate's residents, businesses and stakeholders. We conducted an initial survey of all 8,000 households in the Plan area and a "Placecheck" walkabout exercise. We talked to school children, counted cars and sat on buses to help understand how our area ticks. Further street engagement, regular e-newsletters to individuals (800 subscribers in July 2016) and Forum Affiliates (listed on the Forum website), community planning workshops and open meetings followed as we compiled the Plan.

Early drafts of the Plan were then subject to wide consultation with a number of groups and bodies, including the residents of Highgate, landowners, local interest groups, and statutory bodies, as well as officers from the London Boroughs of Camden and Haringey, to guarantee that it represents a strategy that is both appropriate and deliverable.



Details of the consultation programme, and how it has helped shape the final objectives and policies, are contained in the Consultation Statement.



Vision and Objectives

2.1 The Vision for Highgate

Highgate is a distinctive London neighbourhood with a rich cultural and architectural heritage spanning hundreds of years. It is almost entirely surrounded by green open spaces which clearly define the area and give Highgate its unique village feel.

An area so clearly defined has created a community with a spirit of independence and self-sufficiency: one that largely educates its children locally and aims to support local traders. Our vision is to re-invigorate our high streets with a diverse range of shops and businesses which can provide most of our day-to-day requirements.

From busy high streets to thriving cultural and amenity societies, we must ensure there is something for everyone, and build on existing provision to meet local needs across all ages.

Within Highgate's green borders lie more green spaces, some neglected and some under-used. This Plan seeks to protect and enhance these areas so that they bring real benefit to us all.

For many years Highgate has been divided by the Camden/Haringey Borough boundary. Our vision is to unite the community across this artificial administrative border to deliver a more cohesive and joined up approach on planning and transport policies.

Over the life of the Plan the Highgate Neighbourhood Forum will work to improve public transport connections to neighbouring communities to reduce traffic, noise and pollution.

Our Vision is for Highgate to be a vibrant place with a strong sense of community that protects its unique character and heritage while embracing fresh ideas and beneficial change.



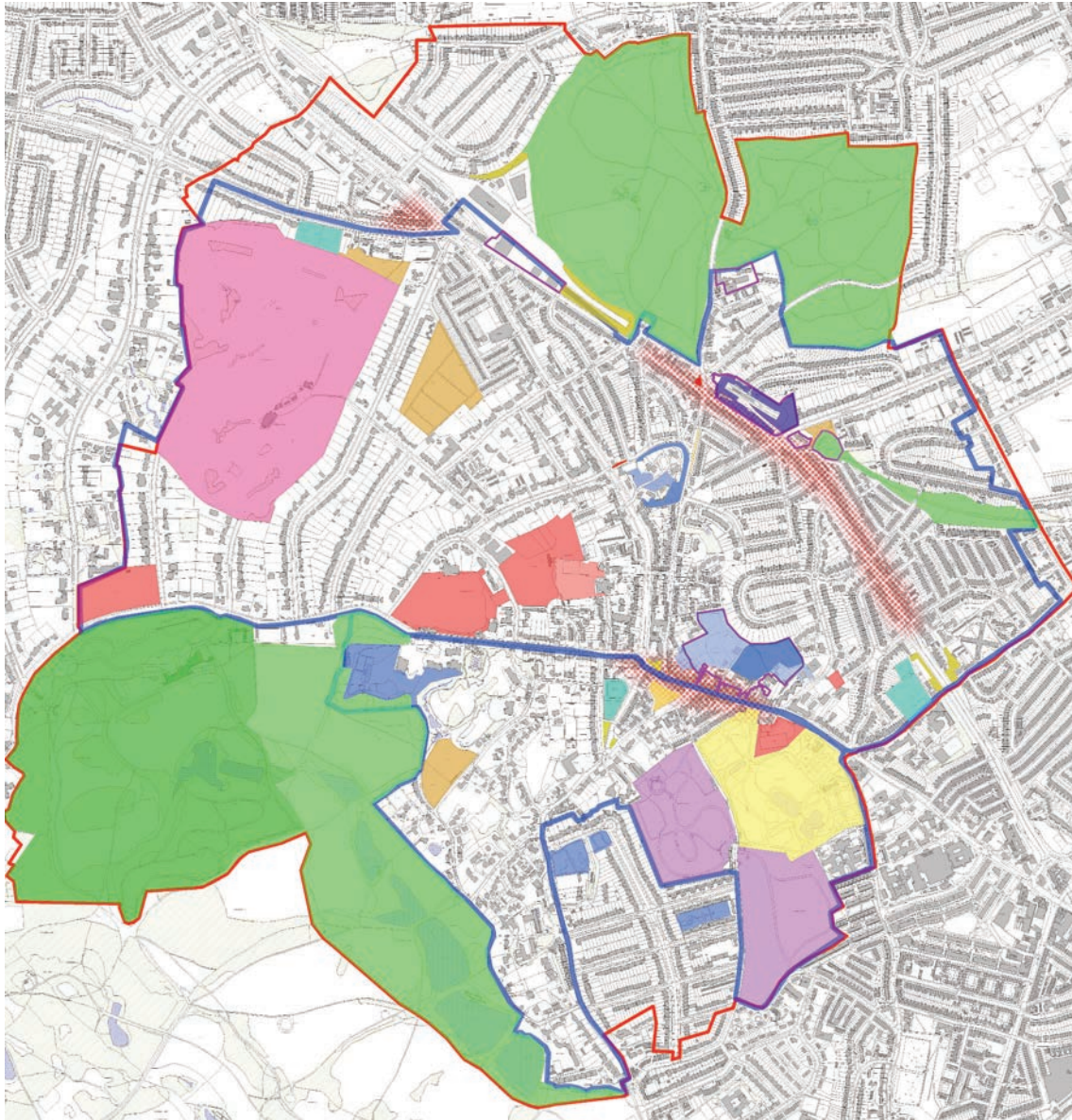


Fig 2. Highgate Neighbourhood Plan Key Diagram
(map courtesy of Prince's Foundation/DCLG, with HNF areas overlay)

-  Economic Activity Areas
-  Key Sites
-  Major Public Open Spaces
-  Waterlow Park
-  Highgate Cemetery
-  School Grounds
-  Significant private / Council open land
-  Allotments
-  Reservoirs
-  Pond Square
-  Highgate Overground
-  Highgate Golf Course
-  Wooded Fringes
-  Pocket Parks
-  Conservation Area Boundaries



2.2 The Core Objectives

The Core Objectives of the Highgate Neighbourhood Plan are designed to help achieve this vision.

Core Objective 1: **Social and Community Needs**

SC

To help Highgate develop and maintain a strong and sustainable community which works to minimise social deprivation and exclusion.

Sub-objectives:

SO1.1 Strengthened physical and social links between different parts of the Plan area and the different social and age groups in Highgate

SO1.2 Greater local participation in community initiatives

SO1.3 Successful joint working between and with the various authorities to ensure a mix of housing and access for all to well-maintained community facilities

Core Objective 2: **Economic Activity**

EA

To maintain the vitality and viability of the area's commercial cores so they continue to meet the day-to-day needs of the community and enrich and enliven the public realm.

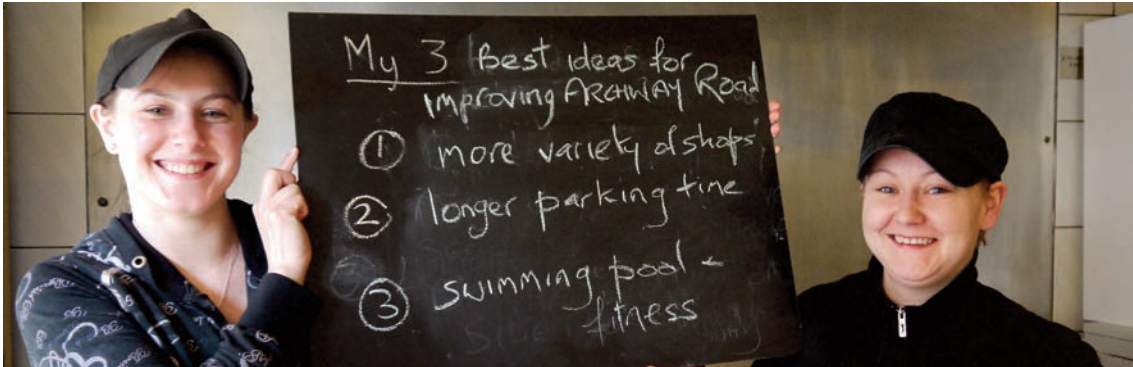
Sub-objectives:

SO2.1 The implementation of a new vision for Highgate High Street, Aylmer Parade and the business premises in the Archway Road that is forward-looking, entrepreneurial, sustainable and attractive

SO2.2 To attract more visitors to Highgate

SO2.3 To increase local prosperity, achieved in part through ongoing dialogue between local businesses and residents

SO2.4 To attract, maintain and enhance employment



Core Objective 3: **Traffic and Transport**

TR

To enhance accessibility to local services and support the community's health, social and cultural wellbeing.

Sub-objectives:

SO3.1 To promote sustainable modes of transport with special regard to the wellbeing of pedestrians

SO3.2 To minimise the short and longer term impact of new traffic arising as a result of development

SO3.3 To minimise the harm from traffic while improving the management of parking provision for Highgate

SO3.4 To manage the movement of heavy goods





Core Objective 4: **Open Spaces and Public Realm**

OS

To empower the whole community to protect, enhance and obtain the maximum benefits from Highgate's open space, where this does not harm the existing integrity or character of the open space, whether publicly-accessible or not.

Sub-objectives:

SO4.1 To promote safer and more attractive open spaces and public realm

SO4.2 To work with local authorities, Transport for London and others to secure the removal of redundant or unnecessary street furniture, and to work with them to enhance the design of Highgate's streets and public realm

SO4.3 To promote environmental, educational, cultural, ecological and recreational uses of Highgate's public spaces

SO4.4 To protect and enhance the area's village character through conservation of its natural features, including trees, habitats and open spaces, in both public and private ownership

SO4.5 To safeguard and enhance the biodiversity of the area's major Open Spaces as listed in 3.4.2, by ensuring that development in the Plan Area does not adversely impact on those spaces, or on the ecologically important network of smaller green spaces

SO4.6 To optimise public access to Highgate's open spaces

SO4.7 To improve those areas of SSSI, SINC and MOL which are currently in unfavourable or declining condition through complementary decision-making relating to the use of adjacent sites





Core Objective 5: **Development and Heritage**

DH

To preserve and enhance Highgate's unique character.

Sub-objectives:

SO5.1 To guide the design and form of both new development and alterations to existing buildings and boundaries to preserve and enhance Highgate's conservation areas and ensure Highgate's rich archaeological history is recorded and, where necessary, preserved.

SO5.2 To ensure, wherever possible, that any development strengthens the feeling of community

SO5.3 To mitigate the effect of building works on neighbours

SO5.4 To maintain the sense of Highgate as a green village

SO5.5 To ensure that new development proposals are sustainable

2.3 **Turning issues into actions**

To this point this Plan has sought to identify the issues that exist in Highgate, culminating in a set of clear objectives which development schemes will help to meet. The following two parts of the Plan will now set out a collection of clearly worded policies that meet these issues head on.

2.3.1 **The statutory policies**

The following two sections of the Plan include two different types of policies that will form part of the statutory development plan for the areas of Haringey and Camden covered by the neighbourhood area:

Section 3 of the Plan includes plan-wide policies. These policies are general in nature and will be used to guide the delivery of various types of development as and when proposals come forward throughout the entirety of Highgate.

Section 4 of the Plan includes 'Key Site' policies. These policies focus in on five specific potential development sites in Highgate and provide clear criteria that should be referred to both when formulating a proposal on the site and when determining any resultant planning application.



Core Objective	Sub Objective	Policy reference
CO1 Social and Community Needs	SO1.1	SC1, SC2, TR4, KA2, KA3, KA5
	SO1.2	SC2, SC3, OS4
	SO1.3	SC1, SC2, KA1, KA2, KA3, KA4, KA5
CO2 Economic Activity	SO2.1	EA1, EA2, EA3, EA4, DH7, KA5
	SO2.2	EA1, EA2, DH7
	SO2.3	EA1, EA2, EA3, EA4
	SO2.4	EA1, EA2, EA3, EA4, KA3, KA4
CO3 Traffic and Transport	SO3.1	TR1, TR2
	SO3.2	TR2, TR4, DH10, KS1
	SO3.3	TR3, TR5, DH6
	SO3.4	TR2, TR4, KS1, KS2, KS5
CO4 Open Spaces and the Public Realm	SO4.1	SC3, OS1, OS2, OS3, OS4, DH9, DH10, KS2, KS3
	SO4.2	OS3, DH9
	SO4.3	SC3, OS3, OS4, KS2, KS3, KS5
	SO4.4	SC3, OS1, OS2, OS3, OS4, KS3, KS5
	SO4.5	OS1, OS2, OS3, OS4, KS1, KS2, KS3, KS4, KS5
	SO4.6	OS3, KS3
	SO4.7	SC2, SC3, OS3, KS1, KS3, KS5
CO5 Development and Heritage	SO5.1	TR5, OS1, DH1, DH2, DH3, DH4, DH5, DH6, DH7, DH9, DH10, DH11, DH12, KS1, KS2, KS3, KS4, KS5
	SO5.2	SC1, SC2, DH2, DH10, KS1, KS2, KS3, KS5
	SO5.3	TR1, TR2, DH7, DH8
	SO5.4	OS2, DH3, DH4, DH11, KS3
	SO5.5	DH1, DH10, DH11, KS1, KS2, KS3, KS4, KS5



In summary, the table on page 18 sets out the policies that help deliver the objectives and sub-objectives set out above.

2.3.2 The non-statutory 'Community Action Plan'

One of the difficulties of neighbourhood plan making is that not all of the issues that are identified during the course of evidence gathering or consultation can be dealt with through the formulation of statutory planning policies. It was felt important, however, that these additional issues are still captured and other mechanisms of tackling them are investigated by the community.



Section 5 of the Plan includes a Project Infrastructure Table which indicates how the 'Community Action Plan' will be delivered. It does not form part of the development plan for Highgate but does set out a clear community manifesto describing which other non-planning issues may be addressed in the Plan area. It also responds to the Core Objectives set out above and seeks to provide an additional framework of community actions that will help the neighbourhood achieve its overarching vision.





Plan-wide Policies

3.1 **SC: Social and Community Needs**

3.1.1 **Aspirations**

On the initiation of this Plan, a principal goal was to deliver a set of policies and a strategy that sought to safeguard and improve the sense of belonging felt by those who live or work in the Plan area. One of the core principles of the Plan is to help develop a strong community and to contribute towards a greater sense of social inclusion. It was identified that progress on this can be made by improving access to the homes, services and facilities people need to lead a full and comfortable life and through the development of a Highgate that encourages participation and integration.

3.1.2 **Challenges**

Key issues identified during the course of consultation and evidence gathering included the following:

- I. A need for a range of both affordable and market homes – owned and rented and of the right size – for all sections of the community; and
- II. Inadequate access afforded to some sections of the community to a full range of private and public community facilities and services.

In response to these issues, among others, this section sets out a list of social and community policies that seek to support a sustainable Highgate where people want to live, work, shop and socialise, both now and into the future. Accordingly, the policies in this section are built around the following Core Objective:

Core Objective 1: **Social and Community Needs**

To help Highgate develop and maintain a strong and sustainable community which works to minimise social deprivation and exclusion.

3.1.3 **Social and Community Needs Policies**

Housing need

As with many of London's metropolitan villages, one of the most pressing issues felt by the residents of Highgate is access to a suitable and affordable supply of housing that meets their needs and



Policy SCT1: **Highgate's Housing Needs**

The Neighbourhood Plan will help to facilitate delivery of a minimum of 300 net additional housing units in Highgate up to 2026. Planning applications for new residential development (including conversions) will be required to demonstrate how they are contributing towards a range of housing types and tenures to meet the identified needs of the Plan area and help us achieve a balanced, inclusive and sustainable community. The ability of a new development to deliver an appropriate mix of homes that meet any of the following needs will be treated as a benefit of significant weight:

- I. Affordable housing that meets the Boroughs' targets and is delivered on-site;**
- II. Optimise the use of land and buildings on individual sites to create communities that are inclusive to everyone and appropriately mixed in terms of demographics, household types and tenures;**
- III. Inclusion of smaller units to provide for a mix of house sizes and to allow older residents to downsize from family housing to smaller units and supported housing, as well as to provide affordable housing products aimed at first time buyers;**
- IV. Where appropriate – and where it is not at the expense of quality or space standards – innovative and creative ways of providing residential accommodation to those not eligible for social housing, but also unable to afford housing at market prices. These may include licensed HMOs, studio apartments, and opportunities for a different range of housing types, such as self-build or custom-build where there is a demonstrable need.**

budget. Haringey's Local Plan seeks to deliver a minimum of 300 net additional housing units in Highgate to 2026, which the Neighbourhood Plan supports and will help to facilitate.

While the demand for affordable and social housing in the city has long been confirmed as a key issue in need of a solution, the requirements for smaller market units and other forms of specialist housing are sometimes overlooked. In particular, a survey of local providers of older persons' housing identified significant waiting lists for units. Both Camden and Haringey's Strategic Housing Market Assessments (SHMAs) – see Appendix 1 Evidence – identify various different types of housing need, including housing for older people.

On-site provision of affordable housing will be sought, given the under-provision locally. Where off-site provision is to be provided, proposals should seek to deliver this in Highgate where possible.

The Census figures show that the Plan area already has a large proportion of very large homes, despite the household size and structure not being very different to Camden and Haringey as a whole – pointing to the need for smaller properties, rather than more mega-mansions. It was also notable that in the 'Bishops' area of Highgate the population actually fell between the Censuses of 2001 and 2011 – despite a good many large extensions to properties – while increasing in the Plan area as a whole.



Ensuring mixed and balanced communities – particularly in areas dominated by large, private and single household occupied housing – is integral to achieving sustainable development and growth. There is a clear requirement set out in paragraph 50 of the NPPF that planning policies should provide for a full range of house types including for families, older people and people with disabilities, among others. This Plan seeks to respond to the challenge of the Framework with Policy SC1 aiming to ensure that new residential developments in Highgate are as mixed and as inclusive as possible and respond to the needs of all sections of the community.

It will supplement the existing and future housing strategies of both Haringey and Camden and pave the way for the delivery of – at the very least – the level of older person housing required by the London Plan. Proposals should take into consideration the London Plan density matrix, local context, site specific circumstances, housing need, housing choice and the quality of design – all being of equal weighting. Specialist forms of housing are encouraged to meet identified local need and in line with higher level policies, the loss of housing units will be resisted at existing or higher densities unless they are replaced with at least the equivalent new residential floor space to meet local housing need.

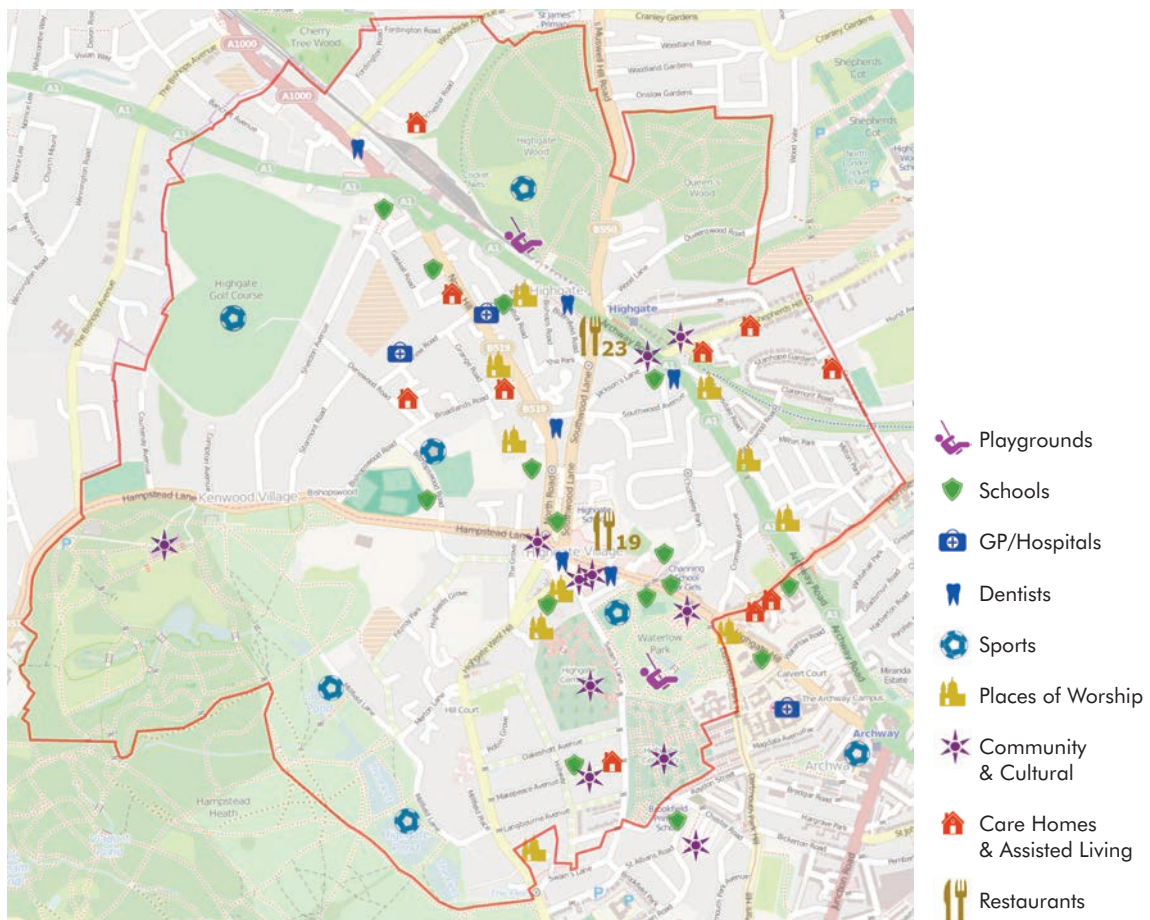


Fig 3. Highgate's Social, Community and Cultural Resources

© OpenStreetMap contributors with HNF icon overlay

For the respective Local Plans, the Councils have made arrangements for the gathering of evidence of need for self-build housing.



Section 4 of the Plan sets out in more detail the criteria which should guide the future mix of uses and forms of development for each site.

Community Facilities

Policy SC2: **Community Facilities**

The Highgate Neighbourhood Forum's recommended priorities for Community Infrastructure Levy (CIL) are listed as follows (in order of popularity in poll during Consultation):

- Feasibility studies for hopper buses linking local communities
- Enhancing Pond Square
- Supporting Waterlow Park
- Highgate Bowl Project
- Community space at 271 terminus
- Trees on North Hill/Archway Road
- Facility for young people
- Dedicated safe cycleways
- Creating green pockets and corridors
- Crossings on Archway Road/Wellington etc
- Playgrounds at Hillcrest and Parkland Walk
- Safe cycling learning space
- Solar panel and wind turbine schemes
- Enabling guerrilla gardening
- Green walkways
- Support for Holly Lodge Community Centre
- Signage from stations to Cemetery, Village etc
- Make Highgate Station cycle/disabled/pedestrian friendly
- Grants for improved shopfronts
- Old Highgate overground station project.

This CIL priority list may be subject to periodic review and updating over the life of the Plan.

The Forum asked the community how the local proportion of CIL should be spent as part of the consultation for the draft Plan. (ie. <http://www.highgateneighbourhoodforum.org.uk/plan/cil-list/>) (Dec 2015), and an earlier list was consulted on in 2014).

Highgate is an area that takes great pride in its sense of community. During the preparation of the Plan, it became evident that a significant number of people in the area – particularly the retired and semi-retired – are involved in a range of voluntary and cultural activities. The maintenance and supply of both existing and future community facilities is essential to ensure that these trends continue into the future and that greater opportunities are afforded to all sections of the community to meet and integrate.

Currently, Highgate is served by a range of extremely popular social, community and cultural resources (identified in Fig 3 on page 22), including Jackson's Lane, Lauderdale House, the



Upstairs at the Gatehouse theatre and societies such as the Highgate Literary and Scientific Institution and the Highgate Society. At the same time, it is noted that the value of these resources is often constrained by their accessibility, in particular to groups seeking larger communal spaces and to individuals with limited mobility and ability to travel about Highgate. This issue is heightened by the continuing problem of funding the upkeep and enhancement of the various facilities to a high standard. This is an often critical issue that has been cited by those who run and maintain community facilities throughout the Plan area.

In line with paragraph 69 of the NPPF, it is vital that development in the Plan area helps maintain the rich variety of social opportunities afforded by Highgate and ensures that an adequate supply of community facilities is provided to accommodate a growing population. In particular, those catering for children and young people, older people and those providing flexible space for regular classes and community events have been identified during our extensive consultations (see Neighbourhood Plan Consultation Statement). Specific projects that have emerged during work on the Plan and during consultation (and have been prioritised by community vote) are identified in our Community Infrastructure Levy (CIL) list on our website. The needs of the area and the CIL requirements will be monitored and updated during the life of the Plan.

Allotments and Communal Open Space

Policy SC3: **Allotments and Communal Garden Land**

I. The loss of allotments (Aylmer Road, Highgate and Shepherds Hill Railway Gardens sites in Haringey; Fitzroy Park in Camden) and communal garden land in Highgate will be resisted;

II. The provision of communal outdoor open space for residents, potentially including areas for self-managed allotments or garden land in new developments of 10 or more units – or where there is educational provision – will be actively encouraged, wherever possible and viable. Where such open space provision is delivered it should be positively managed.

Highgate currently comprises over 8,000 homes and residences comprising a wide mixture of property types and sizes. While the area includes a notable number of larger semi-detached and detached properties that enjoy significant private gardens and amenity space, it includes a far higher percentage of flats, maisonettes and smaller terraced houses that have very small or indeed no private outdoor space. This generates intense demand for both communal garden land (gardens shared by several flats or a whole estate), places to play and allotment plots throughout Highgate.

One statistic that highlights this demand in Highgate is the requirement for additional local allotments – whilst 1,960 plots were available throughout Camden and Haringey in 2011 there was a waiting list for a further 1,776 plots among local residents. Comments during consultation on the Plan also underlined the importance to residents of adequate provision of both communal garden land and allotments in giving them a healthy and balanced lifestyle.



Together with Policy OS3 of this Plan, this policy seeks to ensure maximum protection is given to existing communal open space and encouragement is given to the provision of further communal outdoor opportunities.

3.1.4 **Related non-statutory 'Social and Community' actions**

There are a number of non-statutory actions set out in the Infrastructure Project Table in Section 5 of this Plan that also seek to ensure that the social and community needs of Highgate are met. They can be summarised as follows:

CA1: Encourage community participation, including volunteering;

CA2: Seek out opportunities for environmental improvements, such as projects encouraging renewable energy, energy efficiency and low carbon schemes;

CA3: Encourage all owners of premises or facilities that are accessed by the public to make them as friendly as possible for those with mobility issues and with children;

CA4: Where appropriate, establish venues for people to meet, for example, a business/knowledge centre, as outlined in KS2: Former Highgate Railway Station;

CA5: Provide new playgrounds for under fives and a public all-weather pitch for sports;

CA6: Encourage community access to privately held sports facilities and add to the variety in existing public spaces;

CA7: Promote safety and the feeling of safety by, for example, actively supporting Neighbourhood Watch schemes;

CA8: Develop the Highgate on-line calendar, both as a community resource and as a way of attracting visitors.

3.2 **EA: Economic Activity**

3.2.1 **Aspirations**

The character of much of Highgate is defined by small businesses and retail premises clustered in three main locations: Highgate High Street in the village core; Archway Road and Aylmer Parade. These areas provide a multitude of shops, services, community, education and leisure uses to meet the day-to-day requirements of residents, workers and tourists alike. They also comprise places to work and a vital source of local employment.

Table 1 on the next page shows the location of the area's commercial cores which are also shown in Fig 4.



Table 1 – **Commercial Cores**

Commercial Core 1 – Highgate Village		
	Start	End
	2 Highgate High Street (Côte) – with the exception of residential properties at nos 4, 10, 11-15 (Park View Mansions), 19, 23, 42 and 65	3 Hampstead Lane (Willow Hair)
Commercial Core 2 – Archway Road		
Stretch 1	Start	End
Stretch 2	160 Archway Road (St. Augustine)	206 Archway Road (Winchester)
Stretch 3	208 Archway Road (jtm Estate Agent)	408 Archway Road (Gonnermann)
Stretch 4	269a Archway Road (Jackson’s Lane)	351 Archway Road (Pet Vet)
	353 Archway Road (Hayward Chemist) – on Western side of the road only	405 Archway Road (Topps Tiles)
Commercial Core 3 – Aylmer Parade		
	Start	End
	14-15 Aylmer Parade (Dentist)	36 Aylmer Parade (Christina Hair&Beauty)

To ensure the continued vitality and viability of the area’s commercial cores, it is key that the mix of uses within them is maintained and wherever possible enhanced to meet the needs of all. Whilst this Plan sets out policies to preserve and manage this mix in three of Highgate’s most important cores, it is recognised that further mechanisms such as Article 4 Directions may need to be explored in partnership with both Haringey and Camden to ensure the preservation of their retail, service and employment function.

The London Plan anticipates a significant level of employment growth in the Haringey part of the Plan area during the period until 2026 (a 29.6% increase in FTE – Full Time Equivalent – jobs). In which case, the retention of existing units, such as those around Aylmer Parade, Archway Road and Highgate Village, will prove vital in ensuring that a sufficient supply of workshops and small business units remain available to meet this rising need over the Plan period. The provision of additional floorspace for business purposes to meet the anticipated growth in employment will be viewed favourably, especially where proposals would complement the policies for existing commercial core areas and allocations for Key Sites.

3.2.2 **Challenges**

Key issues identified during the course of consultation and evidence gathering included the following:

- I. A need to ensure the continued vitality and viability of Highgate’s high streets while ensuring they provide a mix of uses to best serve those who make use of them;

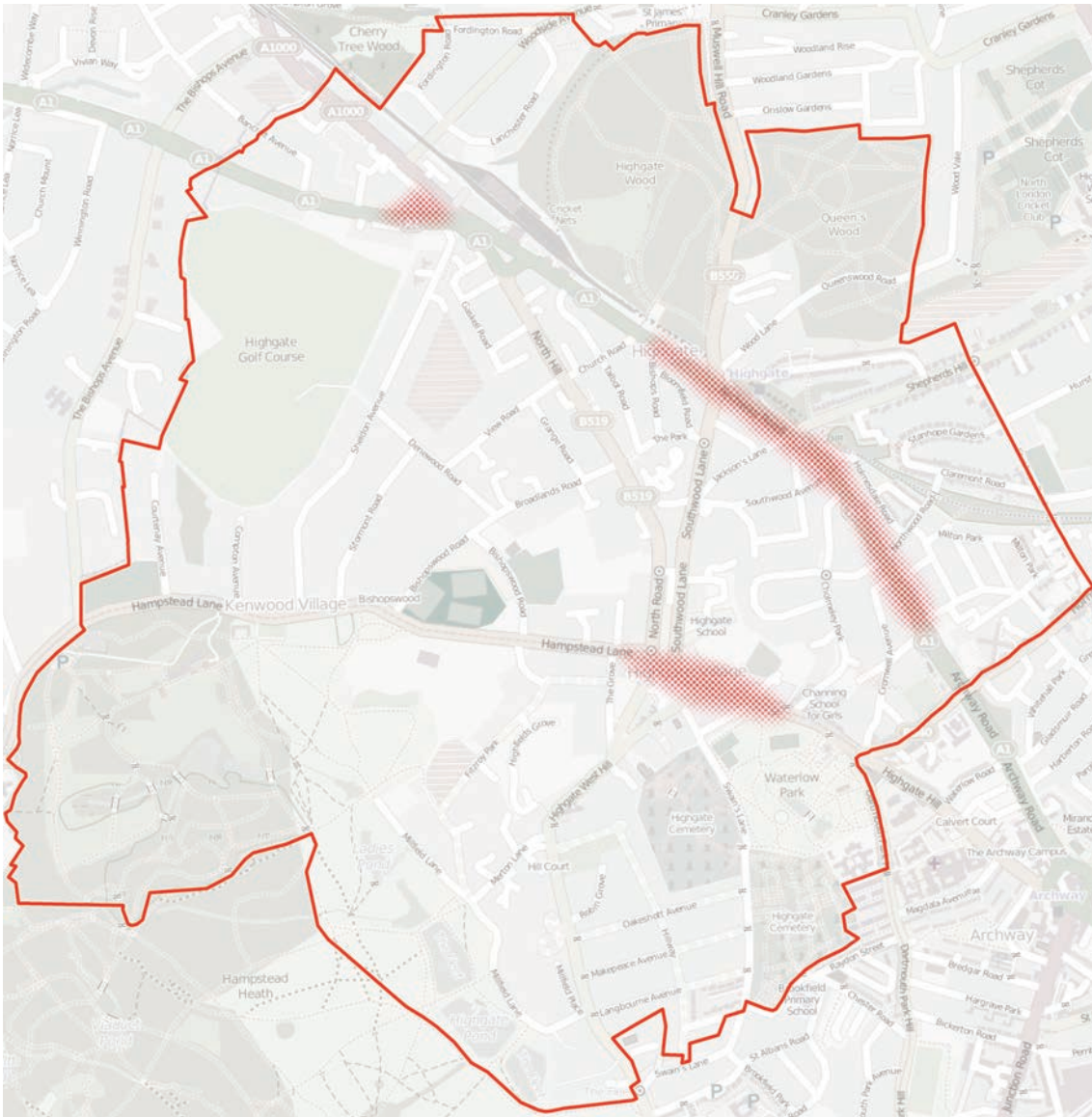


Fig 4. The three main commercial cores (shaded in pink): Highgate Village (centre), Archway Road (North East) and Aylmer Parade (North West) © OpenStreetMap contributors

- II. The importance of ensuring that, when a retail premise is reused in the Plan area or its use is changed, it creates a positive benefit to its local community;
- III. The key role that Highgate’s commercial cores play in providing opportunities for both casual and permanent employment; and
- IV. The importance of a coordinated approach to the management of the shopping areas in Highgate Village between officers of Haringey and Camden.

Data providing evidence of the above can be found in the supporting documents on the Plan Evidence page of the Fourm website: www.ForHighgate/plan/evidence

In response to these issues, this section sets out a list of policies that seek to manage the development of the three main commercial cores in the Plan area with the emphasis placed on retaining and enhancing their current core functions.



The policies in this section are built around the following Core Objective:

Core Objective 2: **Economic Activity**

To maintain the vitality and viability of the area's commercial cores so they continue to meet the day-to-day needs of the community and enrich and enliven the public realm.



3.2.3 Economic Activity Policies

Highgate Village Core

Highgate Village serves as an important shopping and service centre for the residents of the plan area. The area has managed to retain the atmosphere of a village despite its location within the wider conurbation of Greater London. As a commercial and retail core, Highgate Village comprises a mix of the day-to-day uses required to support a thriving and prosperous local community. Its historic buildings create character and atmosphere.



Fig 5. Highgate Village commercial core (shaded in pink): © OpenStreetMap contributors

The High Street and the yards behind contain many shops, pubs and local services that directly meet the needs of local residents and visitors on a daily basis. At the same time, the domestic function of the village has been slowly eroded over the past decades through the

loss of many diverse retail units predominantly to estate agents and other non-retail uses.

One of the main messages identified during the course of consultation is that it is key that the Village should enhance its function as a centre for local shopping needs, to maintain its place at the heart of the community. The importance of protecting and strengthening the role of existing centres to deliver social and economic ambitions in a sustainable way is reinforced in the NPPF, the London Plan and the development plans of both Haringey and Camden.



Policy EA1: **Highgate Village Core**

Within the Village Core and where the Boroughs have designated shopping frontages (see fig 5 and table 1), the presumption will be to protect A1 uses. The non-A class use of ground floor units will be permitted where:

I. The overall number of units in non-A1 use (including extant planning permissions) will not exceed 50% across the Village Core, unless it can be demonstrated the proposal will significantly enhance the vitality and viability of the Village and would not detract from its function as a local shopping area;

II. An active frontage is provided, or if this is not possible, a window display or other appropriate town centre frontage; and

The Highgate Neighbourhood Forum will continue to work with Haringey and Camden to ensure that the mix of uses in the village is adequately monitored and managed.

Policy EA2: **Loss or Change of Use of business premises from Highgate Village Core**

Any application proposing a loss or change of use of A or B class premises must not result in an unacceptable impact on the vitality and viability of, and employment opportunities within, the shopping area.

The Highgate community has been campaigning for many years for the relocation of the 271 bus stand at the junction of South Grove and the High Street. It is unsightly and dangerous with large buses turning in a tight, busy pedestrian area. The Forum would like to see the stand relocated elsewhere, the area paved and landscaped to provide a central area which could host market stalls and community activities, which would enhance the retail “offer” of the Village and attract more shoppers to the High Street (imagined below in Fig 6).



Fig 6. Highgate High Street with the 271 bus terminus replaced by a paved area and market stalls (artist's impression by John Browning)



Highgate Village has suffered due to its location on the boundary of the Boroughs of Haringey and Camden. Resulting differences in, among much else, street lighting, pavement surfaces, refuse collection and, notably, parking regulations, add up to make Highgate less of a “place” and will be addressed by the Forum outside the remit of this Plan.

It is the view of the Forum that the management and protection of the mix of uses in the Village has not been as effective as it could have been because it has been subject to two separate designations and different sets of town centre policies on either side of the High Street: as a Local Shopping Centre in Haringey and as a Neighbourhood Centre in Camden. In discussions on the Consultation Drafts of the Plan, both Boroughs have agreed that, in future, they will share their data on Highgate High Street to ensure a more joined up approach to the management of the Village when any further applications are submitted that seek to alter the range of uses along the High Street.

Please see Table 2 on page 33 that provides an up-to-date survey of the types of uses that exist in Highgate Village Core and which the Neighbourhood Plan is seeking to retain and maintain.

Archway Road

Archway Road varies significantly in both character and function from Highgate Village. It comprises a mile long chain of shops, community uses, offices and eating and drinking establishments broken into several shorter ‘runs’ of units – conveniently located a short walk from their immediate residential neighbourhoods – interspersed with housing. Where residential and other premises are combined, approximately 85% is residential and, in some places retail units have been converted to residential, thus distorting the street scene. Nationally and locally listed buildings enhance the experience of shopping but this must be set against the impact of heavy traffic. The Forum will address with TfL – outside the remit of this Plan – the difficulty in crossing the road and the timing of ‘green man’ phases (in line with TfL’s Road Task Force proposals).



Fig 7. Archway Road commercial core (shaded in pink): © OpenStreetMap contributors

The Archway Road shops provide an important local retail function through a range of small supermarkets, grocers and comparative goods shops, as well as services like hairdressers and dry cleaners. Despite – or perhaps because of – being on a busy thoroughfare (the A1), it also has a number of “destination” shops serving specialist interests. It enjoys a naturally high level of passing trade and a high footfall, particularly at peak

times and rush hour and also has businesses with a significant internet presence. It also has a high number of pubs and eateries and serves as a local leisure destination.

Stretches of the road suffer from a fair rate of “churn” and a few buildings that have become run down and dilapidated, albeit the local vacancy rate has dropped from 22% in 2001 to 8% in 2013 and 6% in 2015 (Source: Highgate Neighbourhood Forum local surveys). It is considered



there is value in providing a policy that encourages these buildings to be brought back into productive use to secure improvements to the local character, business viability and environment. This is particularly important due to the location of the road in the Highgate Conservation Area. Please see Table 3 on page 34 that provides an up-to-date survey of the types of uses that exist along Archway Road and which the Neighbourhood Plan is seeking to retain and maintain.

Policy EA3: **Archway Road**

Along the length of Archway Road (as described in Tables 1 and 3 and Fig 7) A1 (shops) and A3 (restaurants and cafes) uses will be promoted. Where planning permission is required, and where Haringey has designated a shopping frontage, a change of use from A1 or A3 to any other use within class A will be acceptable provided:

I. The proposal would contribute to the vitality and viability of Archway Road or would provide regenerative improvements that enhance the character of the area;

II. The overall number of units in non-retail use (including extant planning permissions) will not exceed 50% across the entire commercial core and;

III. An active frontage is provided, or if this is not possible, a window display or other appropriate town centre frontage.

A change of use to A1 or A3 uses will be actively encouraged, provided it does not result in the loss of an important community facility or conflicts with policy elsewhere in the development plan.



Aylmer Parade Area

Aylmer Parade is the third of Highgate's defined commercial areas and once again varies in nature and character from the other cores of the Plan area. Centred around a purpose built run of small shops and retail premises, Aylmer Parade and the local area have been identified in the context of Highgate as providing (along with the yards in Highgate Village and off Archway Road) an important supply of small workshops and business units to help support the growth of



small/medium enterprises (SMEs) in the Plan area. Most of these are located away from the main A1 Aylmer Road and comprise small, low cost workshops that are currently home to a number of long-term local SME businesses.



Fig 8. Aylmer Road commercial core (shaded in pink): © OpenStreetMap contributors

Policy EA4: **Aylmer Parade**

Aylmer Road Parade comprises the designated Local Shopping Centre at Aylmer Road and Cherry Tree Hill and the non-designated employment land and buildings to the rear.

I. Within the Local Shopping Centre, proposals for retail (Class 1 uses) will be supported. The use of ground floor units for appropriate town centre uses will be permitted where the overall number of units in non-retail use will not exceed 50% across the entire frontage, unless it can be demonstrated the proposal will significantly enhance the vitality and viability of the centre.

II. Employment floorspace including small office and workshop units (Class B1), particularly small units (100 sq m or less) suitable for shops, SMEs or start-up businesses, in and around Aylmer Parade will be retained for employment use, unless they can be shown to be no longer viable. In such a case evidence should be produced to show that the property has been suitably marketed for an appropriate period, in line with higher level policies.

III. The provision of new small office, workshop and retail units (100 sqm or less) within the Aylmer Road area will be actively encouraged.

IV. Any application proposing a loss or change of use of A or B class premises must not result in an unacceptable impact on the vitality and viability of, and employment opportunities within the shopping area.

Please see Table 4 on page 35 that provides an up-to-date survey of the types of uses that exist along Aylmer Parade and which the Neighbourhood Plan is seeking to retain and maintain.



3.2.4 Related non-statutory 'Economic Activity' actions

There are a number of non-statutory actions set out in the Infrastructure Project Table in Section 5 of this Plan that seek to ensure that the economic activity needs of Highgate are met. They can be summarised as follows:

CA9: Enhance and promote Highgate and its social activities to visitors, for example with tourist trails

CA10: Explore as many mechanisms as possible to preserve and enhance the retail and service offering, including Article 4 Directions in partnership with both Haringey and Camden e.g. grants for improved shop fronts.

CA11: Work with TfL to relocate the 271 bus terminus to make the High Street more attractive and to free up space for community use.

CA12: Work with the two Boroughs to have policies/activities, such as parking and refuse collection, as common and joined up as possible.

CA13: Explore with TfL and the boroughs opportunities for enhanced road safety and street scene improvements to improve the economic attractions of the commercial areas.

CA14: Campaign for fair parking restrictions and proportionate enforcement, with an eye on making it easier for residents and visitors to the area.

CA15: Promote the area as a place of thriving SMEs.

CA16: Campaign for community WiFi.

Table 2 – **Commercial Core 1: Highgate Village**

Use Class (as of Oct. 2015, Source: Highgate Neighbourhood Forum local survey)		
Use	Count	Share in %
A1 – Shops	36	43%
A2 – Financial & prof. services	27	32%
A3 – Restaurants & cafes	10	12%
A4 – Drinking establishments	4	5%
A5 – Hot food & takeaway	-	-
B1 – Business	-	-
D1 – Public Services	3	4%
D2 – Entertainment & leisure	1	1%
Sui Generis	3	4%
'Empty' or used as housing	-	-
Total	84	100%



Table 3 – **Commercial Core 2 – Archway Road**

Commercial Core 2 – Archway Road		
	Start	End
Stretch 1	160 Archway Road (St. Augustine)	206 Archway Road (Winchester)
Stretch 2	208 Archway Road (jtm Estate Agent)	408 Archway Road (Gonnermann)
Stretch 3	269a Archway Road (Jackson's Lane)	351 Archway Road (Pet Vet)
Stretch 4	353 Archway Road (Hayward Chemist)	405 Archway Road (Topps Tiles)

Use Class – Overall (as of Oct. 2015, Source: Highgate Neighbourhood Forum local survey)		
Use	Count	Share in %
A1 – Shops	70	48%
A2 – Financial & prof. services	20	14%
A3 – Restaurants & cafes	11	8%
A4 – Drinking establishments	4	3%
A5 – Hot food & takeaway	9	6%
B1 – Business	2	1%
D1 – Public Services	12	8%
D2 – Entertainment & leisure	3	2%
Sui Generis	-	-
'Empty' or used as housing	14	10%
Total	145	100%

Type of Usage (as of Oct. 2015, Source: Highgate Neighbourhood Forum local survey)					
Use	Stretch 1	Stretch 2	Stretch 3	Stretch 4	Total
A1 – Shops	14	27	13	16	70
A2 – Financial & prof. services	4	7	4	5	20
A3 – Restaurants & cafes	4	2	3	2	11
A4 – Drinking establishments	1	1	1	1	4
A5 – Hot food & takeaway	3	4	-	2	9
B1 – Business	-	1	-	1	2
D1 – Public Services	3	6	2	1	12
D2 – Entertainment & leisure	-	2	1	-	3
Sui Generis	-	-	-	-	-
'Empty' or used as housing	4	5	1	4	14
Total	33	55	25	32	145



Stretch 1

- **Several destination shops** – e.g. Selvedge (Interiors), Pax Guns (Gun shop), Changing Curtains (Curtains)
- **Several restaurants and takeaways** – e.g. Bengal Bertie’s (Restaurant), Massawa (Eritrean restaurant), Oriental Dinner (Chinese takeaway)

Stretch 2

- **Most dynamic stretch of Archway Road – 34% of shops have recently changed ownership / branding**
- **Large amount of convenience stores, generalist shops and supermarket** (Sainsbury)
- **Several restaurants and takeaways** – e.g. Too Too Moo, CoCoRo (Asian takeaways), Maurizio’s (Italian Restaurant)
- **Night economy** – e.g. Boogaloo (Pub/dancing), Red Hedgehog (Music venue)
- **Service shops** – e.g. Highgate Dental Centre, Physiotherapy, Holistic Clinic

Stretch 3

- **Range of small convenience stores, destination shops** (e.g. Timber Windows, Stantons Window Cleaning Equipment), **daytime cafés and charity shops**
- **Jackson’s Lane community centre**

Stretch 4

- **Large amount of small shops** – e.g. Chemist, Newsagents, Convenience Stores
- **Post office, daytime cafes, take aways**
- **Several empty shops**

Most ‘stable’ stretch of Archway Road – only 12% of shops have recently changed owner/brand.

Table 4 – **Commercial Core 3 – Aylmer Parade**

Use Class – Overall (as of Oct. 2015, Source: Highgate Neighbourhood Forum local survey)		
Use	Count	Share in %
A1 – Shops	10	45%
A2 – Financial & prof. services	6	27%
A3 – Restaurants & cafes	2	9%
A4 – Drinking establishments	-	-
A5 – Hot food & takeaway	1	5%
B1 – Business	-	-
D1 – Public Services	1	5%
D2 – Entertainment & leisure	1	5%
Sui Generis	1	5%
‘Empty’ or used as housing	-	-
Total	22	100%



3.3 TR: Traffic and Transport

3.3.1 Aspirations

Highgate owes its existence to traffic – it was a hub and a staging post over the centuries – yet the many competing demands today currently create tension, making travel and transport the issue that concerns residents most. Highgate offers a good variety of local retail, service and leisure opportunities and generally benefits from good transport connectivity, as it is easy to reach the centre of London.

Relatively recently, traffic has changed the character of the area in sometimes very detrimental ways. Heavy traffic flows along the Plan area's major arteries (Archway Road and Highgate Hill through the Village to North Hill, respectively the A1 and B519) have given rise to unacceptable levels of noise and air pollution. These are also the roads with by far the worst safety records in the area. Serious injuries are common and deaths have occurred. (Supporting evidence relating to accidents can be found in Appendix 1: Evidence). Additionally the frequent congestion along and around Highgate's main transport corridors seriously restricts the ability of residents of the Plan area to access the day-to-day activities that support a vibrant economy and a healthy and inclusive lifestyle.

The Highgate Neighbourhood Forum aspires to make the area more pedestrian and cycle friendly, reduce vehicle speeds, improve bus routes, review parking controls, improve access to local underground stations, eradicate commuter parking and improve mobility and accessibility for disabled people. The role of the Boroughs' Local Implementation Plans is acknowledged though sometimes the focus on delivery has been on the core areas of the boroughs, not on Highgate, which is at the periphery of both Haringey and Camden. The Forum area is cross boundary, and abuts two other boroughs (Barnet to the north and Islington to the south), so the Plan seeks a strategic approach to highways and infrastructure management that will apply to both local authority areas, and aims to make progress towards these aspirations by targeted local level policies.

Importantly, the Neighbourhood Forum aspires to provide a set of policies that unify the approach taken by both Boroughs when seeking to manage traffic and traffic generating land uses in Highgate. There are many welcome elements in the programmes of both, but Highgate would benefit from a common set of policies. Many of the issues that concern people cannot be addressed directly in the scope of the Plan, which is focused on land use planning policy, but the Community Action Plan in Section 5 of this document identifies a number of non-statutory actions that also seek to address transport issues.



3.3.2 Challenges

The key issues for Highgate identified during the course of consultation and evidence gathering included the following:

- I. A desire to encourage more people to adopt sustainable modes of transport and make the most of the opportunities to walk, cycle or use public transport;
- II. The importance of improving highway safety for all types of road user;
- III. The reduction of congestion and traffic flows to deliver – among other improvements – reductions in air and noise pollution;
- IV. The concentration of new traffic-generating developments in areas where there is sufficient road capacity to accommodate them, and the minimisation of community disruption when that is not possible;
- V. Stabilisation or if possible reduction of the pressure on on-street parking as a result of development;
- VI. A desire to reduce the negative impact from commuter driving and parking (by limiting for example the number of ‘park and ride’ streets in the area used by on-commuters, parking by residents of and workers in neighbouring boroughs, and the extent of driving to work in the boroughs); and
- VII. The development of an overarching and comprehensive suite of traffic and transport policies that seek to manage all of these issues consistently in both the Haringey and Camden areas of the Plan.

Supporting evidence for the above can be found in Appendix 1: Evidence.

The statutory policies in this section are built around the following Core Objective:

Core Objective 3: **Traffic and Transport**

To enhance accessibility to local services and support the community’s health, social and cultural wellbeing.





3.3.3 Traffic and Transport Policies

Policy TR1: **Promoting Sustainable Movement**

New development should promote walking, cycling and public transport use. Major commercial, service-based and large residential development should make suitable provision for pedestrians, cyclists and access to public transport. Where justified by a site's location and the character of the proposed development, and where the delivery of an otherwise sustainable development would not be threatened, smaller developments may also be expected to make provision for better pedestrian, cyclist or public transport access. Provision may include:

- I. Convenient, safe and well-signed routes, including footways and cycleways designed to appropriate widths;**
- II. Other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;**
- III. Safe road crossings where needed;**
- IV. Bus stops, shelters, passenger seating and waiting areas, signage and timetable information.**

Major development is defined as residential development of 10 or more units, and commercial development of at least 1,000 sqm or a site area of at least 1 hectare.

Key to the delivery of sustainable development is the promotion of sustainable transport. In Highgate this implies championing walking and cycling and improving access to public transport. Though the Forum will pursue a range of initiatives which are not included in the Plan (see the community actions at the end of the section), planning still has a role to play.

Major residential development and material changes to schools, medical facilities and other non-residential developments should take account of their impact on the community. Planning obligations will be secured, where it is legitimate to do so and subject to viability, to enhance the connectivity of the Plan area through measures including the provision of new and improved cycle links, bike parking facilities, footpaths, public transport stops and new through routes.

An aim is to enhance the permeability of Highgate for pedestrians, making it easier for people to follow desire lines even across previously privately owned land, for example providing an element of pedestrian access to or across the "Bowl" area in the event that it is redeveloped. More attractive walking and cycling routes will result in a reduction in reliance on private cars. Provision for car use will continue to have to be made for the elderly, infirm or others who are unable to fully utilise public transport.



This key Plan policy, to encourage a modal shift from car to other forms of transport, is at the heart of Section 4 of the NPPF 'Promoting sustainable transport' and is supported by Haringey's emerging policy DM31. The NPPF states that 'transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives'. This objective is incumbent on all developers and can be delivered through the inclusion of a number of features in new developments that accommodate walking and the use of bicycles and public transport.

Policy TR2: **Movement of Heavy Goods Vehicles**

Where planning permission has been granted, development that would generate significant movement of goods or materials by road, both during construction and in operation, must:

- I. Have a construction management plan (CMP) and – where appropriate because they are likely to generate delivery vehicles and/or refuse trucks – servicing management plan (SMP) showing the proposed logistics of heavy goods vehicle movements – this will be required for any major development. For smaller developments, the Councils will consider the requirement for a CMP or SMP, having regard to access issues and the potential impact on the local road network, and impact on properties in the vicinity of the development site. It will be designed to keep disruption to a minimum. These CMPs and SMPs will be secured through a condition attached to the permission or through a section 106 planning obligation, and must be agreed with the council prior to the commencement of works;**
- II. Wherever possible, avoid the need for additional movement of vehicles over 7.5 tonnes in predominantly residential areas;**
- III. Must make every effort to accommodate goods and service vehicles on site, during and after construction; and**
- IV. Seek opportunities to minimise disruption for the local community through effective management, including through the optimisation of collection and delivery timings, cleaning roads of building-related waste and the use of low emission vehicles for deliveries.**

Highgate has a varied network of roads ranging from significant transport corridors, such as the Archway Road, to tight grids of residential streets. Highgate's tapestry of buildings with diverse uses that has developed over the centuries, with workshops and offices often next door to homes, is widely appreciated as a feature that gives character to the area. As a result, residents can experience a serious negative impact on their own amenity as a result of significant levels of heavy goods vehicle movements being located in an area which is predominantly residential. This policy seeks to ensure that this level of impact is not exacerbated as a result of new development coming forward in Highgate.

When new commercial or residential uses are proposed, their effect on amenity, as well as their bearing on the road network, should be recognised taking into account both on-site and off-site



impact, both during and after the period of development. The community will endeavour to encourage the Council concerned to robustly monitor the implementation of the CMP and SMP and to review them where appropriate during the course of construction works. Camden Planning Guidance 7, paragraphs 8.8-8.10 provides guidance on CMPs.

The impact of heavy goods vehicles on a community once the development has been completed also needs to be considered. Badly – often illegally – parked delivery vehicles, coaches, refuse lorries etc cause congestion and danger. Sites that are likely to generate such traffic should be required to make provision for them on their land, using SMPs, except in the exceptional cases where there is no room for vehicles. Applications for development that entails a loss of such on-site parking, in effect pushing the “problem” onto public space will be strongly resisted. Deliveries will be required to be made at times that minimise disturbance to local residents.

Delivery and servicing plans are the same as servicing management plans (SMPs).

Policy TR3: **Minimising the Impact of Traffic Arising from New Development**

New major development, or smallscale development likely to generate significant additional traffic movements and demand for parking, will be expected to demonstrate the following:

- I. That a transport assessment has been carried out, or a transport statement prepared, to quantify future vehicle movements to, from and within the site including links to existing transport networks. Appropriate connections to highways and street spaces should then be put forward to serve the development;**
- II. Proposals should provide information on planned parking arrangements to demonstrate that there would be no detrimental loss of on-street parking or harmful impact from additional parking on the surrounding area and transport network;**
- III. Developments requiring pick-up, drop off, or waiting areas, should put forward appropriate arrangements within the site where possible which will ensure safety and minimise congestion; and**
- IV. The development should protect and exploit opportunities for the use of sustainable transport modes for the movement of people and goods. In order to minimise traffic movements and parking demand and any associated harmful impacts, travel plans should be prepared and implemented in accordance with guidance from Transport for London and the Boroughs of Haringey and Camden.**

The difficulty of getting around Highgate was one of the key issues identified during consultation, and is witnessed by residents on a daily basis. Driving is often impractical due to parking pressures and cycling and walking unappealing due to various factors such as traffic congestion and the hilly terrain. Accordingly, new development must successfully link in with, and where possible enhance, the existing local transport infrastructure and not hinder movement across the Plan area.



Appendix 2 describes the traffic and parking issues faced by residents and others in Highgate. Further information on transport assessment and parking is available in Transport for London's Best Practice Guidance.

Policy TR4: **Reducing the Negative Impact of Parking in Highgate**

Development will be expected to be car-free in areas that are designated as a Controlled Parking Zone. In the few streets that are not in a CPZ, development will be expected to be car-free if there is good access to public transport (defined at PTAL level 4 or above – a measure of distance from public transport services).

Development should not have severe negative impact on the highways or the environment. It will be resisted if it would:

- I. Harm highway safety or hinder pedestrian movement;**
- II. Provide inadequate sightlines for vehicles leaving the site;**
- III. Significantly add to on-street parking demand or otherwise reduce existing on-street parking conditions, where there is inadequate capacity;**
- IV. Create a shortfall of provision in terms of relevant parking standards for bicycles, people with disabilities and service vehicles;**
- V. Create a shortfall of public car parking, operational business parking or residents' parking;**
- VI. Create, or add to, an area of car parking that would have an adverse impact on local character or a building's setting or is visually detrimental to the conservation areas.**
- VII. Any new off-street parking parking should have regard for its impact on the character of the local area, and could be required to preserve or re-provide any means of enclosure, trees or other features of a forecourt or garden; and**
- VIII. Provide adequate soft landscaping, permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface water run-off.**

Private residential development of a plot that intends to maintain existing off-street parking can be exempt from the car-free parking restrictions. Any development that covers an area of existing off-street parking will need to explain the impact of the proposals on parking. As explained in III above, it must not add to on-street parking.

It is accepted that there might need to be additional transport capacity (such as improved infrastructure and services) where existing or committed capacity cannot meet the additional need generated by any development. Developments that attract new or extra footfall have the potential to exacerbate existing problems with congestion unless they pay adequate attention to the



capacity of the local road network and plan for access via means other than the private car. Highgate has experienced this with the expansion of educational and medical facilities, and some new supermarkets, contributing to the increase in traffic and congestion. Developments that generate frequent trips will be required to introduce adequate areas for deliveries and other services in order to avoid intensifying congestion local to the site with its consequential impact on the safety of adjacent roads. Plans should be put in place to ensure that those who stop for short periods of time, for example school drop-off and pick-up, cause minimum disruption to the neighbourhood. The community will encourage the Councils to minimise dangerous or illegal parking through full and proper enforcement.

Traffic and parking issues ranked highest among respondents to the survey carried out by the Highgate Neighbourhood Forum during the early stages of community engagement. Clogged streets, with the attendant problems of noise and pollution, and the difficulty of parking are issues that the community wants addressed. The Forum will pursue these issues and the Plan can play a role.

The Forum will also work to improve public transport in and around the area. Highgate is better served by public transport for radial journeys to the centre of London than it is for east-west journeys. The congestion and parking stress caused by poor east-west bus services and inadequate provision for the school run should lead to consultation on better orbital public transport provision.

Planning policy also has a role to play. While it is appreciated that a level of access to a private car is often required, new development should plan for essential usage only and limit parking provision as far as it is practical to do so, so as not to be to the detriment of existing residents. Accordingly, across most of the Forum area, where parking is already at a premium, policy on new developments should be consistent with the aim of reducing reliance on private cars and stabilising or reducing parking stress. The policy sets out the restrictions that will be considered on a development-by-development basis to ensure that the need for parking is kept to the operational minimum. (Camden already has policies in their Development Policies Plan (DP18 and 19) that seeks to manage parking in such areas, as does Haringey in saved Policy M9 of the UDP). Camden Council is seeking car free development throughout the Borough regardless of PTAL ratings, through Policy T2 of the emerging Camden Local Plan. Haringey's Policy DM32 in its emerging Local Plan will only support car-free development where PTAL is 4 or higher and within a CPZ. When these Plans have been adopted, the strategic policy framework should provide greater certainty for Highgate, and the Neighbourhood Forum may need to review its policy.) Other than in exceptional circumstances, new development in areas with CPZ controls and with good transport connections will be expected to be car-free.

The policy seeks to ensure that the provision of any new off-street parking is well integrated with the character and accessibility needs of its locality. In particular the provision of parking in developments must not have a negative impact on the appearance of an area, should not be prejudicial to the use of other forms of more sustainable transport (other than private car) or to the mobility of disabled or elderly people and must not have an adverse impact on the green character of Highgate.





Policy TR5: **Dropped Kerbs and Cross-overs**

Where planning permission is required, planning applications for the provision of off-street parking accessible by dropped kerbs will not be supported in areas covered by a CPZ where this would adversely reduce on-street parking capacity within the CPZ. They will only be supported where it can be demonstrated that:

I. They are either not in areas of high parking stress or a CPZ, or they are in areas of high parking stress but will alleviate the demand for on-street parking through the provision of off-street parking for more than one existing dwelling; and

II. They would not negatively impact on the character of the area, particularly conservation areas (such as through the proposed removal of character enhancers such as walls and trees); and

III. They would not have a negative impact on pedestrian and highways safety; and

IV. Appropriate on-site drainage, such as permeable surfaces, achieving run off rates which are no greater than the existing situation, and wherever possible are reduced, so as to mitigate against off-site flooding caused by run-off from off street parking schemes.

A key issue that has exacerbated parking stress in and around Highgate is the provision of dropped kerbs and 'cross-overs' to provide off-street parking for private households, often to the detriment of general on-street provision. A new cross-over will generally remove one or more on-street parking spaces to give way to a new off-street space that may not always be required. Accordingly, requests for off-street parking will generally be resisted when planning permission is sought.

Planning permission is only usually required for dropped kerbs and cross-overs in certain instances. These generally comprise:

I. Where the property involved has a frontage onto a classified road;

II. Where the property involved is a listed building; or

III. Where the property involved does not enjoy the same permitted development rights as a private house (such as flats, maisonettes, subdivided units).

In instances where planning permission for dropped kerbs is currently required, Policy TR5 seeks to ensure that it is only granted in instances where the works would not impact adversely on local general parking provision. In areas where planning permission is not required, but there is a recognised parking issue such as areas of on-street parking stress at any time of day, the Forum will encourage the Councils to consider the viability of using Article 4 Directions so that Policy TR5 might be implemented. Where permission is granted, permeability could be achieved through implementing appropriate Sustainable Drainage Systems (SuDS) which allow water to soak into the subsoil, rather than being diverted into the stormwater system.



3.3.4 Related non-statutory 'Traffic and Transport' actions

There are a number of non-statutory actions set out in the Infrastructure Project Table in Section 5 of this Plan that also seek to ensure that the traffic and transport needs of Highgate are met. They can be summarised as follows:

CA17: Fight for safe and well-signalled cycle routes, bike parking and a learning zone.

CA18: Make the case for more and safer road crossings, wider pavements and more Rights of Way, where possible.

CA19: Review parking regulations to improve access for those wishing to shop or visit, and ensure that the streets that suffer from parking stress cease to be a haven for commuter parking. Work with the two boroughs to introduce common rules and practices in the boundary area. Introduce spaces for motor bikes.

CA20: Encourage schools to reduce the traffic problems associated with the school run.

CA21: Seek to ensure that the councils maintain and improve roads to make them safer, including less vicious speed bumps and better-engineered junctions.

CA22: Improve the provision of public transport, including east-west routes and better interchanges.

CA23: Encourage the use of "shared surfaces" when they would be safe.

CA24: Make movement easier and safer for disabled people and those with buggies/children.

CA25: Promote the use of technology regarding bus times, to minimise waits at stops and speed journeys.





3.4 OS: Open Space and Public Realm

3.4.1 Aspirations

Open space makes a vital contribution to our overall quality of life in cities. It provides a sense of freedom and relief from our built environment. It provides somewhere to relax, somewhere to play, somewhere to enjoy and learn about nature and to meet with friends or exercise. In the main, it is a vital shared resource. The existence of quality open space also improves the visual attractiveness of where we live and work and helps define the unique character of an area to the extent that people want to live and visit there.

One of the aims of the Plan is to ensure the maintenance and improvement of Highgate's open space in line with the desires expressed during consultation to ensure that it is used for the benefit of the whole of the community. The Plan recognises the richness of open space that Highgate is blessed with but also welcomes the changing attitudes towards our green areas as expressed through the Mayor's 'Great Outdoors' programme.

3.4.2 Challenges

Key issues identified during the course of consultation and evidence gathering included the following:

- I. The impact of development on the character of Highgate's beautiful and historic open spaces;
- II. The impact that the loss of trees and mature vegetation cumulatively has on the character of Highgate as a whole; and
- III. The value that Highgate's open space adds to both the social and environmental well-being of the Plan area and the need to protect and promote this.

Together with the policies set out in the Development and Heritage section, the Open Space policies of this Plan seek to protect and wherever possible enhance the green and open character of Highgate.

The Open Space policies are framed around the following Core Objective, although they will also contribute towards other aspirations of this Plan:

Core Objective 4: **Open Spaces**

To empower the whole community to protect, enhance and obtain the maximum benefits from Highgate's open spaces, where this does not harm the existing integrity or character of the open space.

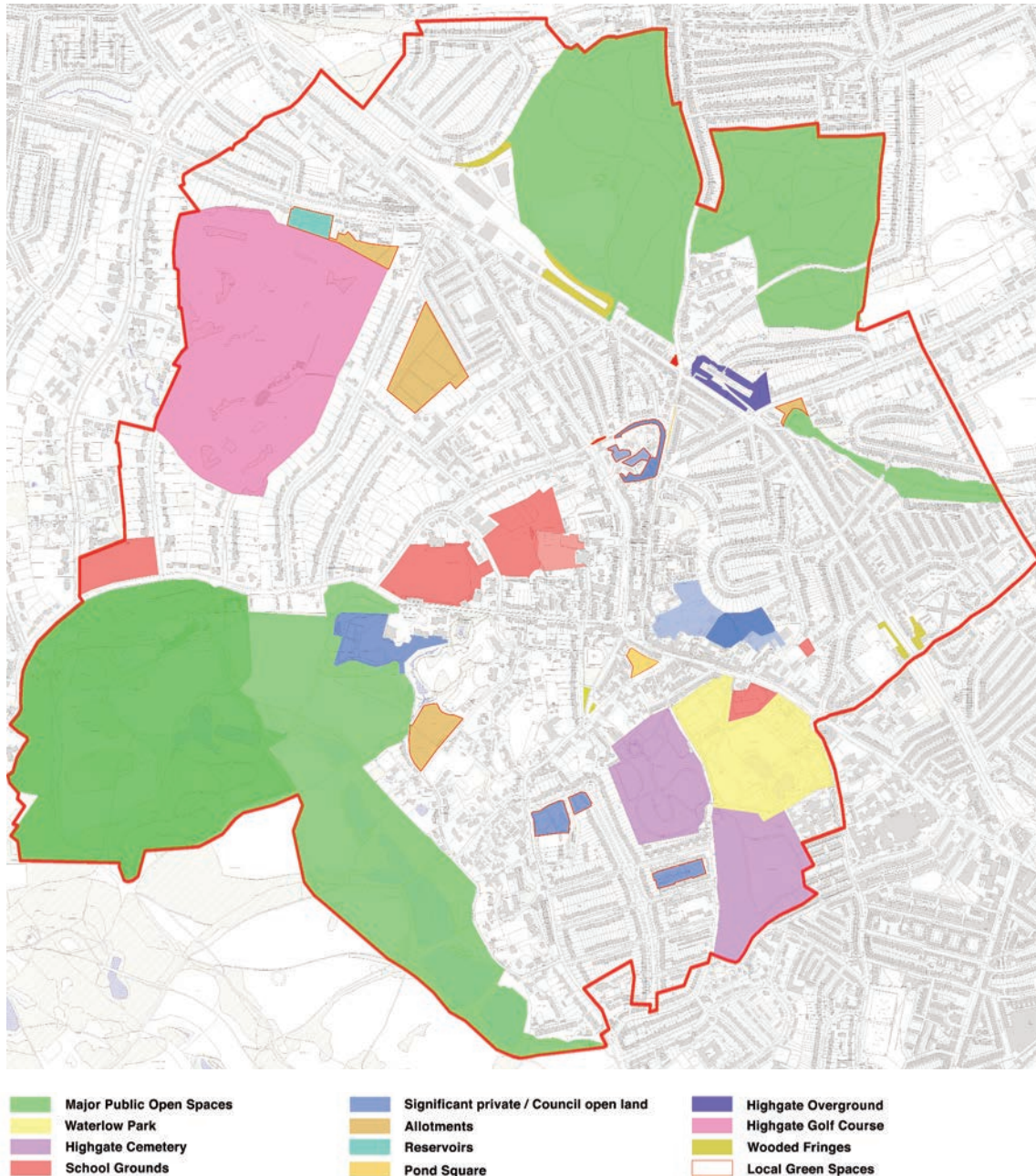


Fig 9. Highgate's Green Spaces (map courtesy of Prince's Foundation/DCLG, with HNF areas overlay)

Much of the form and character of Highgate can be attributed to its hilltop position and its green spaces. Seen from above, the area's major open spaces form an almost complete ring around the plan boundary, with Hampstead Heath and the Kenwood Estate to the South West, linking with Highgate golf course to the North West, Highgate and Queen's Wood to the North, Parkland Walk to the East and Waterlow Park and Highgate Cemetery completing the ring to the South. This encirclement of major green spaces has kept Highgate as it is; a true London village which has, to a large extent, retained its semi-rural character from the end of the 19th century.

Within this ring of green, the central region of the plan area is criss-crossed with smaller open spaces, including public squares and communal gardens but also private gardens, trees and



woodland, allotments, embankments and reservoirs. This network provides local amenity and recreation and forms an ecological infrastructure, linking and feeding into Highgate's major open spaces.

We have identified three categories of open space in the plan area:

Major open spaces

Multifunctional areas of outstanding importance in local, regional or national terms, these are Hampstead Heath, the Kenwood Estate and in particular its North Wood (aka Hampstead Heath Woods) – a designated Site of Special Scientific Interest – Highgate and Queen's Woods, the Parkland Walk, Highgate Golf Course, Highgate Bowl, Highgate School playing fields, Highgate Cemetery and Waterlow Park.

Local Green Spaces

As defined in the NPPF, these are spaces of special importance to a community for their beauty, historical importance, richness of wildlife or recreational value. A full list of designated local green spaces is given in OS3 with evidence to support the designations in Appendix 1 Evidence.

Ecological Corridors and Stepping Stones

Defined in The Natural Environment White Paper Section 2.12 as areas 'enabling species to move between core areas, these can be made up of a number of small sites acting as 'stepping stones' or a mosaic of habitats that allows species to move and supports ecosystem functions.' In Highgate, these include Haringey and Camden's officially designated 'ecological corridors' and Sites of Importance for Nature Conservation, as well as smaller sites, including the covered reservoirs, areas of road and railway embankment and public and private gardens. These spaces also act as visual amenities and green screens in the urban landscape.

3.4.3 Open Space and Public Realm Policies

Policy OS1: Highgate's Major Open Spaces

Development which is adjacent to Highgate's areas of major open space (as named above) should respect its setting and not be visually intrusive. Development adjacent to Highgate's major open spaces should ensure that:

- I. It does not harm protected views identified on the Boroughs' policies maps;**
- II. It is not detrimental to the integrity, appearance or setting of the open space in terms of height, scale, massing, use of materials or function.**

One of the key concerns raised during the consultation process was the potential impact that development around the fringes of Highgate's open space may have on its character and tranquility. While the major open spaces in the area (as listed above) are afforded a great deal of protection, either as MOL or Haringey designated SLOL, it was recognised that the demand for development land in London often results in new buildings growing increasingly tall and that this impacts on their settings.



Currently, Highgate's open spaces are special in this regard because the urban built form around them intrudes only minimally on the views into and out of them. This is largely because of the dominant nature of the many mature trees in the vicinity and the subservient scale of development around the periphery of the heaths and parks of the Plan area. This balance should be preserved to ensure that the special character of the open spaces of Highgate, and by extension of Highgate itself, is retained. This character was formerly specifically protected in the "Fringes of Hampstead Heath Area of Special Character" policy of both Camden and Haringey, and it is essential that a similar policy should be reintroduced to protect all the major open spaces in the area.

Protection of trees and soft landscaping

Policy OS2: **Protection of Trees and Mature Vegetation**

I. Within the conservation areas or when protected by a TPO, specimen, veteran and mature trees and mature vegetation, which have townscape, ecological or amenity value should be retained where possible. If such loss is shown to be absolutely necessary, new development will be expected to submit proposals for suitable replacements, like for like replacement being supported where appropriate and feasible.

II. Developments will be expected to preserve or enhance the character of Highgate's conservation areas, and and the setting of the major open spaces. This should include, where necessary, the provision of new or replacement planting. There should be no net loss of trees of as a result of development, and pro rata replacement will be expected. The development should not harm the local network of ecological corridors and stepping stones, unless the need for, and benefits of, the development in that location clearly outweigh the loss.

III. Within the conservation areas or when protected by a TPO, if a mature tree is found to be diseased and requires works significantly reducing its ecological or amenity value, appropriate replacement planting will be sought as close to the original site of the tree as possible. Veteran trees should be retained where possible.

Highgate is notable for its wealth of large and mature trees. These are survivors of the hedgerows, ancient boundaries, woodland and the mediaeval hunting grounds of the Bishops of London which characterised the area until the end of the 19th century. For example, several hedgerow oaks survive in the public realm in Sheldon Avenue and View Road, and ancient oaks and a veteran hornbeam from a "lost" arm of Highgate Wood survive in the North Hill area. This last tree was specifically identified in a 2015 Appeal decision as a Heritage Asset, and this definition should be applicable to all Highgate's veteran trees. The Forum will be seeking funding for the mapping of a Green Grid to build on the All London Green Grid and Boroughs' Biodiversity Action Plans to set a basis for the management of green infrastructure in Highgate (see CA31).



However, it is not just the specimen and ancient trees which add value to the area. The importance of the retention and, wherever possible, addition to Highgate's tree cover was identified as being one of the key concerns of residents during the course of consultation. Indeed, the 2013 "Placecheck" revealed that the people of Highgate held a 'great appreciation of trees in streets, green front gardens and access to and views of green spaces'. Where replanting needs to take place, preference should be given to native, broadleaved species, and advice could be sought from local amenity groups currently including the friends of Highgate and Queen's Woods.

Policy OS2 seeks to build on the importance placed on the retention and protection of mature trees by national and local strategies and policies, including those published by Haringey and Camden.

Too often, developers submit reports which conclude that ancient or mature trees at the site are diseased, and either need complete removal or such extensive works that their ecological and amenity value is substantially diminished. Haringey's "Validation Checklist" sets out the requirement for an arboricultural impact assessment to be submitted where tree works are involved. Camden requires a tree survey and arboricultural statement if there are trees within the application site or on adjacent sites, including street trees. Policy OS2 III aims to strengthen those requirements.

Finally, in the light of the current pressure for rebuilding of houses in large gardens to a significantly increased footprint, often with extensive basements, the protection of mature trees is essential to help reduce the impact on the local hydrology and water table.

Local Green Spaces

Policy OS3: **Local Green Space**

The Highgate Neighbourhood Forum supports the designation of existing public open spaces as Local Green Spaces. They will be protected from the impact of development which would result in a loss in the quantity and quality of public green areas which are of particular importance to the community. The following sites (see Fig 10) are designated as Local Green Spaces:

- LGSD1** **Open Land on Holly Lodge Estate**
- LGSD2** **Southwood Lane Wood**
- LGSD3** **Park House Passage**
- LGSD4** **Pond Square**
- LGSD5** **Peace Park**
- LGSD6** **Fitzroy Park Allotments**
- LGSD7** **Highgate Allotments**
- LGSD8** **Shepherd's Hill Railway Gardens Allotments**
- LGSD9** **Aylmer Allotments**



Highgate, though well provided with large green spaces, has a relative deficiency of small local parks and open spaces. Haringey's Open Space and Biodiversity Assessment found that much of the central part of the plan area is deficient in Public Open Space at the 'local' and 'small local' levels. This is compounded by Highgate's steep hills, which make its major open spaces difficult to access for some people, particularly children and those with limited mobility. This means that the small local spaces that do exist in the plan area are of vital importance, in particular to residents without private gardens, and those who are unable to easily access the larger green spaces in the Plan area.

NPPF (76) gives local communities the ability through local and Neighbourhood plans to "identify for special protection green areas of particular importance to them. By designating land as local green space communities will be able to rule out development other than in very special circumstances". NPPF (77) says that an area may be designated as a local green space, if it:

- I. Is in reasonably close proximity to the community it serves;
- II. Is demonstrably special to that community; and
- III. Holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife.

Some of the sites already have SINC designation but as the Local Green Space designation is stronger, this policy seeks to extend the Local Green Space designation to all the sites allocated above. As well as preserving and enhancing these special spaces, we will seek, wherever possible, to maximize public access to the sites and enhance their ecological and recreational contribution to Highgate.

We have assessed these sites as community green spaces of special importance, fitting the criteria laid out in the NPPF. Evidence to support the designations can be found in Local Green Spaces Evidence ([link in Appendix 1: Evidence](#)).



Highgate Allotments





Pond Square



Fig 10. Local Green Space Allocations

Produced by Haringey Council

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-  Highgate Neighbourhood Area
-  Local Green Space



Holly Lodge Estate gardens in the 1930s



The livestock pound at Park House Passage (1890)
courtesy of the Highgate Literary and Scientific Institution



Biodiversity

Policy OS4: **Biodiversity and Highgate's Green Grid**

Development should support the ability of 'Highgate's Green Grid' (detailed in Appendix 3) to act as an element in the local ecological network. The impact of a proposal on the Green Grid will be assessed against its wider benefits to the local area.

While the composition of garden planting cannot be controlled through policy, any new development or public realm planting project will be encouraged to plant tree species indigenous to the area and, when possible, of genetically local stock, and to undertake, wherever appropriate, the planting of areas conducive to the promotion of the local ecology.

The value of Highgate's public and private open spaces is enhanced by their vital function, cumulatively, as ecological infrastructure linking the area's open spaces and recognised by their designations as of local, regional or national importance. Essential in this mix are the large gardens – especially in the Bishops area – which provide the area's abundant wildlife with stepping stones between the major open spaces.

Any development which triggers the Councils' requirement for an ecological survey should use up-to-date data, and if fieldwork is required this should be seasonally appropriate. The full ecological value of most of these open spaces is not known, as only the major sites such as Hampstead Heath and Highgate Wood have been subject to formal ecological survey. However, species of all biological taxa are likely to move through, and spread, by means of the existing ecological corridors and stepping-stones. Policy OS4 recognises this importance and seeks to protect biodiversity in the area.

3.4.4 **Related non-statutory 'Open Space and Public Realm' actions**

There are a number of non-statutory actions set out in the Infrastructure Project Table in Section 5 of this Plan which also seek to ensure that the open space and public realm needs of Highgate are met. They can be summarised as follows:

CA27: Encourage biodiversity (in particular, beneficial insects such as bees, other pollinators, butterflies, moths and birds) by planting native trees, shrubs and wildflowers in open spaces both large and small.

CA28: Encourage residents to engage in 'guerilla gardening' in neglected spaces.

CA29: Identify and plot the main trees in the Plan area with a view to preserving and enhancing them.

CA30: Improve access to, and use made of, the parks and woodland in the Plan area.



CA31: Work with community groups to enhance the small pockets of open space.

CA32: Map the ecological corridors in N6 to add to those already designated in the Councils' policies maps, and identify and map a local Green Grid, building on the All London Green Grid and Boroughs' Biodiversity Action Plans to set a basis for the active management of green infrastructure, including trees.

CA33: Provision and enhancement of Green Walkways, especially near Highgate Underground Station.

CA34: Organise new signage for pedestrians from Highgate Station to Parliament Hill Fields.



Waterlow Park



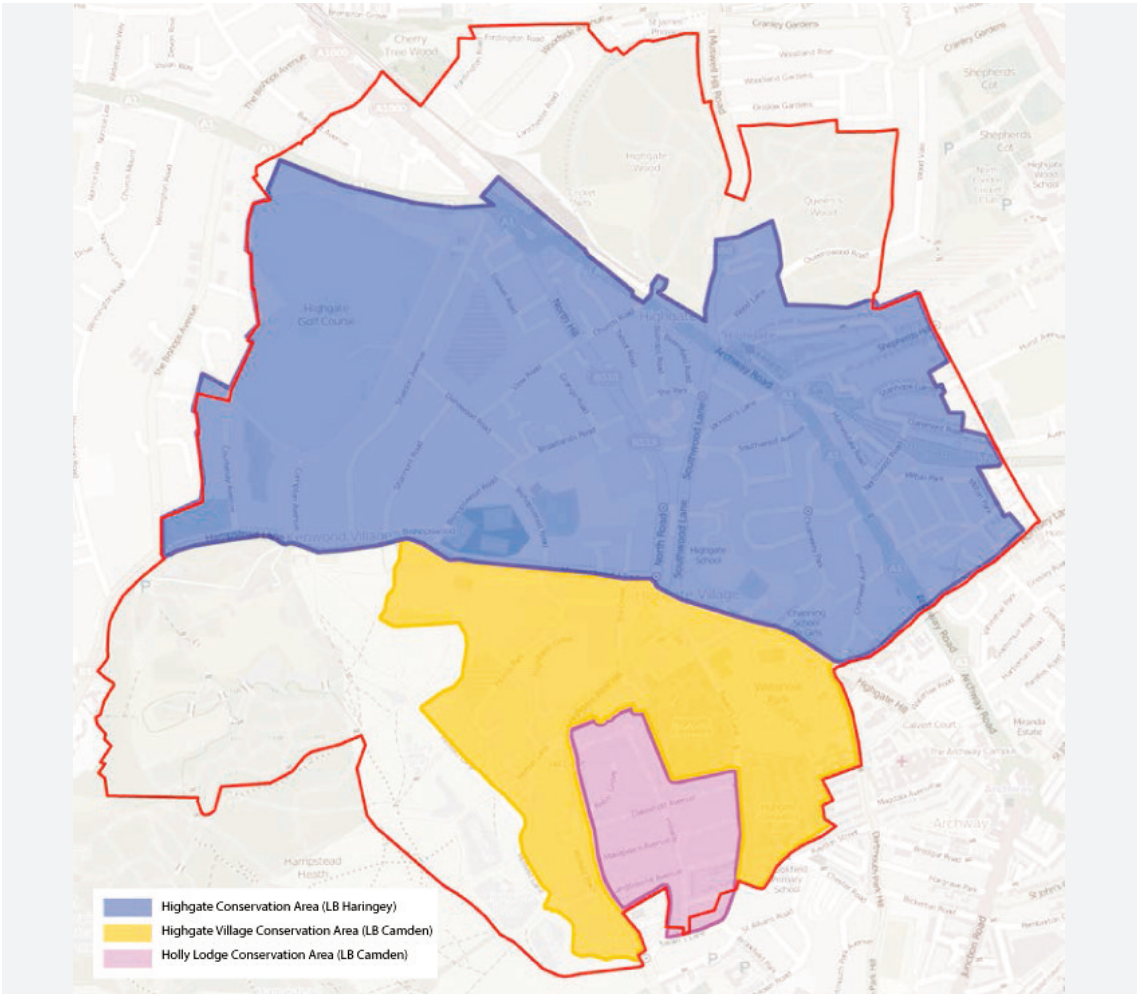
3.5 DH: Development and Heritage

3.5.1 Aspirations

The aspirations for the policies in this section are at the very heart of the Neighbourhood Plan. The main goal is to encourage development that seeks to preserve and, wherever possible, enhance the unique and historic character of Highgate. It is important that any new development contributes to the liveability and sense of community currently experienced by Highgate’s residents, businesses and visitors. Any new developments should be socially, environmentally and economically sustainable, and respect the setting of Highgate’s conservation areas, listed buildings and heritage assets. Furthermore, parts of Highgate have been inhabited since the Bronze Age and the Archaeology policy seeks to ensure that the archaeological potential of the Forum area is not lost when development occurs.

The three Highgate conservation areas cover most of the Plan area so there are few opportunities for large-scale development. Where opportunities do exist, they are covered in the Key Sites policies. ‘Development’ throughout this section means the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land.

Fig 11. The Camden, Haringey and Holly Lodge Conservation Areas © OpenStreetMap contributors





3.5.2 Challenges

Key issues identified during the course of consultation and evidence gathering included the following:

- I. The encouragement of development that offers a high quality environment that enhances the liveability of Highgate;
- II. The respect for both the appearance and the function of Highgate's streetscape and public thoroughfares;
- III. The impact that over-development of sites can have on neighbours and local character, including the inappropriate conversion or creation of living space in the basements of existing homes; and
- IV. How high quality development can encourage social inclusion and promote a more fulfilling and active lifestyle, and how poor development can both harm a local sense of community and our shared local environment.

The Development and Heritage policies are framed around the following Core Objective but also contribute towards other aspirations of this Plan:

Core Objective 5: **Development and Heritage**

To preserve and enhance Highgate's unique character.

Highgate has a rich history of innovative design and many landmark buildings. It is renowned for its fine mix of Georgian, Victorian, Edwardian, Arts and Crafts and modern architecture, and has a wealth of statutorily listed buildings. There are also three registered landscapes of special architectural or historic interest: Waterlow Park, Kenwood and Highgate Cemetery.

This richness of character and heritage is reflected in the fact that much of the Plan area is covered by designated conservation areas: Haringey Highgate Conservation Area; Camden Highgate Conservation Area; and the Holly Lodge Estate. The special interest of these areas, and strategies for managing change, are set out in the respective Conservation Area Appraisals and Management Plans (CAMP).

Despite its conservation area status, Highgate has recently suffered from insensitive development that has undermined the integrity and coherence of the conservation areas, their buildings and their settings. These fall into three main categories:

- I. the demolition of good quality buildings, which has often been compounded by their replacement with designs not in keeping with the characteristics identified in the CAMPS;
- II. incremental alterations and extensions that detract from the character of individual buildings, and cumulatively from the streetscape; and
- III. poor quality shopfronts, and solid external security shutters that create a forbidding atmosphere and are prone to graffiti.



The 2013 Placecheck identified that the Plan should be the vehicle for reaffirming the protection afforded not only to Highgate's listed buildings, but to the many fine unlisted properties – and their settings – in its conservation areas. Policies seek to respond to the principal concerns raised in the HNP consultation process. The policies are supportive of the respective Conservation Area Management Plans adopted by Camden and Haringey, which provide much more detailed and comprehensive guidance on best practice.

The Forum will encourage and support the introduction of Article Four Directions to remove permitted development rights, with particular regard to replacement windows and doors and demolition of front garden walls.

The Forum will encourage and support the introduction of Areas of Special Control of Advertisements (ASCAs) to enable better control over estate agents' boards and other signs, placards and notices.

The Forum strongly encourages and supports the Councils in enforcement action against unauthorised works in conservation areas.

3.5.3 Development and Heritage Policies

Policy DH1: **Demolition in Highgate's Conservation Areas**

Proposals to demolish buildings and structures that are non-designated heritage assets will be subject to a balance judgement with regard to the scale of the loss and the significance of the asset. Any proposed replacement should make a positive contribution to the conservation area.

The Plan seeks to preserve and enhance the conservation areas. While all proposals to demolish will be considered against tests in higher level policies, where demolition is permitted then development must positively contribute to the conservation area in which it sits. New development should not make less of a contribution to the conservation area than that which it replaces. Non-designated heritage assets are listed in Appendices 4 and 5 on the website.

Policy DH2: **Development Proposals in Highgate's Conservation Areas**

Development proposals, including alterations or extensions to existing buildings, should preserve or enhance the character or appearance of Highgate's conservation areas, and respect the setting of its listed buildings and other heritage assets. Development should preserve or enhance the open, semi-rural or village character where this is a feature of the area.



The Forum is especially supportive of requirements for applicants to submit a Design and Access statement demonstrating how a proposed development complements the character of the area. Applications which include plans and illustrations which accurately show the relationship with neighbouring properties to properly assess the impact on the streetscene are encouraged.

Original windows and doors are integral to Highgate's special character, and should be retained and repaired wherever possible. Replacements should match the originals in terms of materials, design and detail.

Original building materials, finishes and decorative details are essential to Highgate's special character and should be retained. All development requiring a Design and Access or Heritage statement should refer to Conservation Area Management Plans where relevant.

Policy DH3: **Rear Extensions**

Rear extensions on residential properties should be subordinate in scale to the original dwelling, complement its character in terms of design, proportion, materials and detail, should not harm the amenity of adjacent properties, and should retain a significant area of garden or amenity space which is proportionate to that of neighbouring properties in the surrounding area. Development should respect and preserve existing architectural features where these contribute to local character and appearance, for example projecting bays and decorative balconies.

Haringey's emerging policy DM12 sets out requirements on the design and quality of residential extensions. However, rear gardens make an important contribution to Highgate's character and conservation areas, to the amenity of residents and to the local ecology. Rear extensions should not encroach disproportionately on these valuable assets.

Policy DH4: **Side Extensions**

Side extensions to detached or semi-detached properties, including the enlargement of existing garages, should be sensitive to and respect the character of the streetscape, and not block or significantly infill gaps between buildings, or otherwise disrupt the integrity of the individual architectural composition or group where these contribute to the character of the local area. They should be subordinate in scale to the original dwelling and complement its character in terms of design, proportion, materials and detail. They should not harm the amenity of adjacent properties.

The gaps between dwellings, often providing views of mature rear gardens, are an important feature of many residential streets of Highgate and contribute positively to the conservation areas.



Policy DH5: **Roofs and Roofscape**

Roof extensions, dormers and rooflights should respect the existing roof form in terms of design, scale, materials and detail and be restricted to the rear except where they are part of the established local character and a new extension or dormer would not have an adverse impact on the amenity of the area or the significance of heritage assets; re-roofing materials should avoid use of inappropriate substitute materials that can erode the character and appearance of buildings and areas.

Chimneystacks should be retained where they positively contribute to the character of the conservation area. Satellite dishes and other telecommunications equipment should be located discreetly, and not be sited at the front of buildings on the roofline in the conservation areas.

The roofscape is an important element of Highgate's character and, given the local topography, much of it is visible from the highest parts of the area.

Front dormers may be acceptable where an alteration is being made to a group of buildings and where the continuing pattern of development would help in 'reuniting' a group of buildings, or where an established pattern exists of a variety of additions and alterations to roofs. A front dormer is likely to be unacceptable if the development is to take place in a terrace or group of buildings where there is an established roofline which is wholly or largely unimpaired. Where rear dormers will be visible from the public realm, for example dwellings adjacent to Parkland Walk, special care should be taken to ensure that design is of a high quality and materials used are appropriate for the conservation area.

Further guidance on roof extensions and examples where front dormers are acceptable is provided by Haringey's emerging policy DM12 and Haringey's Highgate Conservation Area Appraisal and Management Plan, including companion Design Guide; and Camden Planning Guidance 1: Design paragraphs 5.6 to 5.29.

Policy DH6: **Front Boundaries**

Original boundary walls, gate piers or railings should be retained unless their removal is necessary due to the condition of a structure, or replacement provision is proposed which would enhance the character of the area. In areas where matching and similar boundary walls form a recognizable part of the streetscape, for example clinker walls in Cromwell Avenue, replacements should be reinstated to match the originals. New boundary walls requiring planning permission, and gated developments will not be permitted if they:

I. Have a detrimental impact on the open character of the street-scene; or



II. Result in the unnecessary removal of mature hedges or natural features which have a positive impact on the character of the local area;

III. Would result in a loss of visual permeability or public accessibility where this contributes to local character.

Permitted development rights mean that planning permission may not be needed for works to front boundaries for certain developments. However, front gardens and boundary walls make an important contribution to the character of many of Highgate's residential streets. There are some roads where boundary wall treatments contribute very specifically to the character of the local area (as identified in the Highgate Conservation Area Appraisal) e.g. Southwood Lane, Cromwell Avenue, Highgate Avenue, but fine examples of original boundary walls, railings and fences are to be found across the Plan area.

At the heart of this Plan is the desire to ensure Highgate remains a welcoming and attractive environment, and to support inclusive and cohesive communities. The 2013 Place Check uncovered a great appreciation for green front gardens and access to, and views of, green spaces, which are an essential part of the character of Highgate. This was seen to be under threat from areas becoming increasingly exclusive and disconnected, with individual homes which, through the introduction of high gates and walled boundaries, do not contribute positively to the public realm.

Many applications are received for replacement of existing boundary treatments with high walls, fences and gates. Currently in the Plan area there are several streets which are fully gated. Other smaller cul-de-sacs and homes are accessible via a shared but gated entrance. Although often submitted for reasons of security for the occupants, they destroy the open character of the area and result in poor levels of surveillance at street level, often encouraging rather than reducing casual and petty crime. This effect is reiterated in Haringey's 'Safety by Design' guidance which states that high walls and gated communities should not be viewed as an appropriate solution to anti-social behaviour and crime. It may be desirable to reinstate boundary treatments where they have been lost in some cases.

Policy DH7: **Basements**

Where basement development does not fall in the scope of permitted development, and where there is evidence that there may be problems with drainage or flooding, applications for basement development will be supported only where they meet the requirements set out within this policy.

1. Impact Assessment requirements:

I. Any assessment on the impact of a basement development should demonstrate that:

i There will be no adverse effect from subterranean development on the structural stability of adjacent properties and associated potential damage;



ii There will be no possibility of irreparable damage to the local water regime both in terms of ground water diversion and surface water flooding;

iii There will be no individual or cumulative impact of development on the character and biodiversity of gardens and adjacent open spaces, particularly in designated conservation areas and those areas adjacent to Highgate's Major Open Spaces (identified in 3.4.2).

II. Where there is evidence that there have been problems with drainage or flooding, or desk top surveys indicate problems may arise, applicants will be required to demonstrate to the satisfaction of the LPA that development will not cause or exacerbate such problems.

III. Under no circumstances should construction be allowed to proceed where there is evidence that damage to neighbouring properties would exceed Burland Scale 1.

2. Protection for Neighbours:

Where a Construction Management Plan (CMP) is secured, it should be submitted, and must be approved by the LPA, prior to the commencement of works.

3. Limiting Environmental/Ecological Impacts:

I. Any basement development should normally be expected to allow for a minimum of one metre of permeable soil above any part of the basement beneath a garden to support biodiversity and larger trees/planting. This depth should be greater if necessary to preserve landscaping consistent with neighbouring properties.

II. All basement developments should incorporate a positive pumped device or other suitable flood prevention device to avoid the risk of sewage backflow causing sewer flooding.

Basement Developments

Basement Impact Assessments (BIAs)

The geology, topography and hydrology of Highgate have led to well-documented problems with a number of residential basement developments, especially with regard to neighbouring properties. Multiple instances are cited in Camden's Local Plan evidence Report, Survey of Basement Development, Feb 2016. Local concern is such that at the time of writing this Plan, Camden is intending to introduce an Article 4 direction to remove all permitted development rights on basements.

Problems can arise in all types of properties whether detached new build on large plots, or under existing semis and terraced dwellings. Nationally, around 45% of all insurance claims that involve impact from adjacent basement works relate to failure at design stage.

This policy seeks to ensure that full consideration is given to the potential impacts of basement developments at application stage. Applicants may wish to sample soil at various depths along neighbouring boundaries, and also to monitor seasonal ground water prior to submission in conjunction with meteorological data to establish a realistic model of existing groundwater regime.



Residents who have lived in the area may have knowledge of problems with previous basement developments, or specific local knowledge, such as flooding in the immediate vicinity, which could assist applicants when preparing their proposals. Specific concerns have also been raised around the effect on a decrease in groundwater replenishing for Highgate and Hampstead ponds.

At the time of the production of this Plan, Haringey has draft policy DM18, and Camden emerging policy A5 in their draft Local Plans. The Forum's Plan seeks to build on both Camden and Haringey's emerging policies and ensure that applications for basement development across the Plan area are considered in a consistent and robust manner. Applications for basements in Highgate must therefore meet the requirements of the relevant borough policy and supplementary guidance and Policy DH7.

Protection for Neighbours

It is difficult to quantify the effect a basement construction can have on residents of adjacent properties, though the noise, vibrations and damage over prolonged periods have both financial and mental health implications (see the Camden Evidence Report Feb 2016). The effect of construction on neighbouring residents should be mitigated as far as possible. The CMP should seek to ensure that construction noise, vibration and dust are kept to a minimum and HGV/LGV movements do not significantly increase traffic congestion placing unreasonable stress on local residents, given that works can take up to two years to complete. CMPs should also include limits on hours of construction. Construction working hours do not fall under planning legislation but under the Control of Pollution Act 1974. Camden's construction working hours are set out in its Guide for Contractors Working in Camden.

The Neighbourhood Forum recommends that, unless justified by exceptional circumstances (for example, concrete-pouring), work on basements should be limited to 8am-6pm on Mondays to Fridays only. High impact works, including all demolition and concrete breaking, should be restricted to 9am-noon and 2pm – 5.30pm on weekdays. At no time should there be any works on Saturdays, Sundays or public holidays. These limited hours of construction have been introduced recently by the Royal Borough of Kensington and Chelsea as part of their Code of Construction Practice.

Limiting Environmental Impacts

Condition 3 II of the policy is required by Thames Water. This is due to possible wastewater network surcharges to ground level during storm conditions. Such measures are required in order to comply with paragraph 103 of the NPPF, and are also in the interests of good building practice as recognised in Part H of the Building Regulations.

Policy DH8: Refuse Storage

Where appropriate, all proposals for new buildings will be required to ensure that waste facilities are well designed and sensitively integrated into developments. Refuse storage points must be appropriately located so they will not impact upon the amenity of neighbouring properties and obscure light wells or basement windows.



Highgate has a very specific problem with the storage of residential refuse and waste exacerbated by the sub-division of many larger terraced properties into flats. Often these bins or dumpsters are so large that they can only be stored in public areas or on the street, resulting in an unsightly, unhealthy and cluttered environment.

A straightforward way to solve the issue of cluttered pavements and the impact on the local environment and amenity is to ensure that all new developments and subdivisions can accommodate their waste storage requirements on site and are suitably screened.

Where additional waste containers are stored off street they must not obscure light wells or windows to basement flats and lessen the amenity of the residents of these properties. Developers are advised to refer to emerging Haringey policy DM4 and standards set out in Appendix 3 of the Sustainable Design and Construction SPD for guidance.

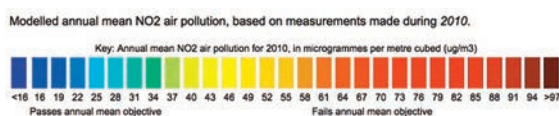
Policy DH9: **The Environmental Health of Existing and Future Residents**

In line with Camden and Haringey policy, certain types of development will require air quality and noise assessments. This is to ensure that new residential development and other sensitive uses, for example educational, offers suitable protection of amenity for existing and future users. In the Highgate Neighbourhood Area, particular attention will be paid to development along the following transport corridors:

**Archway Road / A1;
Aylmer Parade / Aylmer Road;
North Road / North Hill;
Hampstead Lane;
Highgate West Hill; and
Highgate Hill.**

Residential and other sensitive development along these corridors must consider issues such as the use of site screening, insulation, internal layout considerations and appropriate materials. In the event that an adverse impact on amenity is identified proposals will only be supported if appropriate mitigation can be provided.

Fig 12. Air Quality in the Plan area (Map base courtesy of Prince's Foundation/DCLG, redrawn from work by Environmental Research Group, King's College, London)





The health, wellbeing and lifestyle of residents of the Plan area are all of vital importance. Local concerns about air quality are such that the Neighbourhood Forum has recently funded, via residents' donations, a series of air quality tests throughout the Plan area, and at the time of writing is awaiting results.

Major traffic-generating uses are usually assessed for their potential impact on existing residents by way of fumes and noise. This is one of the key requirements of both Haringey's Air Quality Action Plan 2010-2018 and Camden's Clean Air Action Plan 2013-2015.

However, the impact of existing transport corridors on future residents is less consistently considered when planning applications are submitted for new homes in Highgate. It has been identified that a number of residential applications have been approved in Highgate over the past 10 years next to major transport corridors, particularly adjacent to Archway Road, without any requirement to assess the health effect of fumes, noise or vibration on future residents.

Paragraphs 123 and 124 of the NPPF identify that planning policies and decisions should both mitigate against noise impact on sensitive development, such as homes, and ensure that air quality action plans lead to consistent decision making around the health impact of fumes and emissions. Policy DH9 seeks to finalise the suite of policies required by Highgate to ensure that both current and future residents enjoy a healthy and relaxing home-life.

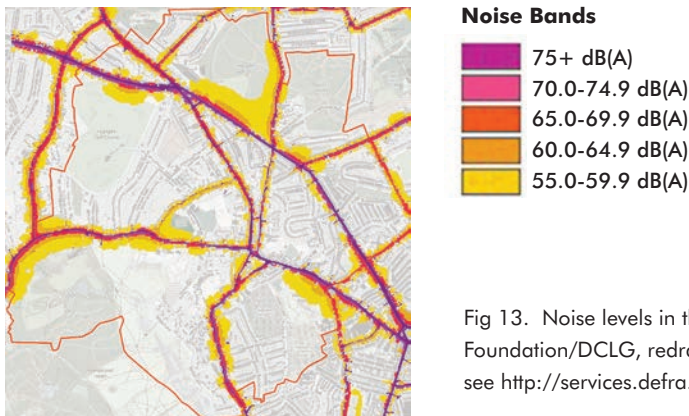


Fig 13. Noise levels in the Plan Area (Map base courtesy of Prince's Foundation/DCLG, redrawn from data sourced from DEFRA – see <http://services.defra.gov.uk/wps/portal/noise/>)

Policy DH10: **Garden land and Backland Development**

1. There will be a presumption against the loss of garden land in line with higher level policies.
2. Backland development will be subject to the following conditions:
 - I. Existing mature trees and landscaping shall be retained wherever possible. Development proposals should allow sufficient space above and below ground to prevent damage to root systems and to facilitate future growth;
 - II. Proposals, including conversions that are likely to significantly increase the proportion of hard surfacing on front gardens, should be accompanied by satisfactory mitigation measures such as landscaping proposals which address drainage;



III. Alterations and extensions should be carried out in materials that deliver high quality design and reinforce local distinctiveness. Other development should use materials which respect the character and appearance of the immediate area;

IV. New development will be required to take account of existing front and rear building lines.

Directly and indirectly, back gardens play an important role in the much cherished London townscape, contributing both to the ecology of the area and to a community's sense of place and quality of life. There is intense pressure for development on backland and back gardens, in particular for housing. Land values in Highgate are high, with the result that development proposals are generally for luxury houses, with a number of recent planning applications resulting in back gardens being threatened by inappropriate development. The Bishop's Area of Highgate has been identified as a particular problem. Development in this area was previously covered by the Fringes of the Heath Policy, which protected the open and special character of this part of the neighbourhood, but this Policy was abandoned some years ago. The result has been an erosion of green and open spaces. These spaces are recognised as making a positive contribution to the character and appearance of conservation areas and, as such, it is important that they are retained. Developments likely to erode the individual quality and character of the Conservation Area will be resisted.

Highgate's green spaces and mature trees are important elements in the character of the area, and their protection is covered thoroughly in policy OS2. Further guidance is provided in British Standard 5837:2012 (or as subsequently updated) Trees in Relation to Design, Demolition and Construction – Recommendations.

Haringey's emerging policy DM7 (Infill, Backland and Garden Land Sites) and Camden policy DP25 (Conserving Camden's Heritage) both set out a presumption against the loss of garden land. Policy DH10 seeks to unify these policies under one umbrella.

Policy DH11: **Archaeology**

Within the designated Archaeological Priority Areas as shown on the Councils' Policies Map, development proposals will be required to assess the potential impact on archaeological assets. Where appropriate, a desktop survey should be undertaken to assist in the assessment and pending the findings, a further field evaluation or trial excavation may be required and, if necessary, more complete excavation. Proposals will be expected to provide satisfactory arrangements for excavation and recording, in advance of development. The information thus obtained from the survey will be published or otherwise made publicly available.

Such excavations are to be in accordance with a detailed scheme to be agreed in advance with the Councils, who will, as appropriate, consult with the Greater London Archaeology Advisory Service, Historic England, and other local groups with appropriate expertise. They will be carried out by a suitably qualified body, to the satisfaction of the Councils.



The intention of policy DH11 is not to prevent development, but to ensure that any archaeological finds are recorded prior to development.

Haringey SPG2 (Conservation and Archaeology) Section 6, **SITES OF ARCHAEOLOGICAL IMPORTANCE** – dating to 2006 but, according to Haringey’s website, still only in draft – shows some, albeit not total, understanding of the archaeological potential of the area. Camden’s policy on archaeology comprises a brief statement in its Core Strategy (25.22).

The Highgate area contains three designated Areas of Archaeological Value (AAV):

- I. Highgate High Street and North Road
- II. Highgate Wood and Queen’s Wood
- III. Highgate Golf Course (12th Green)

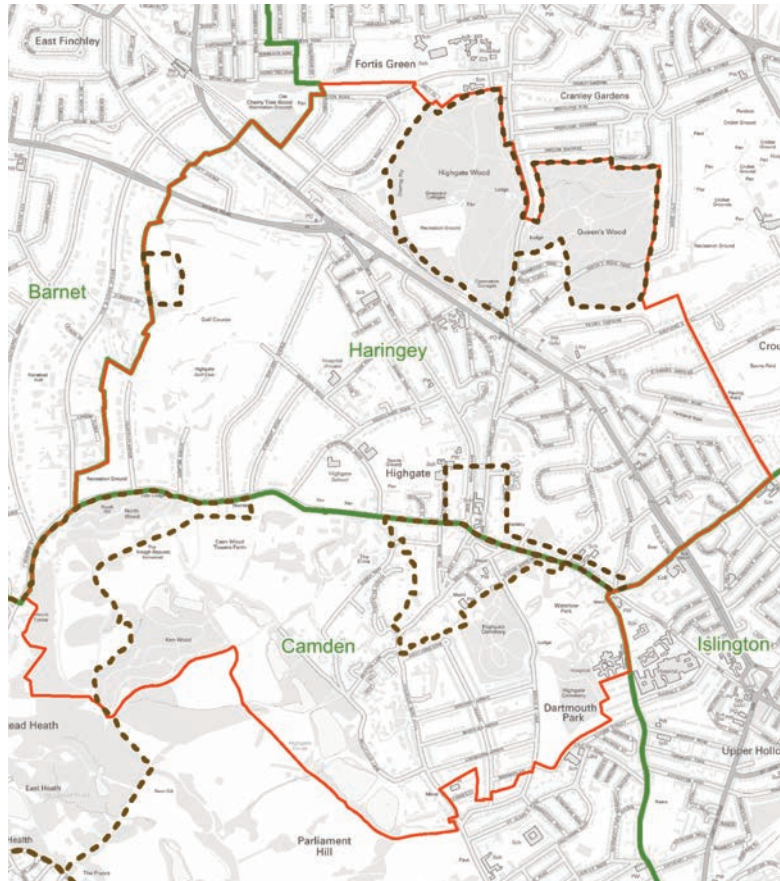


Fig 14. Archaeology of the Highgate area
 © Crown copyright and database rights 2017 OS 100019726
 Produced by the Strategic Planning and Implementation Team
 © LB Camden 2017.

Fig 14 shows the designated Archaeological Priority Areas. The available evidence shows that the Highgate area has considerable archaeological potential from all periods. The conservation and/or recording, in advance of development, of Highgate’s archaeological sites, will therefore be required. The most important archaeological remains and their settings should, when merited in the public interest, be appropriately preserved.

3.5.4 Related non-statutory ‘Development and Heritage’ actions

There are a number of non-statutory actions set out in the Infrastructure Project Table in Section 5 of this Plan which also seek to ensure that the development and heritage needs of Highgate are met. They can be summarised as follows:

CA34: Work to clear the streets of wheelie bins and other refuse dumpsters.

CA35: Work with Councils to improve shop fronts and discourage external shop shutters.



Key Site Allocation Policies

Highgate’s ‘Key Sites’ (KS)

4.1 Aspirations

This Plan has primarily been developed to identify the broad issues in Highgate and provide a set of general policies to address these concerns. However, there are several notable sites in Highgate (defined in this section as the ‘Key Sites’) that could well see development proposals come forward during the lifetime of the Plan, and the opportunity exists for the community to have direct influence on how these Key Sites may be developed.

4.2 Challenges

Going forward, the challenge will be to work with land owners and planning officers to ensure that the vision for each Key Site is deliverable and results in a demonstrable benefit to the local community, while also preserving the unique character of Highgate, its Conservation Area status and green areas.

All of the sites fall within the London Borough of Haringey. Four (KS1 – KS4) were initially identified by the Forum and submitted to Haringey in May 2013 as part of the ‘call for sites’ process supporting the production of the Borough’s Site Allocations document. The fifth (KS5) comprises land that the Hornsey Housing Trust indicated to the community that it wished to develop. This has now been the subject of detailed discussions between residents, Haringey officers and the Forum. To this extent, all five areas have benefitted from analysis and exploration surrounding availability, deliverability and viability and consultation with local residents which has led to refinements of this section from the draft plan dated January 2015.

The principal of including the five ‘Key Site Allocation Policies’ in this part of the Plan follows extensive discussions between the Forum and Haringey Council officers during which it was agreed that it would be appropriate to include policies that seek to mirror, wherever possible, the parameters contained in the draft Haringey Site Allocations document which is similarly in preparation.

The Key Sites are as follows:

KS1: 460-470 Archway Road

KS2: Former Highgate Station Buildings and Surrounds

KS3: Highgate Bowl

KS4: 40 Muswell Hill Road

KS5: Gonnerman Site and Goldsmiths Court

A map of Highgate, identifying the Key Sites, is set out as part of Fig 15.

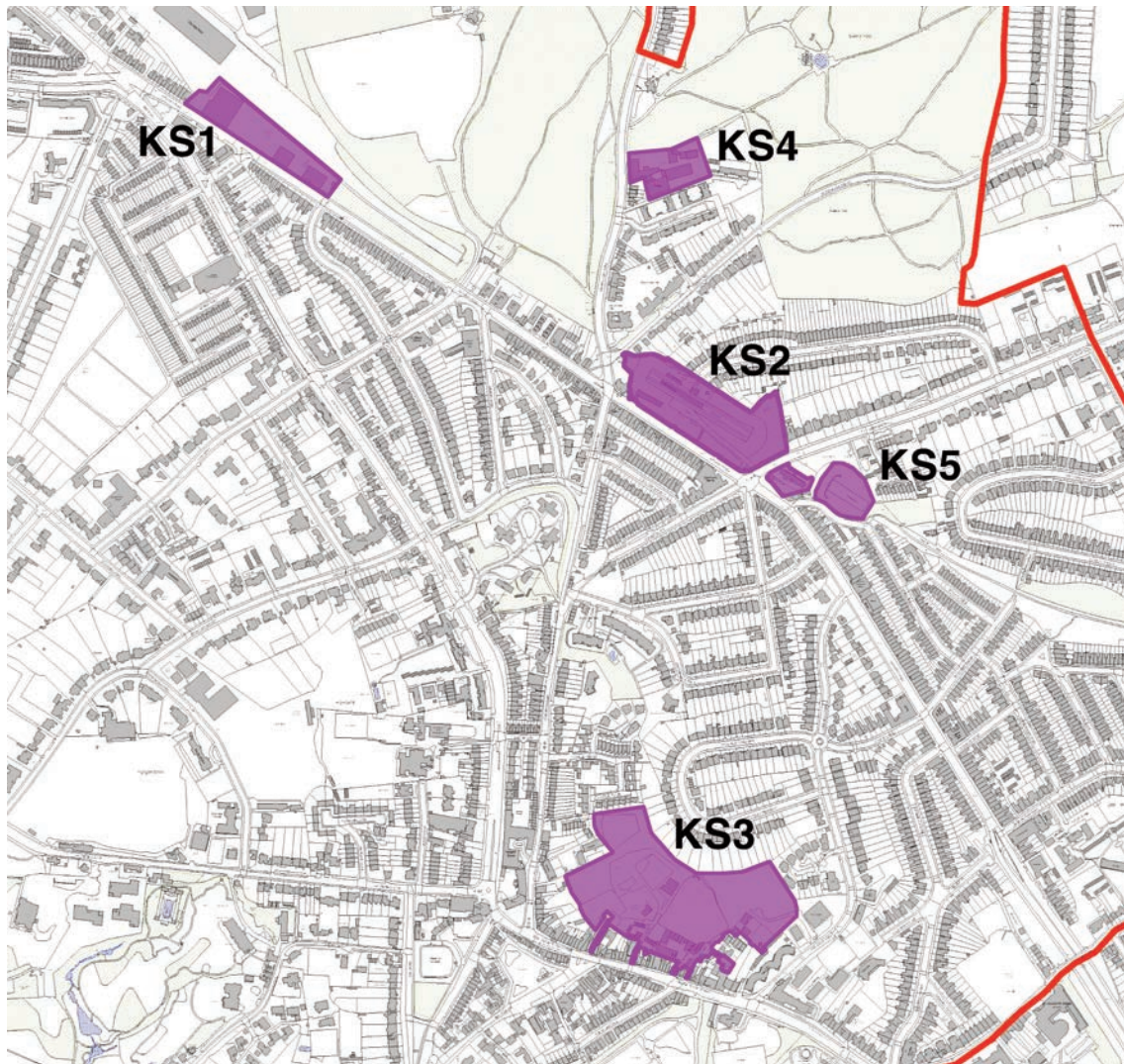


Fig 15. Highgate’s Key Sites (map courtesy of Prince’s Foundation/DCLG, with HNF areas overlay)

The following five Key Site policies begin by providing an understanding of the types and level of development that can be delivered and accommodated on site. They then set out a detailed analysis of each site and its most prominent constraints and provide a policy that reflects the format and type of development that would be supported by the community and would help deliver the objectives of this Plan.

4.3 Key Site 1: 460-470 Archway Road

Address	460-470 Archway Road
Size (Ha)	0.9
Timeframe	Medium to long term – Anticipated delivery 2020-2030
Source	Haringey Call for Sites 2013
Existing policy designations	Highgate Conservation Area, Ecological Corridor



Fig 16. GIS London Borough of Haringey

Policy KS1: **460-470 Archway Road**

Any allocation or redevelopment of land to the north of Archway Road, comprising the properties at 460-470 Archway Road with a residential and employment mixed use development will be supported, provided any proposal is in line with the following principles:

- I. The residential element of the development contributes towards local housing need, in line with policies elsewhere in this Plan (see SC1);
- II. The arrangement of the site ensures that the residential element is located and screened in such a way that it protects future residents from excessive levels of noise pollution from both surrounding uses and future uses on site;
- III. Building heights respect the scale, appearance and character of the surrounding conservation area (as further reflected in the 2015 Highgate Urban Character Study) and the adjacent Highgate Wood, while seeking to utilise the relief of the land to maximise the capacity of the site, without resulting in a scheme of development that is overbearing or impacts negatively on the views from the adjoining woods;
- IV. Subject to agreement with TfL and wherever possible, an additional vehicular access is provided onto Archway Road that allows for greater levels of pedestrian access to the Wellington Roundabout;
- V. The site includes enhanced levels of permeability for pedestrians and cyclists;
- VI. The design and siting of the development should preserve and enhance the appearance of the Conservation Area; and
- VII. Any development does not adversely impact on the ecological value of Highgate Wood.
- VIII. Development should not adversely affect the operation of the London Underground air shaft or TfL Freehold land on the site, or prevent access to the Highgate Depot.



4.3.1 Potential Development Capacity

This site is currently occupied by the builders' and DIY yards. Subject to the owner's agreement, it has the potential to comprise a significant parcel of land suitable for a major mixed-use development, including residential and employment use.



Imagery © 2015 Google, Map data © 2015 Google

4.3.2 Site Analysis

The site contains four shed-like units and ancillary outdoor storage space, and a long frontage onto Archway Road. The north east of the site borders rail tracks of the Highgate Rail Depot which continue to be needed for operational requirements, while the A1 Archway Road runs along the south of the site. Any proposals for this site would have regard to Haringey's Local Plan policies with reference to height, design, open spaces and conservation. Any development on this site will need to take into account various constraints, challenges and sensitivities. These include:

- I. The sensitivity of surrounding uses, including Highgate Wood and any nearby residential uses;
- II. The visual sensitivity of the site, being located on an area of land with varying relief at a prominent point along Archway Road with Highgate Wood beyond;
- III. The location of the site in the Highgate Conservation Area;
- IV. The potential impact of the existing busy transport corridor of Archway Road on future residents on the site; and
- V. The valuable opportunities that the site can present to the community by way of enhanced permeability and connectivity between Archway Road and Highgate Wood in the event that the operational requirements of the underground permit a bridge or other means of passage over the railway sidings to Highgate Wood.
- VI. TfL should be consulted on any development proposals to ensure that its operational requirements are recognised and secured.

4.4 Key Site 2: Former Highgate Station Buildings and Surrounds

Address	Former Highgate Overground Railway Station
Size (Ha)	1.80
Timeframe	Medium term – Anticipated delivery 2020-2025
Source	Haringey Call for Sites 2013
Existing policy designations	Haringey Highgate Conservation Area Adjacent to locally listed buildings: Archway Road Metropolitan Open Land: Parkland Walk and Highgate Station cuttings Ecological Corridor Metropolitan Site of Important Nature Conservation: Parkland Walk



Fig 17. GIS London Borough of Haringey

Policy KS2: **Former Highgate Station Buildings and Surrounds**

Any allocation of land or proposal seeking the reuse and enhancement of the former Highgate Station Buildings will be supported if it is in line with the following principles:

- I. The development includes the sensitive reuse of the existing locally listed station buildings and platforms for the provision of a mix of flexible community and educational uses;
- II. Any further buildings proposed on site must be modest in scale, respecting the wooded setting of the site and the height considerations set out in the 2015 Highgate Urban Character Study. They should be of exemplary design, acknowledging the Charles Holden designed station buildings so as to preserve and enhance the Conservation Area;
- III. Any proposal must demonstrably enhance pedestrian and cycle links through the site, including those providing access to the Highgate Underground Station. Where possible, new additional access from adjoining sites should be created;
- IV. Proposed uses must protect the MOL and SINC designations and, wherever possible, enhance the quality of the local landscape and habitats. This includes the retention of all mature trees of note on site;
- V. Where biodiversity protection permits (taking into account the requirements of the local bat population), the development shall make best use of the existing tunnels on site; and
- VI. Any development must take account of and mitigate against any flood risk posed by local drainage issues; and
- VII. Development should be of high quality design and layout, and have no adverse impact on the amenity of neighbouring residents.



4.4.1 Potential Development Capacity

The aim for this site is to enable this derelict and overgrown area of Highgate to be brought back to life for the benefit of the community. Specifically, the aims are to reuse the vacant original station buildings to provide a cultural and educational centre, as well as to provide links to the existing green areas on site comprising the woods and Parkland Walk, while enhancing the ecological value of the land. It is also expected that any new development will help improve access to the underground station.

4.4.2 Site Analysis

The former Highgate Overground Railway Station is set in a deep cutting to the east of Archway Road. The site sits immediately above the current functioning underground station. The site is owned by Transport for London (TfL) and is administered by its commercial management section, although National Car Parks (NCP) has a lease on both the parking on site and the access road from Shepherds Hill.



The disused overground station

The site is bounded by the A1 Archway Road to the west, which is designated a Local Shopping Street, and the residential streets of Shepherds Hill, Muswell Hill Road, Wood Lane and Priory Gardens. Adjacent to the site on Shepherds Hill is the Highgate Library, housed in a villa built in 1901.

There are two steep pedestrian access ramps from Wood Lane and Shepherds Hill down to Priory Gardens on the fringes of the site and two disused railway tunnels to the north and two to the south that provide a habitat for roosting bats.

The northern tunnel on site provides a linkage to the area adjoining KS1 of the Plan. The southern tunnels connect to the Parkland Walk with Queen's Wood and Highgate Woods lying to the north, all of which have recreational and nature conservation value. Most of the site is currently sealed off from public access and is largely left to grow wild.

There are a number of structures on the site that should be retained wherever possible:

- I. The Charles Holden designed, locally-listed underground station, brick island platform and cantilevered canopy of the disused overground station;
- II. The station master's house, a single storey Victorian property now vacant; and
- III. Four abandoned railway tunnels, two to the north and two to the south.

The site is surrounded by planting, much of it self-seeded woodland, which provides a natural screen, ameliorating to some extent the effects of the noise and pollution arising from traffic on the Archway Road.

The site is of key importance to adjoining areas as it comprises the closest Underground station to Muswell Hill, parts of Crouch End and large parts of the Plan area. Additionally, above ground the site could deliver huge public benefit if some public access was afforded, as the Parkland



Walk provides a link to and from Finsbury Park for cyclists and walkers and forms part of the Capital Ring green chain linking Highgate to other areas of North London. Accordingly consideration is to be given to progressing any opportunity that may present itself to link the site to KS5 in some way thereby enhancing the Parkland Walk. Close cooperation with TFL will be key to achieving the aspirations for this site.

4.5 Key Site 3: Highgate Bowl

Address	Highgate Bowl, Townsend Yard, Duke's Head Yard, land rear of Highgate High Street N6
Size (Ha)	3.9
Timeframe	Delivery timeframe dependent on site assembly
Source	Haringey Call for Sites 2013
Existing policy designations	Haringey Highgate Conservation Area Site of Important Nature Conservation: Harington Site Local Shopping Centre Locally listed buildings: Highgate High Street Area of Archaeological Importance

Fig 18. GIS London Borough of Haringey.
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Policy KS3: **Highgate Bowl**

Development offers the opportunity to secure the area within the green line, on the site map, as open space. This policy refers to any development in the yards on the fringes of Highgate Bowl, between the red and green lines in Fig 18, in the area adjacent to the rear of Highgate High Street. A moderate scale residential or residential-led development retaining, where possible, existing employment use, will be supported, provided any proposal is in line with the following principles:

I. The development contributes towards local housing need, in line with policies elsewhere in this Plan 9 (see SC1);

II. Any proposal seeking to deliver new development within the fringe locations of the Bowl must ensure that the open character of the Bowl is maintained, assist the Bowl to become a focal point for Highgate life, and safeguard existing employment and the skills furthered by any community/educational/ horticultural or charitable scheme (currently the Harington Scheme) which operates on the site;

III. Any development should respect the wider conservation area. It must be of a scale and height that takes into account Haringey's 2015 Urban Characterisation Study, with especial reference to the street scene of Highgate High Street and Southwood Lane. It should not create a dominant feature which would substantially damage the views from the High Street and/or Southwood Lane;

IV. Any development must be of the highest quality, enhance the character and appearance of the Conservation Area and the Bowl, and the layout of any development must additionally respect the local built form and any identified vistas leading into and out of the Bowl;

V. Proposals should demonstrate how they have considered, and where appropriate, will deliver, improved access to and within the Bowl both by foot and by bicycle, subject to the operational requirements of existing landowners and/or occupiers;

VI. Proposed development must maintain and enhance an educational/horticultural or alternative community/charitable use on the eastern part of the site, maintain and enhance the local SINC designation and, wherever possible, enhance the quality of the local landscape and habitats; and

VII. Any development must take account of and mitigate against any flood risk posed by local drainage issues.

4.5.1 **Potential Development Capacity**

The land behind Southwood Lane and Highgate High Street – including private gardens – Dukes Head Yard, Townsend Yard and Broadbent Close, form part of the overall Bowl site (see map above). The main body of the site should be protected as publicly accessible open space, delivering both enhanced amenity and environmental protection for the woods. However, the



yards could be considered as having potential for development. Should this take place, any development must be low rise in order to protect the outlook from the High Street and Southwood Lane. Development should also respect existing employment use and retain an educational/horticultural or alternative community or charitable use (currently the Harington Scheme).

4.5.2 Site Analysis

The site is located broadly north east of Highgate High Street, which is the centrepiece of one of the most important conservation areas in Haringey. The High Street contains a wealth of historic 18th and 19th century buildings, laid out as a dense street frontage of two to four storeys with yards leading back into the Bowl. It is the general scale and form of the High Street that should provide a template for any future development in or around the Bowl, as well as the current usage as either open space or agricultural/horticultural use in the core of the Bowl.



The Garden Centre in the late 1970s or early 1980s, courtesy of the Highgate Literary and Scientific Institution

The Highgate Bowl presents a prominent and distinctive local landscape feature as the land drops steeply to the north and east. Formerly too steep to build on, it was used for agricultural and horticultural purposes until well into the twentieth century – some of which remain. As the traditional uses have declined, a large section of the Bowl has lain vacant and now comprises dense woodland.

The Bowl comprises a number of different uses in various ownership, including: the Highgate Garden Centre (recently closed); the Harington Scheme (providing education and training for young adults with learning difficulties); privately-owned woodlands; Townsend and Dukes' Head Yards; Broadbent Close; and Highgate School's Parade Ground. The yards are home to a number of small scale mixed commercial uses including offices, garages, warehouses and light industry, along with a small number of residential properties.

Low rise early 20th Century semi-detached residential properties in Cholmeley Crescent and mid 20th century terraced houses in Kingsley Place back onto the site to the north-east, while the gardens of the historic properties on Southwood Lane run down to the Bowl from the north. Dyne House, a late 20th century high rise building, and its buildings to the rear are all owned by Highgate School and also run to the boundary of the Bowl to the north.

Access to the central areas of the site is very limited. Townsend Yard and Broadbent Close access the Bowl directly from the High Street. Along with Duke's Head Yard it is likely that an upgrade of one of these thoroughfares would provide further limited access to the Bowl. Additionally, the Parade Ground is accessed from Kingsley Place and the Harington Scheme from Cholmeley Park.

Notably, the Bowl comprises an area of land with potentially significant community value. The strong wish locally is to ensure that any redevelopment develops the community use of the central area of the Bowl, with particular importance placed on supporting the Harington Scheme or an alternative educational/horticultural community and/or charitable scheme, and improved public access to the Garden Centre site. Further horticultural or arboricultural development will be encouraged in the centre of the Bowl.

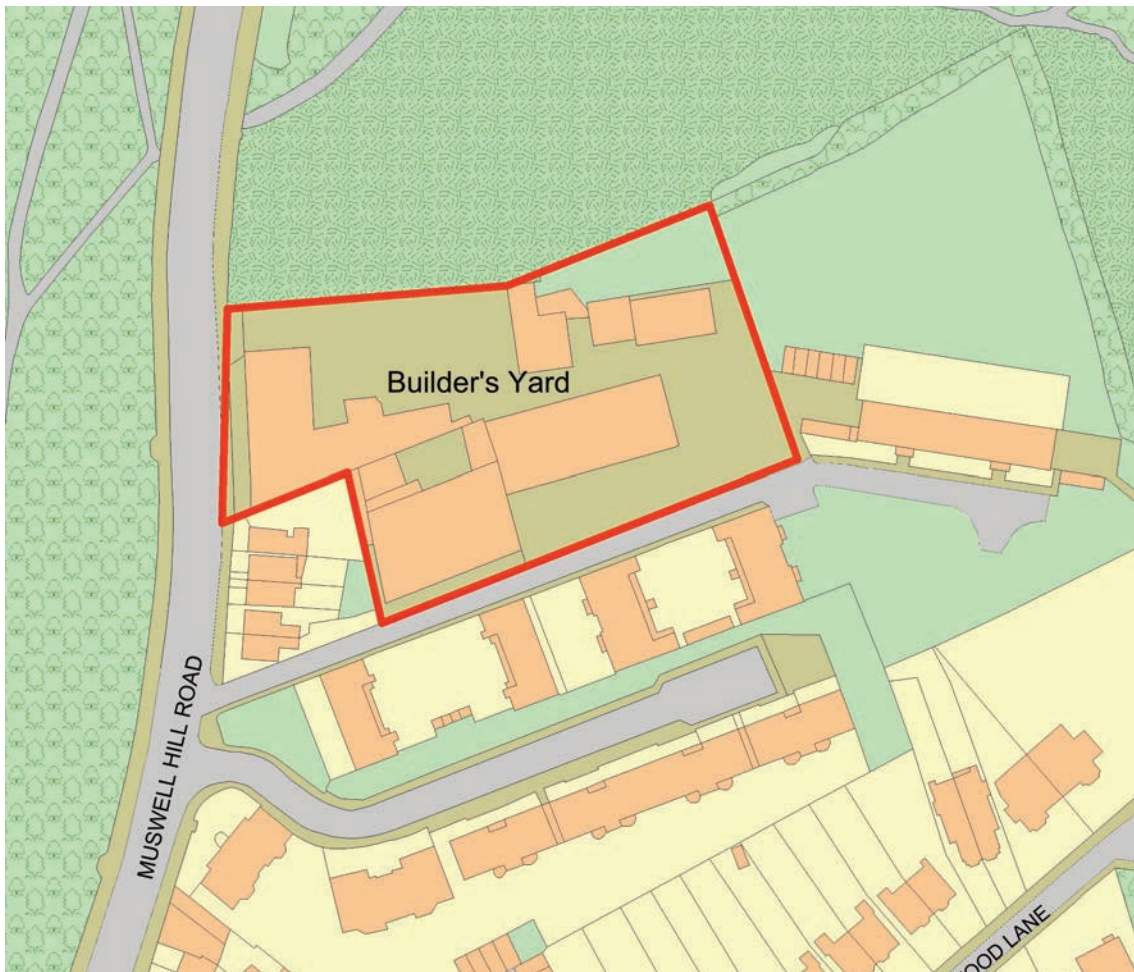


Any enhancement of the community use of the Bowl should also make best use of the site's natural topography. Ideally, the site should be joined to neighbouring roads by a network of public footpaths, allowing increased permeability across this part of Highgate and public access throughout.

4.6 Key Site 4: 40 Muswell Hill Road

Address	40 Muswell Hill Road
Size (Ha)	0.5 – 1.7 to be confirmed
Timeframe	Short to medium term – immediate to 2025
Source	Haringey Call for Sites 2013
Existing policy designations	Highgate Conservation Area Metropolitan Site of Important Nature Conservation: Queen's Wood

Fig 19. GIS London Borough of Haringey





Policy KS4: **40 Muswell Hill Road**

Any allocation of, or development on, the land identified at 40 Muswell Hill with a residential-led mixed use development will be supported provided any proposal is in line with the following principles:

- I. The development contributes towards meeting local housing need, in line with policies elsewhere in this Plan (see SC1);
- II. There should be no net loss of employment on site;
- III. Any new development should not have an adverse impact on the amenity, including views to the woods, of the neighbouring residential uses, either as a result of operations on the land or by its scale;
- IV. The form, height, massing and design of any development on site should preserve or enhance the appearance of the Conservation Area and the adjacent woods. This should include high quality design and materials. New development should make use of the relief/topography of the land and adopt appropriate heights having regard to the 2015 Urban Character Study to ensure that the built form is not overbearing in nature;
- V. Any development must have regard to the site's context, surrounding woodland and its ecology. To the extent any part of the site is Metropolitan SINC Protected Land has tree cover, careful consideration to any removal of trees must be given;
- VI. Any development scheme should make the most of opportunities presented by the presence of local green infrastructure through the provision of views into the adjacent woods from within the site as well as heightened connectivity between the woods and Highgate Station.

Imagery © 2015 Google, Map data © 2015 Google

4.6.1 **Potential Development Capacity**

An opportunity exists to create a mixed use development incorporating residential and commercial uses at 40 Muswell Hill.

4.6.2 **Site Analysis**

The site is located between Summersby Road to the south, the B550 Muswell Hill Road to the west and Queen's Wood to the north and east. The site does not suffer from traffic noise as it is set back from the main road and is





surrounded by woods on two of the remaining sides and by housing on the third. Highgate Underground Station is a five minute walk (300m) to the south.

Highgate Wood lies across Muswell Hill Road to the west. Both Queen’s Wood and Highgate Wood are designated Metropolitan Open Land, Sites of Metropolitan Importance for Nature Conservation, Historic Parks and Local Nature Reserves. Both provide a very well used recreational resource. In such a sensitive and green location, the site may be suitable for contemporary design solutions featuring reflective materials, though any design must respect its setting.

The site is currently in employment use as a builders’ merchants (40 Muswell Hill Road) as well as other smaller B1 employment uses on Summersby Road.

The scale and arrangement of the site would allow for a comprehensive mixed use redevelopment to deliver additional housing and new commercial development, including the provision of new premises to accommodate the existing uses on site. Any proposal will have to react sensitively to the topography of the site to ensure that the setting of the conservation area remains unharmed.

4.7 Key Site 5: Gonnermann Site and Goldsmiths Court

Address	1-16 Goldsmiths Court, Shepherds Hill, and 408-410 Archway Road (Gonnermann) including adjacent land and open space
Size (Ha)	0.25
Timeframe	Short to medium term – prior to 2020
Source	Promotion via Hornsey Housing Trust
Existing policy designations	Highgate Conservation Area Haringey Highgate Conservation Area Adjacent to Ecological and Conservation Area Adjacent to locally listed buildings: Archway Road Adjacent to Sinc Metropolitan Land: Parkland Walk and Highland Station cutting [Local Shopping Centre Proposed]

Fig 20. GIS London Borough of Haringey





Policy KS5: **Gonnermann Site and Goldsmiths Court**

Any allocation or development on the land identified at Goldsmiths Court and Gonnermann antique shop with a residential led development comprising of a retail outlet or appropriate town centre use, and small flats (one or two bedroom) will be supported provided any proposal is in line with the following principles:

I. The development continues to contribute towards specialist local housing needs through the provision of at least 16 affordable units to replace the accommodation presently on site, in line with policies elsewhere in this Plan (see SC1). At least 16 units are essential if those currently housed on this site are to be rehoused in equivalent accommodation. Development should take place in such a way that current residents are rehoused on site both during and after construction;

II. The siting, design and height of any future buildings on the site should reflect the scale and context of the surrounding Conservation Area (including Jacksons Lane Community Centre), as further reflected in the 2015 Highgate Urban Character Study with the highest element of construction being at the corner of Shepherds Hill and Archway Road. Any development should not result in an unacceptable loss of sunlight or daylight to surrounding uses, in particular the adjacent allotment land;

III. Any development is sited and landscaping provided in such a way as to minimise to acceptable levels the impact of traffic noise and fumes from Archway Road on existing and future residents. This could be facilitated by providing a planted screen adjacent to Archway Road which will protect biodiversity by compensating for any loss of trees and shrubs in the pocket park); and

IV. Any loss or degradation of open space within the main body of the site, including the pocket park, is compensated through the provision of an equal or greater area of publicly accessible open space above the railway tunnels and by the provision of a new pedestrian access to facilitate a continuation of the Parkland Walk. This might run towards the site of the former Highgate overground Station by way of a new pedestrian access up the banking around the entrance to the tunnels and the end of the Parkland Walk or other means.

4.7.1 **Potential Development Capacity**

Goldsmiths Court is a three storey residential block comprising 16 one bedroom flats for the elderly; Gonnermanns is adjacent. The Hornsey Housing Trust which manages Goldsmiths Court, and the owner of Gonnermanns has suggested they may wish to redevelop their sites to include, in addition to a site for the Gonnermann business, a residential-led scheme of more than 16 (one or two bedroom) small flats that will primarily be made available as managed units for older people, plus a small number of additional private for sale residential properties to improve the viability of the scheme.

Any future allocation or development will likely comprise two additional smaller parcels of



adjacent open space that have the potential to be absorbed into the larger site. One is a patch of land in front of the antique shop which has no registered owner, and the other is a pocket park on Archway Road believed to be owned by the Borough of Haringey.



4.7.2 Site analysis

The site is situated adjacent to Archway Road on the corner with Shepherds Hill. Part of the site sits over the Underground and Overground railway tunnels owned by TfL. Development is not permitted over the Overground tunnels and restricted over the Underground tunnel. This factor will influence the layout of any future scheme on site.

The Parkland Walk, part of the Capital Ring, terminates at the boundary of the sites, with pedestrians and cyclists using the Ring having to pass along Archway Road. Redevelopment of the site presents an opportunity to continue the Parkland Walk through the rear of the site and away from the busy Archway Road corridor. Adjacent to the library on Shepherds Hill there is a pathway leading to Priory Gardens which affords the site access to Queen's Wood.

The junction at Shepherds Hill is extremely busy at peak times with traffic and pedestrian movements to/from Highgate Underground Station on the north side of the junction. TfL has recently installed a 'countdown' pedestrian all-red phase. Additionally Archway Road suffers from heavy traffic as a through route to the north from the City and as such, is a source of noise and air pollution.

In terms of land use, the largest area of the site comprises Goldsmiths Court, a three storey, brick built block of 16 flats for the elderly set within landscaped gardens. Goldsmiths Court is owned and managed by Hornsey Housing Trust (HHT) who are keen to provide a supply of units that more accurately meet the current day needs of older people in the local area.

Between this and Archway Road is the single storey Gonnermann shop, a long-standing family business. The existing building is of no particular merit but stands on an important corner visually. The shop front is well set back from the road and it is important to the business that any redevelopment of the site can enhance the visual prominence of their premises. The unregistered



land between the shop and Archway Road pavement is tarmacked with concrete bollards along the rear edge of the pavement. The overall environmental condition of this portion of the site is currently poor.

There is a 150 year history of affordable housing at this site, of at least 16 units, which this policy seeks to maintain. The entire site was first developed in 1867 following a meeting at the Gatehouse pub in Highgate in 1864 to discuss improvements to the top of Highgate Hill and to discuss alternative sites for model dwellings. As a result, Coleridge Buildings was built on the corner of Archway Road and Shepherds Hill. When the building was bombed during the war, Goldsmiths Court was erected in its stead.

The site is surrounded by a variety of amenities, including the Shepherds Hill Railway Allotments and the Victorian Boogaloo public house. The Grade II listed Jacksons Lane Community Centre is opposite. The adjacent Underground cutting and surrounds are lined with trees, as is the allotment site, which together make a considerable contribution to the street scene and in reducing pollution. There are also mature trees and shrubs in the pocket park.



Coleridge Buildings, Archway Road 1900s



Delivery and Monitoring

Policy	Key delivery partners	Monitoring role	Delivery timescale	External requirements and monitoring indicators
SC1	LBH, LBC, Housing Assocs or organisations, developers	HNF, LBH, LBC	Plan period	Requirement for an on-going and up-to-date understanding of local needs. Annual review with housing providers, Boroughs and social services.
SC2	LBH, LBC, developers, grant providers	HNF, LBH, LBC, user groups	Plan period	Requirement for regular update of Community Infrastructure Levy spending requirements.
SC3	LBH, LBC, developers	HNF Allotments site secretaries	Plan period	Requirement for monitoring of any loss of allotment plots and identification of need for allotment and communal open space among residents in new developments.
EA1	LBH, LBC	HNF, local businesses, Highgate Society	Plan period	Monitoring of planning applications. Possible shoppers survey. Encourage Camden and Haringey to work together with the Forum.
EA2	LBH, LBC	HNF, local businesses, Highgate Society	Plan period	Monitoring of planning applications. Possible shoppers survey. Encourage Camden and Haringey to work together with the Forum.
EA3	LBH	HNF, LBH, Highgate Society	Plan period	Monitoring of planning applications. Possible shoppers survey. Close liaison with LBH small business unit.
EA4	LBH	HNF, LBH, Highgate Society	Plan period	Monitoring of planning applications. Encouraging LBH to take a holistic approach to future business provision on Aylmer Parade. Business survey possibly via LBH small business unit.
TR1	LBH, LBC, TfL	HNF, Highgate Society	Plan period	Monitoring of planning applications by HNF transport group.
TR2	LBC, LBH, TfL	HNF, Highgate Society	Plan period	Monitoring of planning applications by HNF transport group.
TR3	LBC, LBH	HNF, Highgate Society	Plan period	Biannual survey to assess need for car clubs and electric charging points. Promoting car club use.
TR4	LBC, LBH, car clubs, Cycling groups	HNF, Highgate Society	Plan period	Monitoring of planning applications by HNF transport group. Working with councils in pre-app stages.
TR5	LBC, LBH	HNF, Highgate Society	Plan period	Monitoring of planning applications by HNF transport group. Working with councils in pre-app stages.
OS1	LBH, LBC, Heath & Hampstead Soc, Corp of London, local amenity groups	HNF, Highgate Society, CAAC	Plan period	Working with CAAC and Highgate Society to monitor applications.
OS2	LBH, LBC tree officers	HNF, Highgate Society	Plan period	Organise tree survey and produce up to date/on-going map with council tree officers. Monitoring of planning apps.
OS3	LBH, LBC	HNF, Highgate Society	Plan period	Monitoring planning applications. Maintenance via annual check and e.g. bulb planting, litter picking.
OS4	LBH, LBC	HNF, Highgate Society	Plan period	Possible enhancement via planting and landscaping. Maintaining biodiversity.



Policy	Key delivery partners	Monitoring role	Delivery timescale	External requirements and monitoring indicators
DH1	LBH, LBC,	CAAC, Highgate Society	Plan period	Monitoring of planning applications.
DH2	LBH, LBC	CAAC, Highgate Society	Plan period	Monitoring of planning applications.
DH3	TfL LBH, LBC	CAAC, Highgate Society	Plan period	Monitoring planning applications.
DH4	LBH, LBC	CAAC, Highgate Society	Plan period	Monitoring planning applications.
DH5	LBH, LBC	CAAC, Highgate Society	Plan period	Monitoring planning applications.
DH6	LBH, LBC	CAAC, Highgate Society	Plan period	Monitoring planning applications.
DH7	LBH, LBC	Highgate Society	Plan period	Monitoring planning applications, learning from, and working with other amenity groups to ensure that guidelines are adopted and enforced.
DH8	LBH, LBC	Highgate Society	Plan period	Monitoring planning applications.
DH9	LBH, LBC, TfL	Highgate Society	Plan period	Working with Councils to ensure TfL meets standards on red route. Ensuring LBH and LBC meet standards on non-red routes.
DH10	LBH, LBC	Highgate Society, CAAC	Plan period	Monitoring planning applications.
DH11	LBH, LBC	Highgate Society	Plan period	Monitoring planning applications, lobbying councils to ensure compliance.
DH12	LBH, LBC	Highgate Society	Plan period	Monitoring planning applications.
KS1	LBH, local stakeholders and residents, TfL, developers	HNF, HS	Plan period	Work with LBH to encourage potential developers to liaise closely with HNF and local stakeholders.
KS2	LBH, local stakeholders, TfL, developers	HNF, HS	Plan period	Work with LBH to encourage potential developers to liaise closely with HNF, TfL and local stakeholders.
KS3	Friends of Highgate Bowl, Bowl Action Group, LBH, local stakeholders, residents, developers	Friends of Highgate Bowl, Bowl Action Group	Plan period	Work with LBH to encourage potential developers to liaise closely with FoHB, BAG and local stakeholders.
KS4	LBH, developer, landowners	HNF, HS	Plan period	Work with LBH to encourage potential developers to liaise with HNF and local stakeholders.
KS5	LBH, landowners, residents, housing association, Friends of Parkland Walk, Allotment users, developers	HNF, CAAC, Friends of Parkland Walk, HS	Plan period	Work with LBH to encourage potential developers to liaise closely with HNF and local stakeholders. Work to ensure housing provided meets local needs. Like-for-like replacement.



Infrastructure Project Table

Infrastructure or Project	What?	Where?	When?	Who?	How?	Policy
SC: Social and community						
1: Encouragement of community participation, including volunteering	Community Project	Whole neighbourhood	Whole plan period	Highgate Society, Jacksons Lane, Lauderdale House, Harington Scheme, residents' associations	HNF Community Participation and Volunteering CAP working group	
2 Seek out opportunities for environmental improvements, such as projects encouraging renewable energy, energy efficiency and low carbon schemes	Green/community project	Whole neighbourhood	Whole plan period	Third sector groups, such as Pure Leapfrog, Centre for Sustainable Energy and Highgate Sustainable Homes Group Officers at Haringey and Camden	CIL HNF Community Energy CAP working group	KS3
3: Encourage all owners of premises or facilities that are accessed by the public to make them as friendly as possible for those with mobility issues and with children	Physical	Whole neighbourhood	Whole plan period	Business owners	CIL	
4: Where appropriate, establish venues for people to meet, for example, a business/knowledge centre, as outlined in KS2: Former Highgate Underground Station	Social	Whole neighbourhood	Later	Haringey Council TfL	CIL HNF Highgate Overground Station project	KS2 KS3 SC2
5. Provide new playgrounds for under fives and a public all-weather pitch for sports	Physical	Parkland Walk, Hillcrest Appropriate place for all weather pitch?	Soon	Haringey Council	CIL	SC2
6: Encourage community access to privately held sports facilities and add to the variety in existing public spaces	Community Project	Whole neighbourhood	Soon	Highgate School Channing School	Community volunteers Private	
7: Promote safety and the feeling of safety by, for example, actively supporting Neighbourhood Watch schemes	Community Project	Whole neighbourhood	Whole Plan period	Highgate Police Safer Neighbourhood Teams	Community volunteers Public	
8: Develop the Highgate on-line calendar, both as a community resource and as a way of attracting visitors	Community Project	Online	Now	Highgate Society	Community volunteers	



Infrastructure or Project	What?	Where?	When?	Who?	How?	Policy
EA: Economic activity						
9: Enhance and promote Highgate and its social activities to visitors, for example with tourist trails + see "signage" CA33 below	Physical	Whole neighbourhood	Whole plan period	Local businesses, Highgate Society, Camden and Haringey Councils	HNF Local Business Support CAP working group, CIL where appropriate	SC2
10: Explore as many mechanisms as possible to preserve and enhance the retail and service offering, including Article 4 Directions in partnership with both Haringey and Camden e.g. grants for improved shop fronts	Community Project	Whole neighbourhood	Whole plan period	Local businesses, Camden and Haringey Councils	CIL Community volunteers Public Private	EA1 EA2 EA3 EA4
11: Relocate the 271 bus terminus to make the High Street more attractive and to free up space for community use	Physical	High Street	Soon	TfL Camden Council	CIL Public	SC2
12: Work with the two Boroughs to have policies/activities, such as parking and refuse collection, as common and joined up as possible	Community Project	Whole neighbourhood	Whole plan period	Camden and Haringey Councils	Public HNF Local Business Support CAP group	TR4 DH8
13: Explore with TfL and the Boroughs opportunities for enhanced road safety and street scene improvements to improve the economic attractions of the commercial areas	Physical	Archway Road, Highgate High Street, Aylmer Parade	Whole plan period	TfL Camden and Haringey Councils	CIL Public HNF CAP groups	
14: Campaign for fair parking restrictions and proportionate enforcement with an eye on making it easier for residents and visitors to the area	Community Project	Archway Road, Highgate High Street, Aylmer Parade	Whole plan period	Camden and Haringey Councils	Community volunteers	
15: Promote the area as a place of thriving SMEs	Community Project	Archway Road, Highgate Village yards, Aylmer Parade	Whole plan period	Camden and Haringey Councils, Highgate Society	Community volunteers Public Private Third Sector	EA1 EA2 EA3 EA4
16: Campaign for community WiFi	Community Project / Physical	Whole neighbourhood	Soon	Highgate Society, Local businesses	Public Private	



Infrastructure or Project	What?	Where?	When?	Who?	How?	Policy
TR: Traffic and transport						
17: Fight for safe and well-signalled cycle routes, bike parking and a learning zone	Physical	See map at link to website	Whole plan period	Camden and Haringey Councils TfL	CIL Public	TR1 SC2
18: Make the case for more and safer road crossings, wider pavements and more Rights of Way, where possible	Physical	Community to be asked to nominate	Whole plan period	Camden and Haringey Councils TfL	CIL Public	TR1
19: Review parking regulations to improve access for those wishing to shop or visit, and ensure that the streets that suffer from parking stress cease to be a haven for commuter parking. Work with the two boroughs to get common rules and practices in the boundary area. Introduce spaces for motorbikes	Community Project	Retail centres and parades and streets nearby that suffer the most.	Soon	Camden and Haringey Councils	Community volunteers Public	TR4
20: Encourage schools to reduce the traffic problems associated with the school run	Community Project	All schools in the Forum area and those nearby	Now / Soon	Local schools	Public Private	
21: Seek to ensure that the councils maintain and improve roads to make them safer, including less vicious speed bumps and better engineered junctions	Physical	Whole neighbourhood	Whole plan period	Camden and Haringey Councils	CIL Public	
22: Improve the provision of public transport, including east-west routes and better interchanges	Community Project	Services to Hampstead, Crouch End and Muswell Hill. Possible bus route round the Heath.	Whole plan period	TfL	CIL Public HNF Bus CAP group	SC2
23: Encourage the use of "shared surfaces" when it would be safe	Physical	Whole neighbourhood	Whole plan period	Camden and Haringey Councils	Public Private Third Sector	
24: Make it easier for the disabled and those with buggies/children to get around	Physical	Whole neighbourhood	Whole plan period	Camden and Haringey Councils TfL	CIL Public Private Third Sector	TR1
25: Promote the use of technology regarding bus times, to minimise waits at stops and speed journeys	Physical	Whole neighbourhood	Soon	TfL	HNF bus CAP group	
26: Encourage a reduction in use of cars + car clubs and use of environmentally friendly vehicles	Physical	Whole neighbourhood	Whole plan period	All	HNF action group Community volunteers, public	TR1



Infrastructure or Project	What?	Where?	When?	Who?	How?	Policy
OS: Open spaces and public realm						
27: Encourage biodiversity (in particular beneficial insects such as bees, other pollinators, butterflies, moths and birds) by planting native trees shrubs and wildflowers in open spaces both large and small	Green	Whole neighbourhood	Whole Plan period	TfL	CIL HNF Open Spaces and Community Gardening CAP working group Third Sector	OS4 SC2
28: Encourage residents to engage in "guerrilla gardening" in neglected spaces	Green	Whole neighbourhood	Whole Plan period		HNF Open Spaces and Community Gardening CAP working group	
29: Identify and plot the main trees in the Plan area with a view to preserving and enhancing them	Green	Locations?	Soon / Later		CIL, Community volunteers, Public	OS2
30: Improve access to, and use made of, the parks and woodland in the Plan area	Green	List parks and woods	Whole plan period		CIL, Community volunteers, Public	
31: Work with community groups to enhance the small pockets of open space	Community Project / Green	Which spaces?	Soon		CIL, Community volunteers, Public	
32: Identify and map a local Green Grid, building on the All London Green Grid and Boroughs' Biodiversity Action Plans, to set a basis for the active management of green infrastructure	Green	Whole neighbourhood	Soon		Community volunteers	OS4
33: Provision and enhancement of Green walkways especially near Highgate tube and Cemetery		List green walkways	Now / Soon		CIL Public	
34: Organise new signage for pedestrians from Highgate station to Parliament Hill Fields and Highgate Cemetery	Physical	Highgate Station and through Village	Soon	Camden and Haringey Councils Highgate Cemetery TfL	CIL	SC2
DH: Development and heritage						
35: Work to clear the streets of wheelie bins and other refuse dumpsters	Community Project	Whole neighbourhood	Whole plan period		Public Private	DH8
36: Work with Councils to improve shop fronts and discourage external shop shutters	Community Project	Retail centres and parades	Whole plan period	Local businesses?	CIL Private	SC2



Appendix 1

Evidence

The following links are to some of the various pieces of evidence we used or created during the Plan preparation period. Most are self-explanatory in the titles.

Third party reports include:

- [BRE EN 15804 life cycle stages applied to demolition proposals](#)
- [The Camden Green Party's survey of air quality – Jan 2014](#)
- [Camden Strategic Housing Market Assessment](#)
- [Haringey Strategic Housing Market Assessment](#)
- [Haringey Open Spaces Strategy](#)
- [Intra-Haringey bus journeys to work](#) – few East-West journeys in Haringey

Data or evidence created by the Forum includes:

- [Age structure – What do we know about Highgate – census data](#)
- [Archaeology map](#) and [Key to Archaeology map](#)
- [Census Data comparing the Forum area with the boroughs](#)
- [Comment on TTP parking survey for Channing](#)
- [Comment on parking survey for Richardsons application](#)
- [Crime in Highgate – analysis from 2013](#)
- [Cycle ways – existing and proposed 2013](#)
- [Forum response to Haringey Site Allocations DPD](#) – Feb 2015
- [Key facts and stats](#) – one page summary 2013
- The results of the Forum survey of residents conducted in 2012: [Highgate Neighbourhood Forum Survey write-up](#)
- [Land use – a brief note with data](#)
- [Local Green Spaces Evidence](#)
- [Highgate model for parking surveys](#)
- [Parking in Bisham Gardens – survey](#)
- [Parking on Highgate Hill and Cromwells](#) – survey results Jun 2014
- [Parking stress in Highgate](#) – survey Feb 2016
- [Parking survey of High Street and South Grove](#) – Feb 2015
- [Possible village market](#) – annotated drawing
- [Road safety and speed in Highgate](#) – March 2016
- ["Sustainability tree" diagram](#)
- [Who lives in Highgate](#) – brief note based on census data



Further appendices:

The following Appendices can all be found on the Highgate Neighbourhood Plan page of the Forum's website: www.highgateneighbourhoodforum.org.uk/plan

Appendix 2: Transport and Traffic Issues

Appendix 3: Highgate's Green Grid Map

Appendix 4: Haringey Locally Listed Buildings

Appendix 5: Camden Local List



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