

Haringey's Local Development Framework

Development Management Policies



May 2010

www.haringey.gov.uk



Haringey Council

Development Management Policies	4
Introduction	4
Supporting Evidence.....	6
What is the Development Management Policy DPD?	7
Relationship with the Core Strategy	8
Consultation details	8
People at the Heart of Change in Haringey	11
Housing.....	11
DMP1 New Housing Developments.....	12
DMP2 Protecting and enhancing existing housing.....	13
DMP3 Preventing the loss of affordable housing	14
DMP4 Housing Conversions	15
DMP5 Homeless people, vulnerable people and hostels	17
DMP6 Sheltered housing and care homes for older people	18
DMP7 Homes of Different Sizes	18
DMP8 Basements and lightwells	19
An Environmentally Sustainable Future.....	22
Transport.....	22
DMP9 New Development Location and Accessibility.....	23
DMP10 Access Roads	24
DMP11 Car-Free Residential Developments	24
DMP12 Protection of Front Gardens and Private Off Street Parking.....	38
DMP13 Sustainable Design and Construction	44
DMP14 Flood Risk, Water Courses and Water Management.	48
DMP15 Environmental Protection.....	51
Economic Vitality and Prosperity Shared By All	61
DMP16 Development Within and Outside of Town and Local Shopping Centres...62	62
DMP17 Protection of Shops in Designated Shopping Areas.....	64
DMP18 A3 Restaurants and Cafes, A4 Drinking Establishments and A5 Hot Food Takeaways.....	65
Employment.....	67
DMP19 – Employment Land & Premises.....	68
Well-Designed and Safer for All.....	72
Design	72
DMP20 General Principles	73
DMP21 Quality Design	75
DMP22 Waste Storage.....	76
DMP23 Commercial Design: Advertisements, Shopfronts, Signs and Security	77
DMP24 Telecommunications Equipment.....	83
Conservation	84
DMP25 Haringey’s Heritage	85
DMP26 Alexandra Palace	93
Open Space and Biodiversity	95
DMP27 Significant Local Open Land (SLOL) and Development Adjacent to Open Spaces	95
DMP28 Ecologically Valuable Sites their Corridors and Tree protection	96
DMP29 Lee Valley Regional Park	99
DMP30 Open Space Deficiency and New Developments.....	100
Healthier People with a Better Quality of Life.....	102
Culture and Leisure	102

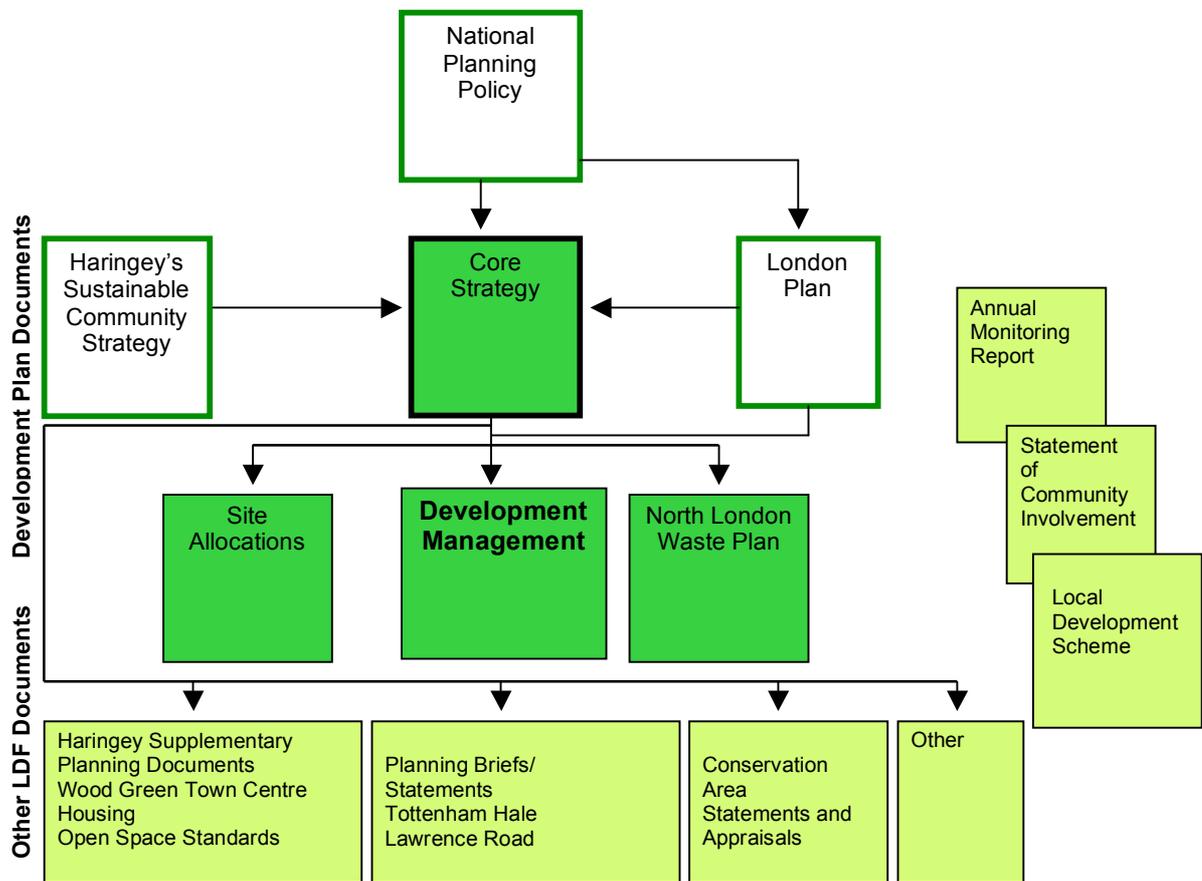
DMP31 Social Clubs	103
Community Facilities	103
Education	103
DPM32 - Pre-school and Educational Needs Generated by New Housing.	104
Index	109
List Tables and Figures	112
Tables	112
Figures	112
Appendix 1 Public Transport Accessibility Index.....	115

Development Management Policies

1. Introduction

- 1.1. Haringey's **Development Management Policies** (DMP) development plan document (DPD) forms part of the Council's **Local Development Framework** (LDF). The framework is a folder of planning policy documents, known as **Local Development Documents** (LDD). These documents are divided into three types:
 - Development Plan Documents (DPD)
 - Supplementary Planning Documents (SPD)
 - Other documents such as the Statement of Community Involvement (SCI) and the Annual Monitoring (AMR)
- 1.2. The main document in the LDF is the Core Strategy. The Core Strategy sets out a vision for key policies for the future development of the borough up to 2026. It takes forward the priorities of Haringey's Sustainable Community Strategy and other plans and strategies to identify a vision for Haringey as a place to live, work and visit. It contains key policies and an implementation framework to deliver the vision.
- 1.3. Haringey Development Management Policies DPD contributes towards delivering our Core Strategy by setting out detailed planning policies that the Council will use when determining applications for planning permission.
- 1.4. The diagram below shows the documents that make up Haringey's LDF and the relationship between them.
- 1.5. A full list of the documents that Haringey are preparing over the next few years and the timetable for delivery is set out in Haringey's **Local Development Scheme** (LDS).

Fig1. Local Development Framework Flow Diagram



The Policy Context

- 1.6. Planning decisions about land-use in the borough are made **based on national, regional and Haringey's own local policy**. These decisions affect what can be built and where and also how buildings are used. These decisions are guided by the development plan. The Council's Unitary Development Plan (UDP) 2006 will be superseded by the Council's LDF, which will provide, along with national and regional guidance, the policies for Haringey.
- 1.7. The government produces **Planning Policy Statements (PPS)** and supporting guidance that set out a general framework for planning at the regional and local level. In London, the Mayor produces a development strategy for greater London: the **London Plan**. Haringey's policies have to be consistent with both national policy and the London Plan.

-
- 1.8. **The London Plan together with parts of Haringey's LDF, forms the Local Development Framework for the borough.** The London Plan is currently being reviewed by the Mayor of London. A draft consultation plan was available for comment until January 2010. An Examination in Public into the responses received to this consultation draft (EiP) will take place in the summer and autumn of 2010. This will be led by an independent panel that will review any responses and decide on the issues to be discussed and who to invite to the EiP. The panel will then write a report to the Mayor recommending changes to the draft Plan, which the Mayor can accept or reject. Following this, the Mayor sends a final version of the Plan to the Secretary of State, who decides whether any further changes are needed. Once the Examination in Public is complete, the Mayor can formally publish the replacement London Plan - expected in late 2011.

Supporting Evidence

- 1.9. We have collected and commissioned a wide range of information and studies (sometimes know as the '**evidence base**') to inform the preparation of Haringey's Development Management Policies. This includes, but is not limited to, the following documents:
- Haringey Annual Monitoring Report
 - Haringey Retail Study 2008
 - Open Space Study 2004 (updated 2008 as Haringey Open Space and Recreational Standards Supplementary Document)
 - Haringey Employment Study 2008
 - Haringey Housing Needs Assessment 2007
 - North London Strategic Flood Risk Assessment 2008
 - Census information
 - Borough profile
 - Haringey Biodiversity Action Plan 2009
- 1.10. We have also carried out an initial **sustainability appraisal** scoping of this document to assess its environmental, social and economic impacts. This appraisal will help to make sure that our policies are sustainable by identifying any potential harmful impacts and suggesting ways to minimise them. It will also help to identify how to maximise beneficial impacts.

What is the Development Management Policy DPD?

- 1.11. Emerging guidance in the form of draft Planning Policy Statement (PPS) 'Development management: Proactive planning from pre-application to delivery' sets out a clear national planning policy framework in response to the Killian Pretty Review (recommendation 17c) which seeks to provide clear underpinning principles to the move from Development Control to Development Management.
- 1.12. As Development Control has moved to this new 'Development Management' approach, there has been a change from a reactive approach to development, to a positive proactive approach. There is an emphasis on collaboration where previously there was negotiation. There is now a more positive approach to coming to a balanced agreement that solves problems rather than a compromise that doesn't meet everyone's objectives. Development Management is led at all times by the local planning authority (LPA.)
- 1.13. The aim of Development Management is to reduce unnecessary complexity and burdens for all parties engaged in the process. It has also been recommended (by the above Review) that there is an increased transparency of decision making, with interested parties engaged at the earliest opportunity so that the wider community benefits that any development can achieve are appreciated from the outset. The move away from 'control' to 'management' will ensure that these changes are reflected.
- 1.14. While Haringey's DMP DPD will contain fewer policies than the UDP, the policies it does contain may be longer and more detailed. The policies in this document will not just control land but will positively promote sustainable development. Achieving the aim of the policy will be key to its implementation.
- 1.15. In line with PPS12 (Local Spatial Planning) only policies which relate to the delivery of the Core Strategy objectives will be included in the DMP DPD and repetition of national and London Plan policy will be avoided. PPS 12 expects that a greater use of national guidance (PPS) and London Plan policy is made in the decision making process rather than relying on local policy to repeat every national and regional policy to cover every potential development angle.
- 1.16. The DMP DPD has been divided into sections that reflect those of Haringey's Sustainable Community Strategy and Core Strategy. These sections are:
 - **People at the heart of change** – contains policies on managing growth and housing

- **An environmentally sustainable future** – contains policies on energy, water, waste and transport
- **Economic vitality and prosperity shared by all** – contains policies on employment, education and town centres
- **Safer for all** – contains policies on design, conservation, open space and biodiversity
- **Healthier people with a better quality of life** – contains policies on health, well being, culture and leisure.

1.17. Each section sets out an introduction to the policy (including reference to any Core Strategy relevant policy), the policy and justification for the policy. The main stages in the preparation of the Development Management Policies DPD so far have been as follows:

- Undertaking a scoping exercises, identifying relevant national, regional and local legislation in relation to each policy:
- Identifying which policies to be merged and those which are to be deleted
- Incorporating new policies to reflect the overall vision and objectives for the borough.

Relationship with the Core Strategy

1.18. The policies in this document play a pivotal role in delivering the overall vision and objectives for the borough outlined in Haringey’s Core Strategy; that is to create a borough of opportunity, promote growth, ensure a sustainable future for the environment and the economy, support and encourage our diverse culture, make our residents and visitors to our borough feel healthy and safe and to tackle social isolation and exclusion.

1.19. The policies in this document provide additional detail and guidance on how we will implement the policies and advice contained in the Core Strategy through our decision making on all planning applications. **Therefore the two documents should be read in conjunction with one another.** In addition, national (PPS) guidance and local (London Plan) policy will be followed in all decisions on planning applications and policy advice given.

Consultation details

1.20. The consultation period for this document runs from the 10th May to the 21st June 2010.

1.21. You can comment on the document online at **www.haringey.gov.uk/local_development_framework**

-
- 1.22. If you do not have access to the council's website or prefer to write to us you can email us at **ldf@haringey.gov.uk** or by post to:

Urban Environment
Planning Policy Team
639 High Road
N17 8BD

- 1.23. The Council encourages those with a stake in the future of the borough - residents, workers, employers and visitors, to get involved in planning processes. The more people that are involved the better we can work together and decide how best to plan for the future development of the borough.

Some key questions you might want to consider

1. Which policy are you commenting on?
2. Are there issues which you think should be addressed in this policy? Please give details.
3. Do you think this policy repeats another policy in this document, in the Core Strategy or any other Local Development Framework document?
4. Do you think the policy conforms to the London Plan and national policy? If not, please give details.
5. Do you think another policy should be included which is not included elsewhere in this document or in the Core Strategy? Please give details and any supporting evidence relevant to suggestions made.

POLICIES

2. People at the Heart of Change in Haringey

- 2.1. Haringey, in common with the rest of London, is expected to experience rapid growth in its population, with a projected 15% increase to 260,305 by 2026. This population growth will bring with it pressure for new housing and associated infrastructure.
- 2.2. Haringey is committed to delivering new homes and new jobs with supporting services, and utility infrastructure at the right place and the right time. There is no enshrined 'right to a home' in the European Convention or human rights legislation – only to respect for the home, protection of property and the protection of the right to own property. Good quality housing is an important foundation of improving health, education and employment prospects.
- 2.3. There is an increasing pressure in Haringey and London as a whole to provide new housing for the growing population. A range of different housing types and prices is needed to meet peoples' individual needs. This means providing housing for, among others, people on low incomes, accommodation for the elderly, sites for gypsies/travellers, housing for those with particular disabilities or special needs, and housing that meets the requirements for the many diverse family households that we have within our borough.
- 2.4. Through Development Management we will seek to maximise housing opportunities, and that the range of housing provided meets the needs of the residents of our borough. The Council will focus Haringey's growth in the most suitable locations, focusing on the growth areas of Haringey Heartlands and Tottenham Hale. The council will also promote development in Wood Green Metropolitan Centre, Northumberland Park, Tottenham High Road Corridor and Seven Sisters Corridor.

Housing

- 2.5. This section of the development policies document sets out in more detail how the Council will make individual planning decisions to meet the aims of Core Strategy SP2 Housing. Policies in this section relate to:

- New housing development and making full use of Haringey's capacity for additional housing and helping to create mixed and balanced communities;
- Protecting and enhancing existing housing;
- Hostel accommodation and Housing for Special Needs;
- Houses in Multiple Occupation and Conversions;
- Change of use to residential and
- Dwelling mix and standards.

DMP1 New Housing Developments

New housing developments, including conversions, will not be permitted unless:

- a) They include a mix of house types, tenures and sizes (and where appropriate include affordable housing and special needs housing);**
- b) They are built to the highest standard of design and meet Building for Life criteria;**
- c) They meet the density levels as set out in the London Plan (Table 3A.2 Density Matrix);**
- d) If converting a single dwelling house the original internal floor area is more than 120m² and has at least 5 habitable rooms; and**
- e) Where additional housing creates a need for ancillary community facilities, a contribution towards meeting this need is provided.**

2.6. The Council has to provide enough extra housing in Haringey, over the plan period, to cater for the growing number of households and to ensure that there are homes available for those currently in temporary accommodation to move into.

2.7. The Council will strive for high quality housing for all residents. The quality of design will be measured by the Building for Life (BfL) Standards. New housing development will be scored against the BfL criteria to assess the quality of their design. Buildings are required to score 14/20 or higher to achieve the BfL award. Design standards will also take account of the HCA Design and Quality Standards 2007 and Code for Sustainable Homes. Core Strategy SP4 sets out targets for sustainable design. Additionally, new housing development, including conversions where possible, should be built to lifetime home standards to enable people to remain in their home throughout their life instead of having to move to specialist accommodation.

- 2.8. The Council's Community Infrastructure Plan (CIP) sets out the type of community infrastructure needed to support the quantum of development proposed for the area. The CIP supports DMP 1 by identifying the potential financial contributions associated with individual planning applications and assists the development management process by providing an infrastructure context for future planning consent negotiations.
- 2.9. The Council will increase the supply of housing in the borough in order to meet targets through identifying sites, achieving higher densities, approving changes of use where appropriate and redeveloping at higher densities.
- 2.10. New housing proposals should take account of the sequential approach. The preferred location for housing would be on previously developed land. More specifically the Council will consider the following locations/opportunities first:
- sites with high accessibility to public transport facilities; or
 - redevelopment of existing housing sites at higher densities where appropriate; or
 - re-use of buildings, including empty properties; or
 - redundant/derelict sites;
- 2.11. After this the Council will consider vacant land on the edge of the urban area that is close to public transport and local services.
- 2.12. New housing development, including conversions and backland developments, must take account of the Council's standards (layout, minimum room size, amenity and privacy) as set out in the Housing Supplementary Planning Document.

DMP2 Protecting and enhancing existing housing

A change of use from housing or demolition of housing will not be permitted unless all of the following criteria are met:

- a) the land or buildings are no longer suitable for housing because of noise, pollution or a other indicators of a poor environment (and where these environmental issues cannot be resolved to an acceptable level via planning or another route) or the accommodation is substandard and incapable of**

- improvement;
- b) replacement housing, of an appropriate type, is provided;**
- c) the building is to be used for an essential community use and there is no alternative location; and**
- d) it would be part of a wider regeneration programme to improve the area.**

2.13. The Council will seek to prevent the loss of housing in the borough by protecting residential uses from development that would involve a net loss of residential floorspace.

2.14. The Council also encourages bringing empty properties back into use to assist in providing additional housing in the borough. An empty property strategy has been produced by the Council's housing department setting out how the Council will bring empty properties back into use and including targets for the number of units to be bought back into use each year.

DMP3 Preventing the loss of affordable housing

The Council will not permit development that would involve a net loss of affordable housing floorspace, including any affordable housing provided:

- a) within hostels or other housing with shared facilities; or**
- b) as an ancillary element of another use, wherever the development involves changing the primary use or separating the housing floorspace from the primary use.**

2.15. The Core Strategy SP 2 Housing sets out the Council's approach on the provision of affordable housing in the borough. DMP 3 details how the Council will prevent the loss of existing affordable housing. Other specific housing needs are discussed in DMP 4, 5, 6 and 7.

2.16. There is a strong commitment to facilitate greater choice in housing in terms of location, design, tenure and cost in the borough. However, it is recognised that the market will not be able to meet some important housing needs. This includes locations and circumstances where affordable housing to lower income groups is not adequately supplied by the market. The planning system can assist with both the provision and the retention of such housing where a particular need for affordable housing has been demonstrated. Retention of affordable housing will

be encouraged in all schemes within the borough where any loss is proposed.

- 2.17. Where redevelopment of housing will affect the provision of affordable housing the Council will expect an equivalent replacement of the affordable housing, preferably on-site and within the development. In the case where on-site provision is not possible, the alternative site for the replacement affordable housing will be part of an inclusive community and easily accessible to public transport, retail, employment opportunities, and leisure and community facilities.

DMP4 Housing Conversions

The Council will not permit the conversion of a single family dwelling house:

- a) With a gross original internal floor space of less than 120sqm;**
- b) In the following restricted conversion areas:**
 - **The Miltons: Area to North East side of Archway Road;**
 - **Archway Road: Area to the South West Side of Archway Road;**
 - **Harringay Ladder: Green Lanes to Wightman Road;**
 - **Stroud Green: Area bounded by Stroud Green Road, Stapleton Hall Road, Florence Road and Woodstock Road;**
 - **Muswell Hill: Roads near centre;**
 - **Bruce Grove Ward;**
 - **Myddleton Road, Wood Green;**
 - **West Green Road; and**
 - **Crouch End: Roads near centre.**
- c) If the conversion fails to meet the floorspace, amenity space and design standards as set out in the Housing SPD;**
- d) If the conversion fails to provide a satisfactory quality of accommodation; or**
- e) If it causes adverse parking problems.**

- 2.18. Conversions and Houses in Multiple Occupation (HMOs) form an important source of low cost accommodation and the Council realises that they will continue to provide accommodation for certain households in the borough.

-
- 2.19. There are areas in the borough where over the years many properties have been converted from single dwellings into a large number of flats. Where many conversions happen in one area it can result in problems such as a significant increase in on street parking and a loss of family housing.
 - 2.20. In exceptional circumstances, the Council may permit applications for conversions. In these circumstances, the applicant must demonstrate to the Council's satisfaction that a proposed dwelling conversion would have a positive impact on the amenity, streetscape and character of the area of the development as well as according with the aims set out in the Sustainable Community Strategy.
 - 2.21. As part of the Council's aim to provide suitably located housing the Development Management Document seeks that new homes are developed as efficiently as possible. With this in mind the
 - 2.22. Council generally expects a conversion to be located in areas that are convenient for shops and services and also where public transport is good. These will be locations within or a short walking distance from the borough's town centres.
 - 2.23. Certain areas of the borough have streets that already have a high number of conversions. This may reach a point where pressure on existing on-street parking spaces, open spaces and other services may no longer be sustainable. In these circumstances planning permission will not be granted.
 - 2.24. Climate change is a major material consideration when determining planning applications. In light of this, the Council will support applications for conversions that exceed the current Building Regulation standards relating to resource conservation and attain at least a 'Level 4' Code for Sustainable Homes standard. Compliance with this higher standard will reduce any negative impact the conversion could have on climate change and sustainability.
 - 2.25. The calculation of the 120 sqm restriction above applies to the original internal floorspace of a building rather than the resulting extended building. This is to maintain the character of areas containing mainly smaller family units. It also serves to prevent extensions of an inappropriate scale and form.

DMP5 Homeless people, vulnerable people and hostels

The Council will support development of accommodation for homeless people and other vulnerable people provided that the development:

- a) will provide an appropriate standard of facilities, independence, support and/or care;**
- b) will be accessible to public transport, shops, community facilities and social networks appropriate to the needs of the intended occupiers;**
- c) will be affordable in the context of financial support available to the intended occupiers**
- d) will be accompanied by a management plan setting out type and level of support; and**
- e) contributes to creating a mixed and inclusive community**

2.26. This policy covers residential accommodation such as extra care accommodation, hostels and residential mental health units. The needs of those groups who are require supported housing and temporary accommodation are set out in Haringey's Homelessness Strategy 2008-2011, Haringey's Housing Strategy 2009-2019, Haringey's Joint Strategic Needs Assessment and other strategic policy documents.

2.27. DMP 6 will ensure specialist accommodation is of an appropriate standard within the borough. The accommodation should be located close to public transport, community facilities, open space, employment opportunities and support services; it should not be located where there is already a high level of temporary accommodation; and the scale and intensity of the hostel use should be appropriate to the size of the building.

2.28. The design of supported housing and temporary accommodation will be in line with Core Strategy SP11 Design which details how new developments will improve social inclusion, improve access and reduce opportunities for crime.

DMP6 Sheltered housing and care homes for older people

The Council will support development of a range of accommodation for older people and vulnerable people provided that the development:

- a) will provide an appropriate standard of facilities, independence, support and/or care;**
- b) will be accessible to public transport, shops, community facilities and social networks appropriate to the needs of the intended occupiers; and**
- c) will be affordable in the context of financial support available to the intended occupiers.**

2.29. In the case of market led development of self contained sheltered housing in Use Class C3, the Council will expect the development to make a contribution to the supply of affordable housing in accordance with Core Strategy SP2 Housing.

2.30. The Council will particularly support development of extra care homes and other homes for older people that combine independent living with the availability of support and nursing care. Where existing homes for older people no longer meet contemporary standards, the Council will favourably consider conversion or redevelopment to provide extra-care homes.

2.31. The design of sheltered housing and care homes will be in accordance to Core Strategy SP2 Housing which sets out the Council's targets for Lifetime Homes Standards and Wheelchair Accessible housing.

2.32. The projected population increase of older people in the next 15 years will impact on housing needs, these will include people living alone, the need for more accessible homes, and more supported housing. The assessment of housing needs of older people and others in need of supported housing will be informed by Haringey's Joint Strategic Needs Assessment and other strategic policies.

DMP7 Homes of Different Sizes

The Council will seek to create mixed communities and secure a range of self-contained homes of different sizes by:

- a) ensuring that residential developments provide a mix of large and small homes and contribute to meeting the dwelling mix**

standards as set out in the Housing SPD; and
b) ensuring that the mix of dwelling sizes is appropriate to the development in terms of affordability, tenure and density, taking into account the character of the development and the locality.

2.33. New residential developments and conversions should provide a mix of dwelling types and sizes to meet local housing requirements, such as families with children, single person households and older people. In certain locations, where there is an unsuitable external environment for children and no opportunity to provide sufficient amenity space, the provision of family housing of 3 or more bedrooms may be inappropriate. Conversely, in other locations family housing will be particularly encouraged.

2.34. The mix of dwelling sizes appropriate in a specific development will be considered taking into account the characteristics of the development and the locality. The following sets out a number of the relevant characteristics:

- Development size
- Changes of use and conversions
- Affordability and tenure
- Large homes and child density
- Development layout and design options
- Financial viability

2.35. More detailed guidance on the preferred affordable housing mix is contained in Haringey's Housing SPD 2008. The Housing SPD sets out space standards which developments will adhere to. The Council will implement GLA Housing Space and Child Play Space Standards 2009 as Haringey's own standards when these are adopted.

DMP8 Basements and lightwells

In determining proposals for basement and other underground development, the Council will require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability, where appropriate. The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity. The Council will consider whether schemes:

- a) **Maintain the structural stability of neighbouring properties;**
- b) **Adversely affect drainage and run-off or cause other damage to the water environment;**
- c) **Have a cumulative impact upon structural stability or the water environment in the local area;**
- d) **Harm the amenity of neighbours;**
- e) **Lead to the loss of open space or trees of townscape or amenity value;**
- f) **Provide satisfactory landscaping, including adequate soil depth; and**
- g) **Harm the appearance or setting of the property or the established character of the surrounding area.**

The Council will not permit basement schemes which include habitable rooms and other sensitive uses in areas prone to flooding.

In determining applications for light wells, the Council will consider whether:

- h) **The architectural character of the building is protected;**
- i) **The character and appearance of the surrounding area is harmed; and**
- j) **The development results in the loss of more than 50% of the front garden or amenity area.**

2.36. Although basement developments can help to make efficient use of the borough's limited land it is important that this is done in such a way that does not cause harm to the amenity of neighbours, affect the stability of buildings, cause drainage or flooding problems, or damage the character of areas or the natural environment.

2.37. In appropriate circumstances the Council will require evidence from applicants to ensure that basement developments do not harm the built and natural environment or local amenity. The amount of information required will be commensurate to the scale and location of the scheme. Larger schemes (i.e. those consisting of two or more underground storeys) will be expected to provide evidence against each of the considerations as set out in the policy above. Smaller schemes will be expected to submit information which relates to any specific concerns for that particular scheme or location (e.g. flooding or unstable land). Applicants should contact the Council's Development Management Support Team about the level of information that should be provided for a particular scheme. Where hydrological and structural reports are

required, they should be carried out by independent professionals e.g. Chartered Structural Engineers.

2.38. Many potential impacts to the amenity of adjoining neighbours are limited by underground development. However, the demolition and construction phases of a development can have an impact on amenity and this is a particular issue for basements. The Council will seek to minimise the disruption caused by basement development and may require Construction Management Plans to be submitted with applications.

2.39. When considering applications for basement extensions the Council will need to be satisfied that effective measures will be taken during excavation, demolitions and construction works to ensure that structural damage is not caused to the subject building and any nearby properties.

Key references and evidence

PPS3 Housing

The London Plan (Consolidated with Alterations since 2004)

Housing Supplementary Planning Document 2008

Building for Life Standards

Haringey Community Infrastructure Plan

Haringey Sustainable Community Strategy

Core Strategy SP2 Housing, SP11 Design

Code for Sustainable Homes

Haringey Homeless Strategy 2008-11

Haringey Housing Strategy 2009-19

Haringey Joint Strategic Needs Assessment

GLA Housing Space and Child Play Standards

3. An Environmentally Sustainable Future

- 3.1. Creating sustainable communities is a key priority of the plan making system as set out in Planning Policy Statement (PPS) 1: Delivering Sustainable Development.
- 3.2. As a borough we need to respond to climate change and manage our environmental resources more effectively to make Haringey one of the greenest boroughs. Haringey's Greenest Borough Strategy asks that "we will work together to tackle climate change and secure a clean, safe and environmentally sustainable future for everyone living, working, visiting or studying in Haringey". The Council has now agreed a target to reduce CO2 emissions from the whole borough by 40% by 2020, and the Climate Change Act sets a national target of 80% reduction by 2050. This means that new development should be as close to zero-carbon as possible, and planning is the key tool to achieve this.
- 3.3. Growth needs to be managed to support sustainable communities. Growth can be environmentally sustainable in its minimisation of the borough's contribution to climate change and pollution through location and design in the built environment, the promotion of reducing, reusing and recycling as a way of life, encouraging energy efficiency and using renewable energy, and by using and promoting sustainable travel modes and patterns.
- 3.4. One of the main purposes of transport related policies is to reduce the need to travel by car, to encourage low-carbon modes e.g. walking, cycling and electric vehicles and to reduce the local pollution associated with vehicles. Emphasis is placed on the promotion of sustainable modes of transport and the discouragement of car use.

Transport

- 3.5. The policies in this Chapter aim to guide new development to locations where it can best be served by walking, cycling and public transport. Overall our transport policies are aimed at supporting sustainable transport such as public transport, walking and cycling through, for example, the design of development schemes and restrictions on car parking provision. The Council aims to ensure that all sections of the community, particularly the disadvantaged who are less likely to have a car available, have access to the widest possible range of employment, housing, shopping, recreational, medical, cultural and social facilities.

The transport policy context for transport improvements and projects is provided by the Local Implementation Plan (LIP). We seek to implement transport projects and programmes through the annual LIP funding submission to Transport for London.

DMP9 New Development Location and Accessibility

The Council will require that:

- a) developments with high trip generating characteristics locate where public transport accessibility is high, and car parking is minimised, to mitigate trip generation.**
- b) developments locate where the need for travel by car will be reduced and the use of public transport will be increased; and**
- c) the location and building design encourages public transport, cycling and walking so that all potential users, regardless of disability, age or gender can use them safely and easily.**
- d) Provision of private non-residential parking for new development will be limited in order to restrain car use.**

3.6. All development proposals will be assessed for their contribution to traffic generation and their impact on congestion and against the present and potential availability of public transport and its capacity to meet increased demand. Development proposals for new high density housing, office, shopping, industrial, educational and recreational facilities will be guided to locations which have a high rating on the Public Transport Accessibility Index.

DMP10 Sustainable Transport

The Council will support:

- a] the protection, improvement and creation of pedestrian and cycle routes in the borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.**
- b] improved public transport infrastructure, service enhancements, bus priority measures, improvements to interchanges**
- c] measures to discourage car usage and ownership such as car clubs, travel information and marketing, promotion of car sharing, car parking management**

- 3.7. Many of the borough's roads suffer from high levels of traffic congestion over much of the working day. Demand for more housing and employment is expected to increase. We are seeking to support this requirement in a sustainable way by minimising the impact of new development on the highway network. Measures such as travel plans and car clubs which reduce car ownership and usage can support this policy.
- 3.8. The provision of a safe walking and cycling environment is critical to encouraging these forms of travel and Safety by Design principles should be adopted in providing for pedestrians and cyclists. The Council will resist development that would harm highway safety, hinder pedestrian movement or provide inadequate sightlines.

DMP10 Access Roads

The Council will only promote access roads to commercial and industrial premises if the premises:

- a) are located advantageously in relation to main roads and railways to accommodate the generation of heavy freight:**
- b) are provide facilities for the handling of freight to secure efficient distribution:**
- c) are located to reduce the movement of vehicles on roads not suitable for them:**
- d) are located to encourage the use of rail and water to carry freight traffic:**
- e) are located and designed to minimise any adverse impact on the strategic road network.**

- 3.9. The Council recognises the need for road access to commercial and industrial premises but wishes to minimise the environmental damage which goods vehicles, especially heavy goods vehicles, can cause. The Council will support and improve industrial and commercial access roads where it is deemed both necessary and appropriate. However, this will be combined with traffic management measures such as lorry bans and support for the London Night Time and Weekend Lorry Ban in order to minimise the impact of freight movements in residential areas. The Council supports Freight Quality Partnerships as these can mitigate the impact of freight on residential roads.

DMP11 Car-Free Residential Developments

Proposals for new development without the provision of car parking will be normally required in locations where:

- a) there are alternative and accessible means of transport available;
- b) public accessibility is between level 4 to 6 as defined in the Public Transport Accessibility Index; and
- c) a controlled parking zone exists or will be provided prior to occupation of the development.

3.10. Residential developments without car parking provision are only likely to be viable where there are alternative and accessible means of transport available, in particular a good level of public transport accessibility and where a Controlled Parking Zone (CPZ) is in existence or planned within the timescale for the proposed development. Appropriately located on-site disabled parking will be required for wheelchair accessible homes. In addition people with disabilities may also be eligible for a parking permit. Within existing or planned CPZs residents of car-free developments will not be eligible for residential permits. Although residents of car-free housing are unlikely to walk a long distance from their home to access their parked car on street without parking controls, the Council will seek, in the longer-term, extensions to existing controlled parking zones. Where public transport provision can be improved to increase the levels of public transport accessibility and facilitate car-free residential development the Council may seek to augment provision through a section 106 agreement.

3.11. The construction of new residential developments without car parking would support Council policies to reduce car dependency and the encouragement of other modes of transport. The Council will negotiate viable means to implement car-free developments where it is appropriate.

DMP12 Parking for Development

Development proposals will be assessed against the parking standards set out in Appendix 1. Proposals that do not meet these standards will not normally be permitted.

For larger developments the parking requirement will be assessed on an individual basis as part of the Transport Assessment or Statement.

3.12. As PPG 13 Transport notes [para 49], “The availability of car parking has a major influence on the means of transport people choose for their journeys”. A limitation on the provision of private non-residential (PNR) parking for new development can help to restrain car use.

3.13. The Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential

users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration.

- 3.14. The Council will strongly encourage developers to provide or contribute towards car club or pool car spaces as an alternative to private parking. Provision of new spaces within developments will be encouraged in locations where they can be made available to car club members.
- 3.15. The Council also supports the provision of electric charging points in new developments with the aim of encouraging greater use of electric vehicles.
- 3.16. The Council has produced guidance on the procedure and issues to be considered for a proposal for a vehicular crossover and the creation of an access to a classified road. Full details can be obtained from “Vehicle Crossover Application Guidance Notes” on the Council’s website.

DMP13 Vehicle and Pedestrian Movement

In assessing schemes for vehicle and pedestrian movement the Council will have particular regard to the following:

<ul style="list-style-type: none"> Design objectives Highway geometry Minor and major access roads Carriage and footway widths Carriage and footway visibility Radii Other highway considerations Crossfalls Longitudinal gradients Headroom Shared surfaces Connection to the public highway Domestic footway crossovers Planning permission and other consents for footway crossovers 	<ul style="list-style-type: none"> Planning permission Listed building consent Highways Act Parking design Bay size Manoeuvring space/aisle widths Location of bays Garages Cycle parking Design of spaces Refuse collection Access by fire appliances Lighting Street trees Street furniture Highway adoption
---	--

Design Objectives

The design objectives for this policy are:

- To create a layout which is safe for all road users.
- To create a pleasant environment.
- To cater for the needs of pedestrians, cyclists and people with disabilities as well as vehicular traffic.
- To use materials and design layouts in keeping with the surrounding townscape, but which minimise maintenance costs.

3.17. The overall context for the design of local roads is provided by DCLG/DfT “Manual for Streets” guide. This document provides guidance on design, construction, adoption and maintenance of new lightly trafficked residential streets but also applies to existing streets subject to re-design.

Highway Geometry Minor and Major Access Roads

3.18. Different standards are appropriate in different circumstances and a distinction is sometimes made between major and minor access roads. A minor access road is typically a road used by relatively low volumes of traffic and few pedestrians. This is likely to apply to roads serving less than 15-20 residential units, or small scale commercial uses. Normally a segregated footway will be required on both sides unless either (i) the access road is designed as a shared surface or (ii) pedestrian flows are low and a 0.5 m raised strip is provided on either side to protect the building fabric

3.19. A major access road is typically a road carrying a significant amount of traffic or pedestrian movement. This is likely to apply to roads serving more than 15-20 residential units, or large commercial developments. Normally, a segregated footway would be required on both sides of the carriageway.

Carriage and footway widths

- 3.20. The required carriageway width will be determined by the scale and nature of the development, the site's servicing requirements, the tolerance required by passing vehicles, and the likelihood of the access road being used for parking.
- 3.21. Access roads should normally have a minimum carriageway width of 5.5 m. This will enable two vehicles to pass comfortably and will enable vehicles to easily manoeuvre in and out of accesses. A greater width may be required where the road will be used by large commercial vehicles.
- 3.22. It may be possible to reduce the carriageway width along sections of Minor access roads, which, because of their design, are unlikely to be used for parking. However, roads with a carriageway width of less than 5.5m will not normally be adopted.
- 3.23. Carriageway width will be reduced in the following circumstances:
- 4.8 m Minimum to allow access by refuse vehicle to pass other vehicles and wide enough to allow a car to pass a large commercial vehicle with an overall tolerance of 0.5m.
 - 4.1 m Minimum for two cars to pass, but not wide enough to enable access by a refuse vehicle passing other vehicles
 - 3.7 m Minimum to enable access by a fire appliance and to provide an operational area around it but not wide enough for two cars to pass
 - 3.0 m Minimum between passing bays on a single track system and wide enough for all vehicles to pass and a car to pass a cyclist. This is acceptable only at short lengths not exceeding 15 metres unless passing bays are provided.
 - 2.75m Absolute minimum for all vehicles to pass on their own, including fire appliances, if the road is kept clear of parked vehicles or any other obstacles and therefore is only practical over short lengths not exceeding 15 metres unless passing bays are provided. Access routes can be reduced to 2.75 metres over short distances provided the fire appliances can get to within 45 metres of dwelling entrances. If the Council or developer wishes to reduce the running carriageway width below 3.7 metres the local Fire Safety Officer should be consulted.
- 3.24. Where a carriageway less than 5.5 m is appropriate, it may still be necessary to widen the access where it meets the highway to allow vehicles to turn easily into the site.
- 3.25. Normally a segregated footway should be provided on both sides of the carriageway. For minor access roads 1.5m would be required. It will enable use by people in wheelchairs and allows for pedestrians to pass each other. Normally this will be acceptable to utility companies where

the range of services provided is divided along each side of the carriageway.

- 3.26. For major access roads a width of 1.8m would be required. It allows for two wheelchairs or for two people pushing prams to pass each other, and allows for the full range of underground services to be accommodated.

Carriageway and footway visibility

- 3.27. Adequate sight lines along both the carriageway and footway are essential to ensure road safety. Sightlines are defined by the visibility setback (the X dimension) and the forward visibility that are required to enable a vehicle to stop safely (the Y dimension).

Footway Visibility

- 3.28. In Fig. 2, together the X and Y dimension define an area that should have unobstructed visibility between 0.6 m and 1.05 m above the carriageway

X dimension 2.0 m

Y dimension 2.0 m

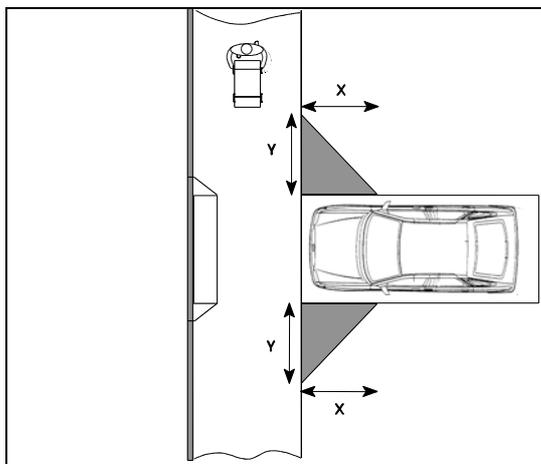


Fig.2 Footway Visibility

3.29. In Fig. 2 the X and Y dimension define an area that should have unobstructed visibility 1.05 m above the level of the carriageway

X dimension: 2.4 m for minor access road and 4.5 m for major access road

Y dimension: 25m for 20mph roads. 43m for 30mph roads

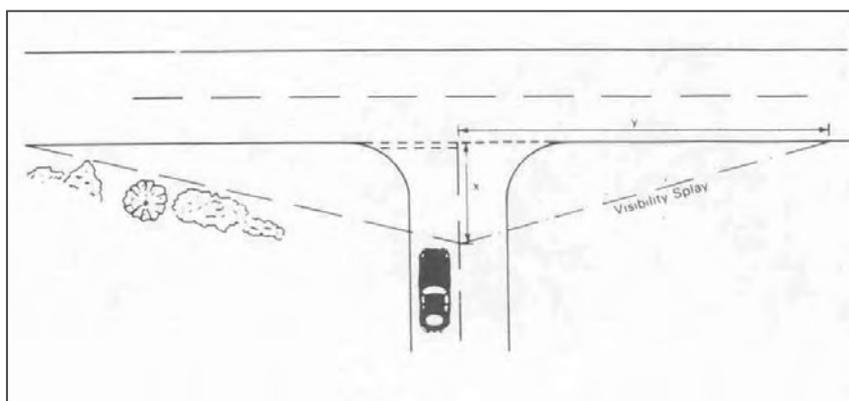


Fig. 3 Carriageway Visibility

Radii

3.30. The required kerb radii will depend on the type of junction:

Minor Access: Minor Access	Radius kerb not normally required
Minor Access: Major Access	3.0 m, wherever possible
Minor Access: Highway	3.0 m, wherever possible
Major Access: Highway	6.0 m, wherever possible.

3.31. A larger radius may be required where access is provided to commercial development attracting HGVs.

Other highway considerations

Crossfalls

3.32. In order to assist drainage, the following crossfalls (a slope to encourage localised draining of surfaces) should be provided:

3.33. 2.5% (1:40) - Minimum for footways and carriageways, maximum of 8% (1:12) at dropped kerbs with 5% (1:20) preferred

3.34. 5% (1:20) - Preferred for dropped crossings, 8% (1:12) maximum

Longitudinal Gradients

3.35. Whilst there must be sufficient gradient to allow surface water to drain, excessive gradients can cause problems for pedestrians, particularly those in wheelchairs, as well as motorists. The table below summarises the maximum and minimum gradients normally required on carriageways and footways:

- Max: 5% (1:20) , Min 0.55% (1:180) at junctions & turning bays
- Max: 8% (1:12), Min 0.55% (1:180) elsewhere

Headroom

3.36. A headroom of 4.0 m would allow access by a refuse vehicle and most large vehicles. However, a commercial site catering for the largest commercial vehicles should provide a clearance of 5.1 m. Where the road is to be adopted a minimum headroom of 5.3 m will normally be required.

Shared Surfaces

3.37. It is normally safe for both footways to be omitted from cul-de-sacs and short lengths of road and provide a shared vehicle and pedestrian access where the following criteria are met:

- The shared surface provides access to less than 25 dwellings.
- The volume of traffic is below 100 vehicles per hour in peak periods
- Drivers are warned (by tight corner radii, a carriageway narrowing, a ramp, or a rumble strip etc.) that they are entering a shared surface.
- The shared surface does not look like a conventional road, but is surfaced with block paving or brick paviours etc. rather than black asphalt.
- Parking areas are clearly demarcated from pedestrian and vehicular routes.
- The shared surface is wide enough to allow pedestrians and vehicles to pass comfortably and vehicles to manoeuvre. Normally, a minimum width of 5.5m should be provided between flanking boundaries (although localised narrowing may be acceptable).

Connection to the public highway

3.38. Gates, door and windows must not open onto any road or footway, and no part of a building will normally be permitted to overhang an adoptable highway.

Planning permissions and other consents for footway crossovers

Planning Permission

3.39. Planning permission is required for the following works:

- The formation of an access onto a classified road.
- Where the works involved in forming the access would create a dangerous obstruction to the view of persons using the highway.

3.40. The construction of a hardstanding within the curtilage of a property which is not a single family dwelling house, e.g. a property which has been divided into flats or is in multiple occupation.

- The construction of any hardstanding in the Tower Gardens, Noel Park, or Rookfield Estate Article 4 Direction Areas, identified on the Proposals Map.

3.41. In any of the above circumstances, a crossover must not be provided until planning permission has been granted. Where there is any doubt, the applicant should be advised to obtain confirmation from the Council's Head of Development Management that planning permission is not required. (For further information on the requirements for Crossovers please refer to the Protection of Front Gardens, DMP 12)

Listed Building Consent

3.42. Listed Building Consent is required to carry out any alterations to the boundary of a Listed Building.

Highways Act

3.43. Section 184 of the Highways Act 1980 is mainly concerned with situations where vehicles are crossing the footway/verge and causing damage. Where a vehicle is being habitually driven over the footway the Highway Authority can serve notice that it intends to construct a crossover and recover the costs. The owner/occupier has the right to object to the notice, as set out in Schedule 14 of the Act.

3.44. In determining whether to use its powers the Highway Authority must consider the need to prevent damage to the footway/verge and, in determining the works to be specified in the notice, shall also have regard to:

- the need to ensure, so far as practicable, safe access to and egress from premises;
- the need to facilitate, so far as practicable, the passage of vehicular traffic in highways.

3.45. Anyone may request the Highway Authority to construct a crossover and the Highway Authority may approve the request with or without

modifications, may propose alternative works, or may reject the request. In determining how to use its powers the Highway Authority must consider the need to prevent damage to the footway/verge and factors above. If the Highway Authority does agree to the provision of a crossover, it must provide the occupier with a quotation for the costs of the works and once this amount has been paid, the crossing must be constructed.

Highways Requirements for the Construction of Domestic Crossovers

3.46. Footway and carriageway visibility dimensions should conform with the standards set out in this guide. For further details please refer to DMP12 Protecting Front Gardens.

Car and cycle parking layout

3.47. Bay Size

- The standard bay size is 2.4m x 4.8m where there are no walls/fences etc adjacent to the bay
- Where a bay is adjacent to walls/fences etc the standard bay size is 3m x 4.8m
- Where there is no footway or paved margin along side parallel bays the bay size is 2.4m x 6.0m
- Where there is a footway or paved margin along side parallel bays the bay size is 2.0m x 6.0m
- Single disabled bay comprise of a standard bay width plus 1.2 (0.9 m minimum) manoeuvring strip (3.6m x 4.8m)
- Where more than 1 disabled bay is provided the 1.2m (0.9 m minimum) manoeuvring strip may be shared between adjacent bays.
- Parallel disabled bays should be longer (6.6 x 2.4) to allow wheelchairs to be unloaded from the rear of the vehicle.

45° Parking

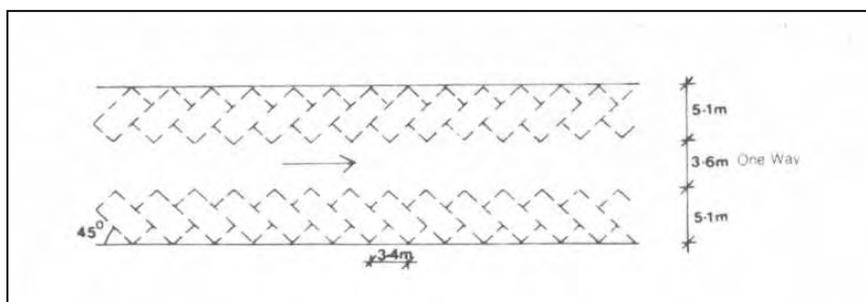


Fig.4 45° Parking

Manoeuvring Space/Aisle Widths

- 3.48. 90° Parking: 6.0 m is required to enable a car to turn through 90° out of a standard bay. This may be reduced to 5.0 m where the bay width is increased in width to 3.0 m.

Location of Bays

- Parking for residential developments should be provided wherever possible within the curtilage of individual dwellings rather than in communal parking areas.
- Where forecourt parking is proposed for a series of individual properties, each with direct access from the highway, the bays should wherever possible be grouped into pairs served by a double width crossover. Footway crossovers greater than 4 bays wide will not normally be permitted.
- Where long rows of parking bays are unavoidable, hard and/or soft landscaping features should be incorporated into the layout to break up the bays.
- Disabled parking bays should be located as close as possible to pedestrian entrances. There should be no obstruction, such as a raised kerb, between the bays and the building entrance. The bays should allow wheelchair users to gain access from the side and rear.

Garages

- Open hardstandings are preferred to garages (which are often used for storage rather than parking).
- Garages within the curtilage of individual dwellings should be set back at least 2.0 metres from the back edge of the footway to ensure adequate visibility along the footway.
- Where garages are provided they should have internal dimensions of at least 2.4 x 4.8 m. An aisle width of at least 7.3 m should be provided between rows of garages. The aisle width may be reduced to 6.5 m where the garages are 3.0 m wide.

Cycle Parking

Location of Spaces

- 3.49. Parking for employees should either be provided within the building or within a secure under cover area within the curtilage of the site. Parking for visitors should be provided as close as possible to the main entrance, preferably under cover.

Design of Spaces

- 3.50. Sheffield type stands are preferred for visitor parking as they provide satisfactory security for all types of cycle. Where necessary, each Sheffield stand can provide space for two cycles. A clearance of 650 mm (600 mm min.) should be provided between a stand and any

adjacent structure, and stands should normally be located 1.2m apart (1m min). The preferred coating for stands is nylon on galvanised tubing.

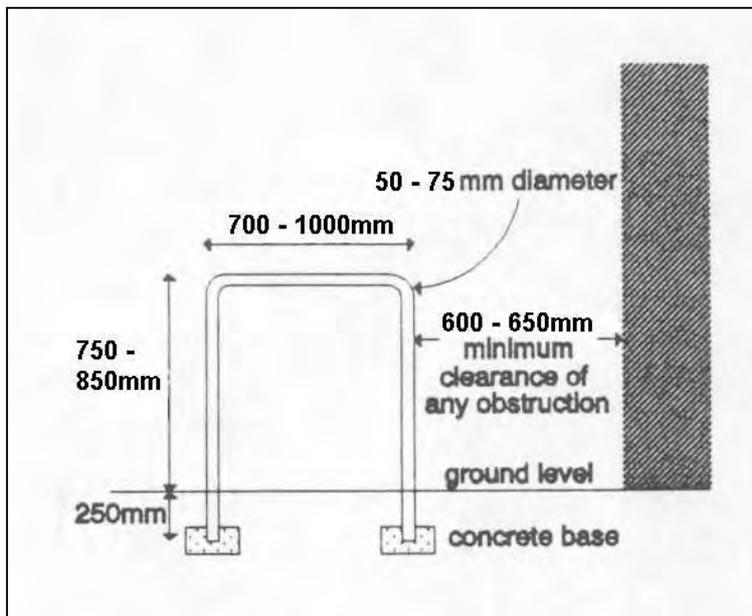


Fig.5 Design of Cycle Parking Spaces

Refuse Collection

- 3.51. The maximum carrying distance for dustbins and sacks and the maximum pushing distance for wheeled bins are 25m.
- 3.52. Where these maximum distances cannot be achieved a refuse vehicle will need to enter and turn within the site. The section above provides details of suitable turning areas. Further information on refuse collection and storage is contained in the Code of Practice for Refuse Storage that can be obtained from the Council's Contract and Construction Service.

Access by Fire Appliances

- 3.53. The requirements for access by fire appliance are contained in Part B5 of the Building Regulations (and the London Fire and Civil Defence Authority's Fire Safety Guidance Note Number 29) and all developments will need to obtain the necessary building regulation approval. However, for information, the normal access requirements for buildings without a fire main that have a total floor area up to 2,000 sqm and are less than 9.0 metres above ground level are indicated below:

- 3.54. There should be vehicle access (minimum width 2.75m) to within 45m of any point on the projected footprint of the building, or to 15% of the perimeter which ever is less onerous. Any elevation to which vehicle access is provided should have a suitable door, not less than 750 mm wide, giving access to the interior of the building.
- 3.55. Designers should refer to Part B5 of the Building Regulations for details of the access requirements to buildings which either have a floor area greater than 2,000 sqm, are higher than 9.0 meters, or include a fire mains.

Lighting

- 3.56. Lighting should be planned as an integral part of the layout of a development as it can have a significant impact on accidents, personal security, crime, and amenity. Street lighting should normally be provided to the British Standard 5489 (Part 3). Adequate lighting should also be provided for any footpaths and parking areas within the development, with appropriate consideration of potential adverse effect on biodiversity.
- 3.57. It may be necessary to alter the layout of the street lighting on the highway adjacent to the new access. In such circumstances, the lighting design and installation works will be carried out by the Head of Sustainable Transport at the applicant's expense. Consideration must be given to the potential for light pollution onto other properties and to Haringey's Significant Nature Conservation areas, evidence of this should be provided with all major applications.

Street Trees

- 3.58. Existing street trees are considered an asset and the provision of appropriate trees can significantly enhance the street scene and will generally be encouraged. However, care should be taken in the positioning of trees:
- Normally the outside edge of the base of the trunk should be located 850 mm from the back of the kerb.
 - Footways will normally need to be a minimum of 3.0 metres wide to accommodate a tree pit and retain sufficient room for pedestrians.
 - The position of underground and overground services should be considered, as they can be damaged by and cause damage to trees. Any trial holes to establish the position of services should be hand dug.
 - Trees should be sited away from gulleys, as they can cause root damage and become blocked by leaf fall.
 - Adequate sight lines at junctions must be maintained.
 - Trees should not be located too close to proposed or potential vehicular accesses.

- Trees should be positioned so that they will not obscure street lighting, traffic signals, signs and street nameplates.
- Tree species should be selected which have a low risk of causing structural damage to buildings and which are suited to the room available for growth.

3.59. Where roads are to be adopted, the species of tree to be planted, and their location should be agreed with the Recreation Team.

3.60. Planted areas adjacent to carriageways or parking areas should be protected with bollards, raised kerbs or low fences to minimise the risk of damage by vehicles. However, such landscaped areas will not normally be adopted.

Street Furniture

3.61. Street furniture should normally be positioned at the back of the footway, with a gap of 75-100 mm between any adjacent structure to prevent litter getting trapped and to enable the footway to be swept. Particular care should be taken to ensure that street furniture is not positioned so that it could adversely affect the security of adjacent property.

3.62. The Council has produced a Streetscape Manual which has a number of key principles including improving the environmental quality of Haringey's streetscape, set consistent specifications for streetscape elements across the borough and establish guiding principles for the design and layout of streetscape elements. The document is available from the Council's website.

Highway Adoption

3.63. Section 38 of the Highways Act 1980 enables roads to be adopted by mutual agreement as publicly maintainable highways. Generally, the Council will not adopt access roads to new developments unless they are sufficient public utility to justify being maintained at public expense. This may be the case where:

- A road serves a large number of residential dwellings (generally greater than 200 units),
- A road forms a link in the highway network such as joining up existing adopted public highways
- A road forms a useful extension to an existing highway

3.64. Where it is agreed that a development road will be adopted:

- The road must be designed and constructed to the standards set out in this DM policy document.
- The construction works will be supervised by the Head of Sustainable Transport.
- The Council's costs associated with preparing the S.38 agreement, checking the designs and supervising the construction works will be met by the developer.
- The boundary between the adopted and unaccepted areas must be clearly delineated on the ground.
- The location and design of lighting columns must be agreed with the Head of Sustainable Transport. The installation works can, if required, be carried out by the Head of Sustainable Transport. If the work is carried out by others, the Head of Sustainable Transport will need to test the installation on completion, for which an appropriate fee will be charged.
- Parking areas will not normally be adopted.

3.65. The construction details of roads for adoption and the Council's model S.38 Agreement are available from the Transport Policy and Projects Group.

3.66. Section 104 of the Water Industries Act 1991 enables sewers to be adopted by the Sewerage Undertaker (Thames Water Utilities). General advice and specifications are contained in Sewers for Adoption (4th Edition), published by the Water Industries Association.

DMP12 Protection of Front Gardens and Private Off Street Parking.

Front gardens are greatly valued and they play an important role in London's eco system by helping to maintain water drainage and preserving local biodiversity. The Council will expect the following:

- a) the provision of gardens in appropriate developments, and particularly in schemes providing larger homes suitable for families and extensions where this is not realistic the provision of alternative outdoor amenity will be expected;**
- b) protect garden spaces which contribute to the character of a conservation area;**
- c) any planting plans to be accompanied by a maintenance schedule. Effective maintenance is essential to the success of soft landscaping (shrubs, grass etc); and**

The Council will only support the creation of additional private on site car parking spaces that will not have negative impacts on parking, highways or the environment. Development will not be permitted that

would:

- a) harm highway safety or hinder pedestrian movement;
- b) provide inadequate sightlines for vehicles leaving the site;
- c) create a shortfall of parking provision in terms of the Council's Parking Standards for bicycles, people with disabilities or service vehicles;
- d) create a shortfall of public on-street car parking, operational business parking or residents' parking; or otherwise harm existing on-street parking conditions;
- e) create, or add to, an area of car parking that has a harmful visual impact;
- f) Crossovers will not be provided within the zig-zag markings of pedestrians crossings.
- g) result in reduced surface drainage to the property. In such cases evidence of Sustainable Drainage Systems (SUDs) must be submitted.

3.67. In the majority of cases there will not be sufficient space within the curtilage of individual residential properties for vehicles to enter and leave forwards. However, as domestic crossovers are not intensively used, it is normally acceptable for vehicles to reverse either onto or off the highway, providing there is adequate visibility along both the carriageway and footway.

Front Gardens

3.68. Front gardens play not only a key role in London's ecosystem but are also important space where people can relax and socialise. Cumulative loss of front garden space can contribute to an exacerbation of local climatic conditions, loss of biodiversity, an increased flood risk caused by surface water run-off because of the greater expanse of impermeable services where front gardens are paved over and finally the loss of vegetation can also contribute to increased air pollution in urban areas.

Crossovers

3.69. The Highways Act 1980 requires the implementation of crossovers in order to address

- a) the need to prevent damage to a footway or verge;
- b) the need to ensure, so far as is practical, safe access to and egress from the premises which is served by the access; and
- c) the need to facilitate the passage of vehicular traffic on highways.

- 3.70. However, the development of crossovers within Haringey is not welcomed where the implementation would result in a reduction of pedestrian safety, of on-street parking or visual damage to the street scene or does not address the need for surface drainage.
- 3.71. Planning permission is therefore needed in the following circumstances (this list is not exhaustive):
- (i) access onto a principal or classified road:
 - (ii) access onto a commercial property:
 - (iii) access onto a property that is a maisonette or divided into flats:
 - (iv) access onto a building which is listed:
 - (v) access is in a conservation area, which is covered by an 'Article 4' Direction requiring planning permission for hard surfacing:
 - (vi) access is likely to affect a tree, which is protected by a Tree Preservation Order.
- 3.72. Second crossovers - normally only one crossover would be permitted, exceptionally a second crossover may be permitted if:
- (i) the property frontage is more than 9 metres wide, and is on a principal or classified road;
 - (ii) it is in a street where the majority of properties have off-street parking and demand for kerb side parking is low;
 - (iii) it is in a Conversation Area and the proposed crossover would not involve the loss of a street tree or shrub verge; and
 - (iv) in any case, a minimum of 1.8 metres width of footway must be provided between the two crossovers
- 3.73. Properties that have existing crossovers but do not meet the current criteria are likely to have been constructed before these criteria were adopted. Consequently, these cannot be considered as having set a precedent when assessing new applications in the same road or area.
- The minimum width for which we can approve a crossover is 2.4 metres. The maximum width allowed is 4.8 metres.
 - Where there is an application to extend the width of an existing crossover to a shared driveway, then the width of the crossover will be taken from the centre of the shared drive way. This is required to ensure that the crossover width to a property does not exceed the maximum permitted width of 4.8 metres.
 - There must be sufficient space within the curtilage of the site to ensure a parked vehicle does not overhang the footway. Vehicles must be parked at 90 degrees to the carriageway and forecourts must be a minimum depth of 4.8m. The exact location of the proposed crossover must be submitted within the planning application.
 - Only in exceptional circumstances will a bay size of less than 4.8 metres be permitted, this may be where the applicant is a blue badge holder. The permission may then have a condition attached limiting the maximum length of vehicle able to use the forecourt. (This restriction

should be contained in an agreement made under Section 16 of the Greater London Council (General Powers) Act 1974 and registered as a land charge.

- The type, length and width of vehicles must be clearly stated in the application form.
- The proposal must address surface water drainage firstly with the use of permeable surfaces and only then with the use of gully systems.
- Amenity
- All existing highway amenity such as a grass verge, hedgerow or flowerbed and nearby trees must be taken into account. Haringey is unlikely to consider the removal of a tree from the highway in order to facilitate the implementation of a crossover.
- The crossover design must include scale drawings and details of the size and location of the proposal, the boundary treatment and full details of the landscaping for the property in order to assess the application. This is particularly important within Conservation Areas to ensure the application preserves or enhances the designated Area.

3.74. Further details can be obtained from the Haringey “Vehicle Crossover Application Guidance Notes”, 2009.

On-street car parking

3.75. On-street car parking spaces are a limited resource, and demand exceeds supply in much of the borough. They cater for residents who do not have off-street spaces at home as well as for people visiting businesses and services. The Council manages on-street parking on the basis of designated Controlled Parking Zones, in which regulations control how parking may be used on different sections of the street and at different times, often in relation to Haringey’s public transport hubs. There is a particularly high demand for on-street parking by residents in areas with a low availability of drives or garages. Development that will reduce the amount of on-street parking available or will add to the existing on-street demand for parking will be resisted.

Creating private off-street car parking

3.76. On-street spaces can be used by many different people with different purposes throughout the day, whereas private spaces will generally only be used for one purpose, often by a specific vehicle, and will remain unused at other times. For example, a resident's private parking space will often be unused for most of the daytime if the car is used for the journey to work.

-
- 3.77. Creating private off-street parking frequently involves the loss of on-street spaces, for example where kerbside parking is removed to enable vehicles to cross over the pavement to a garden or forecourt.
 - 3.78. Creating off-street parking necessarily involves creating a link to the highway network or intensifying the use of an existing link. The Council will resist off-street parking that would harm highway safety, hinder pedestrian movements or provide inadequate sightlines.
 - 3.79. Off-street parking can cause environmental damage in a number of ways. Trees, hedgerows, boundary walls and fences are often the traditional form of enclosure in Haringey's streets, especially in its Conservation Areas. This form can be broken by the removal of garden features and the imposition of extensive areas of paving and parked cars to the front of buildings, severely damaging the setting of individual buildings and the character of the wider area. This also reduces the habitat available which could contribute to further decline of species e.g. of house sparrows. Large areas of paving can also increase the volume and speed of water run-off (especially paving over formerly porous surfaces such as front garden planting areas), which adds to the pressure on the drainage system and increases the risk of flooding from surface water.
 - 3.80. Development of off-street parking will be resisted where it would cause unacceptable parking pressure, particularly in identified areas of parking stress. Off-street parking may also be resisted to protect the environment, highway safety and pedestrian movement. Our Haringey Planning Guidance supplementary document gives details of areas of parking stress, the necessary dimensions for off-street parking spaces, visibility requirements at access points, and environmental concerns that arise from garden and forecourt parking. (Please refer to Appendix 1 for the Public Transport Accessibility Index).
 - 3.81. In allowing any development, care should be taken to ensure that the harm to the environment is minimised as far as is possible and that the development enhances as opposed to detracts from the environment.
 - 3.82. All development must make the best use of available resources in a manner which is sustainable and which is friendly to the environment, and which does not unacceptably diminish the quality of the environment within which we live. All development must also, where applicable, preserve and conserve existing resources. There is a greater need to incorporate green elements in schemes, which protects and enhances biodiversity. New developments should also be as close to zero carbon as possible, and can contribute to reducing emissions from surrounding existing buildings through systems such as CHP and heat grids.

- 3.83. It is predicted that in the future we will experience warmer and wetter winters and hotter and drier summers¹. These changes could lead to more intense rainfall and local flooding; subsidence due to increased shrinking and expanding of Haringey's clay base; poorer air quality; a hotter micro-climate; and increased summer electricity use due to increased demand for cooling.
- 3.84. Alongside the measures to improve resource efficiency, create healthier environments, and reduce the effects of climate change, new developments should incorporate the appropriate measures to enable occupants to adapt and cope with climatic changes.
- 3.85. The Core Strategy sets out our overall approach to managing Haringey's growth so that it is sustainable, meets our needs for homes, jobs and services, and protects and enhances quality of life and the borough's many valued and high quality places. This helps to achieve an environmentally sustainable future - one of the elements in the vision in the Haringey's Sustainable Community Strategy.
- 3.86. This section of Haringey Development Management Policies contributes to delivering the Core Strategy by providing detailed policies that we will use when determining applications for planning permission to ensure that development contributes towards a sustainable and attractive Haringey. In particular, it supports the Core Strategy by focussing on:
- promoting sustainable design and construction, and in particular reducing CO2 emissions on site and in surrounding areas;
 - enhancing and protecting water courses and the water environment;
 - air, water and light pollution;
 - noise pollution;
 - contaminated land; and
 - hazardous substances

Promoting Sustainable Buildings

- 3.87. Promoting a sustainable Haringey is an integral element of our Local Development Framework strategy. Core Strategy policies in *SP4 Working Towards a Low Carbon Haringey, SP 5, SP6 and ,SP7* sets out a key part of our overall approach to tackling climate change, which includes promoting higher environmental standards in design and construction.

¹ Climate Research Unit - <http://www.cru.uea.ac.uk/cru/info/ukweather/>

3.88. The borough's highly built-up, urban environment means that we face specific environmental issues such as poor air quality and surface water flooding but have fewer options on how we can implement sustainable development and minimise our carbon emissions. The measures we can take to minimise the impacts of climate change and adapt to its effects need to consider and be appropriate to Haringey's dense and historic character and its sensitive environments. They should also take opportunities to build on the boroughs past performance on requiring sustainable measures within developments.

DPM13 Sustainable Design and Construction

All development proposals (including conversions, extensions and changes of use) are required to demonstrate how sustainable development principles, including the relevant measures set out below, have been incorporated into the design and proposed implementation.

- a) The Council will require developments to adopt appropriate measures to promote resource efficiency for use of energy, materials, waste and water. All proposals for demolition, construction and/or reconstruction should be fully justified in terms of the use of resources and energy, and the energy and water efficiency of the existing and proposed buildings.**
- b) Applicants for major developments will be required to produce appropriate documentation to confirm that the development will achieve the highest possible ratings relevant to the type of development (BREEAM, Code for Sustainable Homes and EcoHomes) and in line with Core Strategy targets.**
- c) All developments will be required to have a formal energy assessment applying the principles of the energy hierarchy set out in the London Plan and showing how the development sought to achieve the Core Strategy targets.**
- d) Developments which cannot meet the energy standards because of site restrictions, technical feasibility and/or economic viability can compensate residual carbon emissions elsewhere in the borough by:**
 - carrying out improvements to existing homes; or**
 - providing for an one-off financial contribution to the Council's home improvement schemes or towards sustainable infrastructure projects such as district heating schemes.**
- e) The Council will require all developments to be resilient to climate change by ensuring schemes include appropriate climate**

change adaptation measures for cooling, shading, greening, biodiversity, run-off management, and sustainable urban drainage.

- f) The Council will require developments to adopt appropriate measures to protect and enhance biodiversity.**
- g) The council will set out the mechanisms and opportunities for standards to be achieved via the Sustainable Design and Construction Supplementary Planning Document. The effectiveness of the policy will be monitored and the standards will be revised where relevant reflecting national, regional and local targets and aspirations over the plan period.**

3.89. The construction and occupation of buildings are major consumers of resources and can produce large quantities of waste and carbon emissions. Given this, the possibility of re-using buildings should always be strongly considered. When a new building is built, the accessibility of its location; its density and mix of uses; its detailed design taking into account the orientation of the site; and the mechanical services and materials chosen can all have a major impact on its energy efficiency.

3.90. The Council will require all schemes to consider these sustainable development principles along with the detailed elements identified in the table below from the start of the design process. We will expect that the proposals will be appropriate to the size of the development, Haringey's dense and historic character and its sensitive environments. When justifying the chosen design with regards to sustainability the following appropriate points must be considered:

Location, Efficient Use of Land and Design

- the layout of buildings to make the most of passive solar energy
- location, size and depth of windows
- minimising single aspect design
- shading options, both on or around the building
- optimising natural ventilation
- reducing the need for artificial lighting
- sustainable urban drainage, including provision of a green/brown roof
- adequate storage space for recyclable material, composting where possible
- bicycle storage
- measures to adapt to climate change including limiting excessive solar gain
- impact on microclimate
- enhancing biodiversity

Fabric/ Services

- level of insulation
 - choice of materials, including - responsible sourcing, re-use and recycled content
 - efficient heating, cooling and lighting systems
 - connections to existing to decentralised energy systems
 - design for and inclusion of renewable energy technology
 - impact on existing renewable and low carbon technologies in the area
 - effective building management system
 - counteracting the heat expelled from plant equipment
 - enhancement of / provision for biodiversity
 - efficient water use
 - re-use of water
 - on-going management and review
- 3.91. The list above is not exhaustive. Haringey is proposing a detailed Supplementary Planning Document on Sustainable Design and Construction which will have further detail on what is expected in an energy statement, how site and location makes a difference to a building's energy performance, how energy policies will work and how Haringey will require passive solar energy use and better insulated buildings before using renewable energy solutions, landscaping options and details of what Sustainable Drainage Systems (SUDs) are, details of environmentally sound materials, water harvesting systems, green roofs, identify locations for decentralised energy, how connections to a network will be achieved and allowable solutions for carbon off-setting which are relevant and acceptable to Haringey.
- 3.92. It is proposed to require developers to contribute to local CO2 reduction projects if they cannot meet their energy/renewable energy targets for feasibility reasons.

Assessment tools for sustainable design and construction

- 3.93. The government has set environmental targets for all new build dwellings, in *Building a Greener Future. Towards Zero Carbon*, and produced the Code for Sustainable Homes as the tool to assess these targets. BREEAM (Building Research Establishment Environmental Assessment Method) and EcoHomes assessments apply to non-residential developments and residential development arising from conversions and changes of use respectively.
- 3.94. These assessment tools contain several categories (such as Energy, Water, Materials, Waste, Surface Water, Management, Transport, Land Use, Ecology, Health and Well-being, and Pollution). Each category contains credits that can be obtained by implementing a sustainable design or construction measure. All the credits obtained are weighted

and added together to achieve the overall score, which relates to a rating of either Pass, Good, Very Good, Excellent or Outstanding.

- 3.95. Development not able to reach the more stringent CO2 emission target will have to make payment or invest in alternative allowable solutions which are relevant and acceptable to Haringey. Details of acceptable alternatives and how commuted payment will be calculated will be detailed within the Sustainable Design and Construction SPD.
- 3.96. The Council will discourage the use of air conditioning and excessive plant equipment wherever possible. Such equipment expels heat from a building making the local climate (microclimate) hotter. Where the use of this equipment is considered acceptable by the Council, for example where sterile internal air is required, we will expect development to make a contribution towards cooling the local environment. This could be through the provision of green or brown roofs, green walls and the planting of trees and vegetation, on or off-site.
- 3.97. Our expectations on designing for water efficiency and addressing extreme rainfall can be found in policy DMP 15 Air, Water and Light Pollution - *Environmental Protection*. DMP 21 *Quality Design* sets out our expectations for basement development. Core Strategy policy SP13 – *Open Space and Biodiversity* provide more detail on our approach to preserving and enhancing biodiversity.

Key references and evidence

- Haringey Greenest Borough Strategy
- Haringey Sustainable Community Strategy
- Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1; Communities and Local Government; 2007
- Building A Greener Future; Communities and Local Government; 2006
- Sustainable Design and Construction - Supplementary Planning Guidance; Mayor of London; 2006
- Building a Brighter Future. A Guide to Low Carbon Building Design; Carbon Trust; 2005
- Building Research Establishment Environmental Assessment Method (BREEAM); Building Research Establishment; 2006 and 2008
- Strategy for Sustainable Construction; BERR; 2008
- Heat and Energy Saving Strategy Consultation; Department of Communities and Local Government & Department of Energy and Climate Change; 2009

4. Environmental Protection

4.1. Following the precautionary principle requirements of PPS23, Haringey will always consider “the possible impact of potentially polluting development (both direct and indirect) on land use, including effects on health, the natural environment or general amenity”. Other environmental issues to be carefully assessed are flood protection and the enhancement of water courses (refer to DMP 15) as well as the protection of identified sensitive areas for nature conservation (refer to DMP 26, 27 and 28). These policies give further detail and requirements of strategic policies CS SP4 Working Towards a Low Carbon Haringey; SP5 Water Management and Flooding; SP6 Waste and Recycling; SP7 Transport; SP11 Design and SP13 open Space and Biodiversity within the Haringey Core Strategy and will also be developed within the Haringey Sustainable Design and Construction DPD.

DMP14 Flood Risk, Water Courses and Water Management.

In consultation with the Environment Agency and adopting the precautionary principle in line with PPS25, planning permission will not be granted for development proposals in areas of flood risk, identified by the Environment Agency as being located within Flood Zones 2 or 3, that fail to fully demonstrate a full assessment of flood risk.

The Council will require applicants to carry out a site specific Flood Risk Assessment in order to establish whether the proposed development will:

- a) Address fluvial flood risk and attenuation of surface water;
- b) Increase the risk of current or future flooding;
- c) Whether it will add to flood risk elsewhere;
- d) Whether there are proposed mitigating measures to address the affects identified;
- e) Provide evidence within the application so that the PPS25 Sequential Test can be applied in order to assess whether the development will be safe and where applicable, provide evidence within the application in order to assess the Exemption Test.

The Council will:

- a. require any development which could increase the risk of flooding from surface water run-off to provide a drainage impact assessment; and
- b. require all built developments to incorporate Sustainable Drainage Systems (SUDS) techniques.

The Environment Agency is to be consulted on any scheme within a distance of eight metres of the main river. The Environment Agency requires that when building close to rivers, whether culverted or not, an eight metre minimum buffer strip is maintained free of any permanent obstruction, including fences.

In consultation with the Environment Agency and where appropriate Thames Water Utilities Ltd, the Lea Valley Regional Park Authority and neighbouring boroughs, the Council, will seek to promote river corridors as an important environmental resource and to proactively manage tributaries of the River Lee to improve access and water quality by:

- a) conserving existing areas of value within river corridors and, wherever possible, seeking to restore and enhance the natural elements of the river environment, for example by deculverting and/or naturalisation.
- b) supporting initiatives which will result in improvements to water quality.
- c) promoting public access in and to river corridors (including by users of public transport and cyclists).
- d) identifying appropriate locations for water related recreation along river corridors including the aqueduct known as the New River.
- e) contributing towards the improvement in the quality and provision of open space along all rivers; and
- f) contributing towards the conservation and enhancement of the ecology of all rivers and the floodplain and their environment.

The Council will only permit development which will not have an adverse impact on the water environment, particularly in relation to rivers, ponds, wetlands, public access in river corridors and water-related recreation. It is also necessary for proposals for flood protection and attenuation to take their ecological impact into account.

4.2. Climate Change is likely to result in an increased risk of flooding in certain parts of the borough. The areas which are currently regarded to be of risk are “Indicative Flood Zones”, as Zone 2 and Zone 3. These boundaries are subject to periodic review by the Environment Agency. Within Haringey, there are areas at risk from fluvial flooding – these include areas in close proximity to the River Lee, along the River Moselle and along Bounds Green Brook.

4.3. Developments on the floodplains result in the reduction in capacity of the available floodplain and impede the flow of water, thereby increasing the risk of flooding elsewhere. The definition as to what constitutes “functional floodplain” in Flood Zone 3 is illustrated within the North London Strategic Flood Risk Assessment and applicants are advised to consult the Environment Agency prior to making a planning application for relevant schemes requiring a flood risk assessment.

4.4. Where appropriate, attenuation measures will be required on the development site. The Council will, in conjunction with the Environment Agency, British Waterways Board and developer, explore ways of storing water on site through the creation of lakes and ponds, which will increase the ecological value and landscaping value of the site and its

surroundings. The importance of trees in reducing water run-off should be recognised and account taken of any other relevant policies in this Plan. The Council will require surface water run-off elements to take into account ecological and hydrological impacts.

- 4.5. The Environment Agency is likely to object to cases where it considers the flood risk assessment does not or cannot adequately address the flood risk issues. The Agency requirement is that there is to be no reduction of storage in the floodplain; and that within the functional floodplain within Zone 3, buildings on stilts and those with storage void beneath will be opposed
- 4.6. Surface water discharge from the developed site should mimic that of an undeveloped greenfield site, up to and including a 1 in 100 year critical duration storm event. Greenfield run off rates are generally between 2-8 litres/second/hectare (l/s/ha) for storm events up to the critical 1 in 100 year return period event. This is irrespective of whether the site falls within a flood risk area.
- 4.7. It is important that new development does not lead to additional flood risk elsewhere. Unless carefully sited and designed, new development and redevelopment of existing urban areas can exacerbate problems of flooding in areas downstream through an increase in run-off from additional impermeable surfaces. This effect can occur even outside of the borough in which the development has taken place. Therefore surface water management and flood risk management will be applied to the whole of the borough regarding developments of all schemes and not just relevant ones in the floodplain. The Council will consult the Environment Agency on any development within the borough so that the Agency can determine the significance of any potential impacts. The disposal of surface water into the River Lee is not a right. Discharge may be permitted, subject to an agreement and/or licence from British Waterways. A Surface Water Management Plan is proposed and it is likely to be carried out on a sub-regional basis with near-by boroughs.
- 4.8. Flood risk and other environmental damage can be managed by minimising changes in the volume and rate of surface runoff from development sites through the use of sustainable drainage systems (SUDS). More advice can be obtained from the Environment Agency and their website www.environment-agency.gov.uk.
- 4.9. The Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for certain proposed works or structures in, under, over or within 8 metres of the brink of the River Lee, Moselle Brook, Stonebridge Brook and Pymmes Brook (Main Rivers within Haringey).
- 4.10. The Environment Agency has a statutory responsibility to manage the water environment so as to further the conservation and enhancement of

the natural environment, promote facilities for sports and other forms of recreation and further the conservation of buildings, sites and objects of archaeological, architectural or historic interest. In London these objectives take on a particular significance because the river corridors tend to be the only remaining areas of land linking open spaces throughout the capital. The importance of these Green Chains is recognised in The London Plan and this policy should be seen as complementary to the Green Chain policy in the Open Space chapter.

4.11. The water environment is a valuable recreational, educational and leisure resource for residents of Haringey. In considering applications for development the Council will where appropriate take account of the views of Thames Water Utilities Ltd, British Waterways Board, the Environment Agency and Lee Valley Regional Park Authority. The water environment also has potential biodiversity value. The impact, retention, enhancement or creation of flora and fauna should be considered for all development along river frontages.

4.12. The Council, in consultation with the Environment Agency and where appropriate Thames Water Utilities Ltd, will seek to ensure that all works in, under, over and adjacent to watercourses are appropriately designed and implemented. When acting as drainage authority the Council, in consultation with the Environment Agency Thames Region, will consider the likely impacts of drainage proposals in accordance with the provisions of Statutory Instrument 1988 no.1217 'The Land Drainage Improvement Works (Assessment of the Environmental Effects) Regulations 1988'. Where works are proposed by an interested party, which is not the drainage authority, the Council, in consultation with the interested party, will consider the likely impacts of drainage proposals in accordance with the same regulations. Under Section 23 of the Land Drainage Act (1991) the prior written consent of the Environment Agency is required for any works which may affect the flow of an ordinary watercourse.

4.13. All types of work in, under, over and adjacent to watercourses need to be properly evaluated since uncontrolled works may lead to effects such as increased risk of flooding, erosion of the watercourse, increased danger to the public, restricted access for maintenance purposes and damage to the water environment. Works affecting the River Lee Navigation require the consent of the British Waterways Board

DMP15 Environmental Protection

Pollution of the air, of watercourses and of soils, and pollution from light and noise can affect human health, safety and the environment and therefore is a material planning consideration. The Council will only support development that works to prevent environmental pollution during all stages of its development, from building demolition and

construction to occupation and maintenance. Where pollution and/or other adverse environmental effects are considered to have “significant impact on the environment” (as defined by Town and Country Planning (EIA) (England and Wales) Regulations 1999 a full Environmental Impact Assessment will be required.

The Council will adopt the precautionary principle on the issue of pollution, by taking decisions on planning applications so as to avoid possible environmental damage when the scientific evidence for acting is inconclusive but the potential damage could be great.

The Council will control potential or actual pollution resulting from development in the borough by:

- a) requiring development to locate close to facilities and public transport;
- b) approving only appropriate development within Air Quality Management Areas and Haringey’s identified pollution hotspots;
- c) requiring an Air Quality Impact Assessment where development proposals may significantly alter the composition of traffic or be a source of air pollution, (further details are within the text below);
- d) requiring S106 obligations to improve air quality where on site mitigation is not feasible;
- e) requiring developments to include measures to avoid, reduce and only then mitigate the emissions of pollutants, where appropriate;
- f) separating potentially polluting activities from sensitive areas (green belt, MOL or ecologically valuable sites) or uses (schools, hospitals, homes);
- g) requiring developments that may cause pollution to locate in areas such as the defined employment areas to minimise their impact on the environment;
- h) requiring new noise sensitive development to be located away from existing, or planned sources of noise pollution; and
- i) requiring potentially noisy developments to locate only in areas where ambient noise levels are already high and where measures are proposed to mitigate its impact.

Development proposals on potentially contaminated land, in line with PPS23, will be required to:

- a) follow a risk management based protocol to ensure contamination is properly addressed; and
- b) carry out investigations and remove or mitigate any risks to local receptors.

According to the individual site circumstances, the Council will require applicants to undertake the following steps:

- c) a desk top study documenting all previous and existing uses of the site and adjacent land, to include assessment of the potential

contamination and a description of potential risks to identified receptors with the use of a conceptual model.

d) where land uses have resulted in likely soil and/or groundwater contamination, a site investigation will be required and reported in the form of a quantitative risk assessment.

e) where contamination is present and there exists a significant possibility of significant harm being, or likely to be caused to local receptors a remediation strategy must be submitted for approval by the Council. The strategy should include where necessary, subsequent management and monitoring activities.

f) any remediation works should be fully implemented and verified in a remediation report by a suitably qualified person before occupation of the site. If necessary, monitoring reports after completion of remediation works will be required.

The London Borough of Haringey is underlain by the London Clay. Beneath the London Clay is the Chalk Aquifer which is the major aquifer of the London Basin, the River Lee being a tributary of the Thames. There are a number of Ground Water Abstraction Points within Haringey and these require protection from existing and potential new sources of pollution. This is in order to maintain the quality of this water source in line with Environment Agency: Ground Water Protection Policy and Practice, (GP3).

a) Haringey will therefore not permit development where there is an unacceptable risk of pollution of groundwater within Source Protection Zones 1 and 2, as defined by GP3.

Planning permission for new development or the intensification of use of existing premises which involve the use or storage of hazardous substances will not be permitted unless there is a full *hazardous substances risk assessment* carried out and there will be adequate separation from other uses in the interests of safety, avoiding pollution and amenity of the public.

Air Pollution

4.14. It is recognised that parts of Haringey have some of the poorest air quality levels in London and consequently the whole of the borough has been declared an Air Quality Management Area. The Council has produced an Air Quality Action Plan that identifies actions and mitigating measures necessary to improve air quality in the borough.

4.15. The Council will require air quality assessments where development could potentially cause significant harm to air quality. Mitigation measures will be expected to developments that are located in areas of poor air quality. Every development above or equal to 10 residential units and adjacent the borough's main road network or is in an area of

poor air quality, to have an air quality assessment at the planning application stage. Developments which may have a significant impact on air quality or, in an area where the existing air quality environment is poor and so will have a significant impact on the development; will require a contribution towards implementation of the Air Quality Action Plan.

4.16. Regard will be paid Haringey's Air Quality Action Plan and to Cleaning London's Air: The Mayor's Air Quality Strategy. Where the assessment shows that a development could cause significant harm to air quality, planning permission will be refused unless mitigation measures are adopted to reduce the impact to acceptable levels.

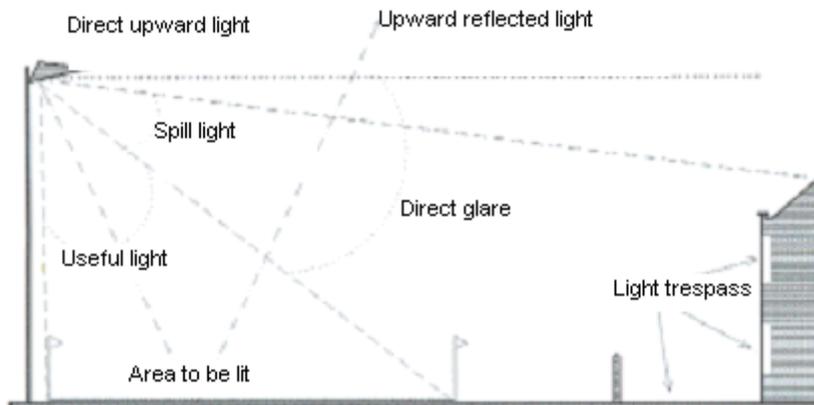
4.17. The burning of biomass in a boiler is identified as a renewable energy resource in the Mayor's Energy Strategy. Boilers can burn solid biomass or liquid biofuels and are popular on high density sites with small footprints as their use can be the only way for development to reduce their carbon emissions by 20%. However, in London there are air quality implications for the use of biomass as higher levels of nitrogen oxides (NOx) and particulates are released than conventional gas boilers or gas-fired community heating facilities. Given the existing poor air quality in Haringey, the use of biomass as a renewable energy source will be the Council's least preferred option for the provision of renewable energy. We will expect developments to focus on energy efficiency and an efficient energy supply.

4.18. This guidance note is intended to assist developer in following the Council's preferred approach to undertaking air quality assessments for new developments, which will help ensure that any planning application is processed more efficiently. It is strongly recommended that proposals for an air quality assessment are agreed in advance with the Environmental Health department of the Council. The Environmental Health department can be contacted to assist wherever possible with any queries.

Light

4.19. Light pollution causes a nuisance from unnecessary obtrusive light, either by penetrating into facing rooms or by impeding the views of the night sky. Light pollution, if it involves the use of wasted electricity not only is a waste of money but at the same time is a waste of the Earth's finite energy resources, resulting in the unnecessary emissions of Carbon Dioxide.

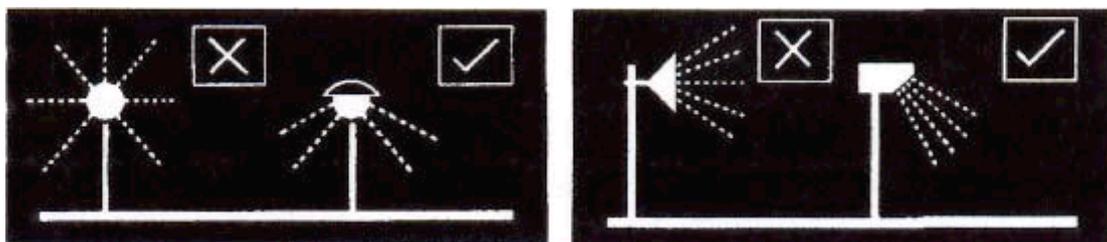
4.20. The Institution of Lighting Engineers' diagram below shows how light pollution might occur.



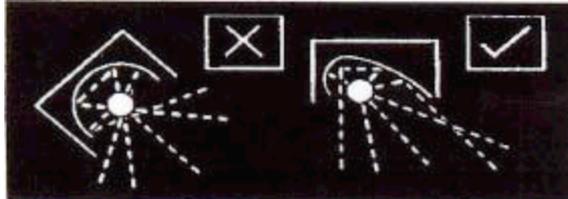
Ways to avoid obtrusive light pollution

4.21. The Institute of Lighting Engineers suggests easy ways to reduce the problems of unnecessary obtrusive lighting such as:

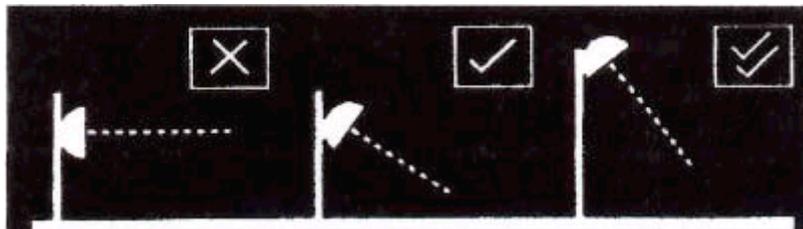
4.22. "Use specifically designed lighting equipment that minimises the upward spread of light near to, or above the horizontal. Care should be taken when selecting luminaires to ensure that the units chosen will reduce spill light and glare to a minimum.



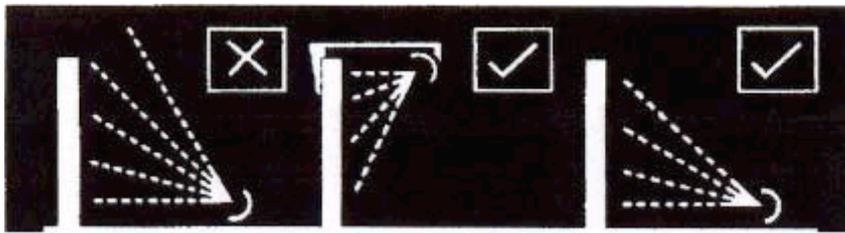
4.23. “The use of luminaires with double- asymmetric beams designed so that the front glazing is kept at or near parallel to the surface being lit will assist in the reduction of glare provided the units are correctly aimed. Similarly, modern well controlled projector type luminaires, which can be aimed very precisely, can give an excellent cut-off beyond the lit area so reducing spill light and glare



4.24. “Keep glare to a minimum by ensuring that the main beam angle of all lights directed towards any potential observer is kept below 70°. Higher mounting heights allow lower main beam angles, which can assist in reducing glare. In areas with low ambient lighting levels, glare can be very obtrusive and extra care should be taken when positioning and aiming lighting equipment.



4.25. “When lighting vertical structures such as advertising signs, direct light downwards, wherever possible, to illuminate them not upwards. If there is no alternative to up lighting, then the use of shields, baffles and louvres will help reduce spill light around and over the structure to a minimum.



4.26. The information in this section has been largely adapted from the Institute of Lighting Engineers’ Guidance Notes for the Reduction of Light

Pollution, 2000. Haringey would like to thank them for allowing us to reproduce material which appears on their website – www.ile.org.uk

Noise

- 4.27. Noise pollution can have a major effect on amenity and health and therefore the quality of life in general. Its effect can be minimised by separating new noise sensitive development from major noise sources, by separating new noisy development from existing noise sensitive development and by taking measures to reduce any impact. The Council will support new technologies and encourage sensitive design and construction, for example by positioning buildings and landscaping as noise barriers. Noise sensitive development includes housing, schools and hospitals.
- 4.28. In assessing planning applications the Council will have regard to PPG24 'Planning and Noise' (Annex 1), and the Mayor of London's Ambient Noise Strategy and the prevention of a gradual upward creep in background noise levels. Potentially noisy developments should only be located in areas where ambient noise levels are already high. In cases where separation is not possible, the impact of noisy development on ambient noise levels should be assessed, for example by an Environmental Assessment, the application of Best Available Techniques and relevant technology and design guidance. Where new noise-sensitive development is proposed in areas already exposed to high ambient noise levels, the Council will require the submission of an acoustic report to comply with PPG 24. Mitigation measures will be secured by planning conditions or planning obligations where appropriate. The issue of measures to control noise from restaurants, cafes, drinking establishments and hot food takeaways is addressed in DMP 18.
- 4.29. Noise pollution can come from a range of uses, such as industrial processes, transport, construction, foul and surface water misconnections and energy consumption. Inappropriate lighting can cause light pollution to habitable rooms nearby and/or can contribute to light pollution of the night sky.
- 4.30. Locating development so that the need to travel, especially by car, is reduced can reduce pollution. Providing pedestrian friendly environments and cycle friendly routes and facilities, (including for external parking or internal storage space), can help to reduce pollution, for example by making sure that uses that emit pollution are not located near schools, hospitals or housing.
- 4.31. Foul and surface water misconnections can greatly increase the problems associated with diffuse pollution, which impacts water quality

and aquatic wildlife in rivers. Consultation with Thames Water and the Environment Agency is important for developments outside the combined drainage area.

- 4.32. Developments can have an adverse impact on the environment. The Council will control development to ensure any impact is lessened. Where planning permission is given for uses that are likely to give rise to pollution then planning conditions or planning agreements will be used to ensure that measures are taken to reduce their impact such as design, landscaping, controlling hours of use or appropriate technical measures.

Contaminated Land

- 4.33. The primary objective in dealing with contamination on land should be to demonstrate that it can be safely managed to render the land “fit for purpose” and that it does not present risk of significant harm to people, the environment or structures (local receptors). Development proposals and contaminated land assessment must be inline with the requirements of Part IIA of the Environmental Protection Act 1990; PPS 23: Planning and Pollution Control and PPS23 Annex 2: Development on Land Affected by Contamination.
- 4.34. The Council published its Contaminated Land Strategy (2004) in response to statutory duties placed on it by the Environmental Protection Act 1990. The strategy outlines the Council’s approach to dealing with contaminated land and summarises the potential risks present in the borough. Development proposals on potentially contaminated land will be refused planning permission where it has not been demonstrated to the satisfaction of the Council that risks associated with potential contamination have been properly addressed.
- 4.35. All land previously used for industrial, utility or commercial uses in the borough will be regarded as potentially contaminated. For this reason development proposals on potentially contaminated land must be accompanied by risk based assessments of the risks to future site users and other local receptors. The use of a risk management led process will identify risks and assess how they may be safely managed both during and after development. The risk management led approach will guide applicants towards the most appropriate measures for each site, highlighting those where risks are not sufficient to warrant remedial action and those where remedial intervention measures are necessary.
- 4.36. Planning conditions will be imposed where it appears to the Council that land is potentially contaminated to ensure appropriate actions are implemented prior to development and/ or occupation of land so that it is suitable for use and does not pose risks to local receptors. Local receptors include:
- Humans

- Living organisms or ecological systems
- Property (including crops grown domestically or on allotments for consumption, livestock etc.)
- Controlled waters (surface and ground waters)

4.37. In response to the Environmental Protection Act 1990 (as amended), the Councils Contaminated Land Strategy (2004) sets out how it will deal with potentially contaminated sites and summarises where in the borough past land uses may have led to land contamination. Information on potentially contaminated land in the borough is available from Enforcement Services although this information is not necessarily exhaustive. Monitoring and maintenance of remediative works may be required to maintain protection to health and the environment.

Development in the proximity of and for the storage or use of Hazardous Substances

4.38. The Health and Safety Executive will be consulted on applications to site new development where hazardous substances are to be used or stored and on applications to develop at, or within the vicinity of, existing premises where hazardous substances are present.

4.39. Hazardous development comprises those industries which use hazardous substances as defined in the Town and Country Planning (Hazardous Substances) Act 1990 and accompanying Regulations. This legislation is concerned with the storage and use of those substances which could in quantities above specified limits, present major fire, explosion or toxic hazard to people in the vicinity. Further guidance is provided in Circular 11/92: Planning Controls for Hazardous Substances. The Council has powers under these regulations to control the presence of hazardous substances and the use of nearby land.

4.40. In considering applications for new developments which use or store hazardous substances on the site the Council will take advice from the Health and Safety Executive in respect of the safe containment, handling or use of these substances.

4.41. The Council also has a duty to consult the Health and Safety Executive in respect of applications for new development near notified hazardous installations. A consultation zone is defined for each industry dependent on the type and quantity of substance stored on site. These may change from time to time and the Hazardous Substances Authority will advise prospective developers accordingly.

4.42. For the following sites which are either within the borough or close to the borough boundary a consultation zone will be agreed as appropriate with the Health and Safety Executive: Hornsey Gas holder station, Tottenham Gas holder station and the Lee Side Trading Estate.

Environmental Impact Assessment

- 4.43. EIA development is defined in the Regulations as any development identified in Schedule 1 or within Schedule 2 (development which is likely to have significant impacts on the environment owing to factors such as its nature, size or location).
- 4.44. In order to assess whether a development may require a full EIA, a screening opinion will be required. This determines the need for an EIA. The next stage is the request for a Scoping Opinion. This identifies the range of information that the Council considers needs to be contained within an Environment Statement (scope of the document). These are both processes carried out by the Planning Authority on request, following Government Guidelines in relation to unique location and therefore circumstances within Haringey.
- 4.45. An application submitted with a supporting Environmental Statement (ES) is automatically considered EIA development.

Key references and evidence

- Haringey Greenest Borough Strategy
- Haringey Sustainable Community Strategy
- Building A Greener Future; Communities and Local Government; 2006
- Manual for Streets, Communities and Local Government/Department for Transport, 2007
- Sustainable Design and Construction - Supplementary Planning Guidance; Mayor of London; 2006
- Building a Brighter Future. A Guide to Low Carbon Building Design; Carbon Trust; 2005
- Building Research Establishment Environmental Assessment Method (BREEAM); Building Research Establishment; 2006 and 2008
- Strategy for Sustainable Construction; BERR; 2008
- PPS1: Planning and Climate Change – Supplement to Planning Policy Statement 1; Communities and Local Government; 2007
- PPS22 renewable Energy
- PPS23 Pollution Control
- PPS24 Noise
- PPS25 Flood Risk
- Heat and Energy Saving Strategy Consultation; Department of Communities and Local Government & Department of Energy and Climate Change; 2009

5. Economic Vitality and Prosperity Shared By All

- 5.1. Our vision is that Haringey will be a socially inclusive borough that tackles poverty and disadvantage. We will strive for a sustainable economy that provides for needs while reducing environmental impacts and we want to make the most of employment opportunities. Our policies will aim to ensure that Haringey exploits its strategic location and increases inward investment to link people to areas of employment. We want to reduce the number of people not in employment, education or training (NEETs).
- 5.2. Meeting business needs in the borough and providing local employment opportunities, as well as promoting a vibrant economy and independent living is key to economic vitality and prosperity.
- 5.3. Policies in this section will support the Sustainable Community Strategy (SCS) priorities of reducing worklessness, increasing skills and educational achievement, increasing sustainable economic activity, maximizing income and addressing child poverty.

Town Centres and Retailing

- 5.4. Town centres are crucial to the social, economic and environmental well being of the Borough. Retailing should constitute the main use within the Borough's identified town centres, since it is an activity undertaken by almost everyone and therefore should be easily accessible by most people.
- 5.5. The role and function of town centres must meet the need and requirement of diverse communities, help to reduce social exclusion and create opportunities for everybody.
- 5.6. This should be read in conjunction with Haringey's Core Strategy SP10 Town Centres which sets out the Council's overarching strategy for Haringey's Town Centres and Retailing. Policy DMP18 provides the detailed approach to managing the impact of food, drink and entertainment uses and other suitable uses for centres.
- 5.7. Haringey has six designated town centres. There is one Metropolitan Centre at Wood Green. There are five District Centres at Bruce Grove/ Tottenham High Road, Crouch End, Green Lanes, Muswell Hill and West Green Road/Seven Sisters. In addition there are 37 Local Shopping Centres listed.

DMP16 Development Within and Outside of Town and Local Shopping Centres

Developments within the designated town and local shopping centres will not be permitted unless the proposal:

- a) is appropriate to the scale, character and function of the centre;**
- b) does not harm the vitality and viability of the centre or other centres;**
- c) does not cause an unacceptable increase in disturbance from noise, smell, fumes or other environmental harm;**
- d) does not have an adverse impact on transport; and**
- e) complies with policy DMP17 Protection of Shops in the Town Centres.**
- f) Where appropriate, should include a mix of uses in order to ensure sustainable development, particularly where such developments are located in town centres, areas of high public transport accessibility and within major new developments.**

Proposals for new retail development outside the identified town and local shopping centres should demonstrate that:

- a) there is a need and the sequential approach as advocated by Government guidance has been appropriately applied (PPS 4 –Planning for Sustainable Economic Growth); and**
- b) it will not have a demonstrably harmful effect on the vitality and viability of any nearby centres; and**
- c) the amenity and environment of occupiers of adjacent and nearby properties are not adversely affected; and**
- d) it is, or can be made, readily accessible by a choice of means of transport, including by bike and foot and will not generate significant additional traffic; or**
- e) the proposal complies with an adopted Planning Framework.**

In order to ensure that the proposal does not adversely affect nearby centres it may be necessary to impose conditions to control:

- f) the range of goods and services within the proposed unit; and**
- g) the subdivision or merger of the proposed unit.**

-
- 5.8. Proposals for new retail development or the expansion of existing facilities should be located in the identified town and local shopping centres. The use and scale of any proposed development should have proper regard to the size and role of the centre, and to the relationship with its surroundings including its traffic impact. The Council will assess the impact of the development on traffic flow, car use and accessibility by other means of transport. Where appropriate, proposed development should take account of the Council's Strategies to sustain and enhance the vitality and viability of the Borough's town centres. However, the role and function of retail provision may change over time, especially if they are crucial to the sustainable regeneration of particular areas. Where appropriate, further guidance will be provided, through neighbourhood plans or other area specific guidance.
- 5.9. Mixed use developments should entail a more beneficial use of land (increasing footfall, for example in town centres) and not result in any nuisance to the occupants of nearby premises. The uses included within mixed use developments need to be compatible with each other so that there is no unacceptably adverse impact on amenity. The aim is that optimal use of land is made whilst still maintaining a decent environment for all in the present and in the future.
- 5.10. The Council recognises that some types of retailing such as those trading in bulky goods would frequently desire large stores located in out-of-centre locations. Proposals for new retail development should be flexible in terms of format, design and scale, including where possible looking at which constituent parts of the development can be accommodated on more central sites.
- 5.11. Where the Council is satisfied that development cannot be located in centres or edge of centre in accordance with Government guidance (PPS4-Planning for Sustainable Economic Growth), locations alongside existing out of centre retail developments may be acceptable, where appropriate. The proposal will need to address both qualitative and quantitative issues and local distinctiveness in terms of needs and requirements, the impact of the proposal on existing, committed - and planned public and private investment in a centre or centres in the catchment area of the proposal. If the proposal is of an appropriate scale (in terms of gross floorspace) in relation to the size of the centre and its role in the hierarchy of centres, compliance with the requirements of the sequential approach is required.

DMP17 Protection of Shops in Designated Shopping Areas

Proposals to change the use from existing Class A1 retail will not be permitted unless:

In designated town centres -

- a) where appropriate as a general guideline, the resulting proportion of A1 units does not fall below:**
 - 65% in the primary frontage**
 - 50% in the secondary frontage;**
- b) the change of use does not result in a significant break, normally 3 frontages, in the continuity of retail frontage; and**
- c) individually or cumulatively the proposed use does not have an adverse effect on the vitality, viability or predominately retail function of the centre.**

In local shopping parades -

- a) it can be demonstrated that there is no realistic prospect of the unit being used for A1 retail purposes in the foreseeable future;**
- b) individually or cumulatively the proposed use does not have an adverse effect on the vitality, viability or where appropriate predominately retail function; and**
- c) where applicable, the change of use does not result in a significant break in the continuity of retail frontage.**

5.12. The Council will seek to retain all class A1 use within the primary frontages as the presence of 'blank facades' can contribute to inactivity at street level during certain times of the day. Within the secondary frontages there may be greater flexibility about the proportion of non class A1 uses that will be permitted since it is recognised that town centres should perform a function beyond retail. Within the primary frontages, A1 retail is the principal and dominant land-use. Usually it contains the most important shopping facilities, those which attract the greatest number of customers and which contribute most to the vitality of the centre. Secondary frontages contain a variety of service and other uses in addition to A1 retail. These frontages support the retail function of the primary frontage of a centre. Primary and secondary frontages are set out in Schedule 4.

5.13. In both primary and secondary frontages, the non A1 units should not exceed the thresholds as set out above in any particular centre as a whole. Furthermore, to preserve the viability and vitality of the primary

and secondary frontages, no more than 2 adjoining frontages should be in non A1 use.

5.14. Class A2, A3, A4 and A5 uses or community facilities are the preferred alternatives to A1 because they are appropriate uses within town centres and would largely retain a window display. Window displays help maintain the attractiveness and continuity of the shopping frontage especially in the core shopping areas. In addition the character and appearance of the shopping area could be retained and enhanced. For further information on shopfront design please refer to DM 23.

5.15. According to the latest survey, the Borough's designated local shopping centres (LSC) vary in size from 4 to 146 units. Therefore, it is not appropriate to specify maximum and minimum figures regarding the number of shop and non-shop frontages within the centres. The local shopping centres are generally located in predominately residential areas and address the day to day retail needs, especially convenience goods, of local residents. In addition local shopping centres can provide a focal point for a local community, thus the Council will seek to maintain the commercial and community appearance and function of these units in the first instance. Within the identified local shopping centres, where appropriate at least 1 in every 3 frontages should fall within the A1 use class.

5.16. The Council will seek to monitor the health of these centres, by conducting regular surveys of their uses in order to ascertain that they are providing retail and other services to local communities around the Borough.

5.17. There are numerous parades and individual shops around the Borough that have not been identified in the Plan. These too can provide a valuable service to the community. The Council will therefore seek to retain these units unless it can be demonstrated that they no longer serve a function to the local community. Where this is the case the preferred non retail uses are A2, A3, A4 or A5 uses or other uses of an appropriate size and scale for commercial and community purposes, including health and police facilities or uses that meet an identified local need.

DMP18 A3 Restaurants and Cafes, A4 Drinking Establishments and A5 Hot Food Takeaways

The Council when assessing proposals for restaurants, cafes, drinking establishments and hot food takeaway uses that fall within A3, A4 and A5 use classes will take into account the following:

- a) the effectiveness of measures to mitigate litter, undue**

- smell, odours and noise from the premises;**
- b) the hours of opening, operation and delivery; and**
- c) where appropriate the proportion of existing A3, A4 and A5 uses within the main town centres.**

5.18. Restaurants, cafés, drinking establishments, and hot food takeaways are part of the make up of society; they provide a service and a source for local employment. However they can be the source of environmental nuisance and highway issues. Therefore, there is a need to ensure that any detrimental effect arising from such uses are minimised.

5.19. Where appropriate full details of proposed flue/ventilation equipment must take into account the need to ensure that no nuisance or disturbance is caused by odour, fumes, food droplets or noise to nearby properties. The visual appearance of the flue may be important especially if it would be easily seen from the public highway or if the proposed restaurant lies within a conservation area and/or is itself close to a listed building. In, most cases, the flue/duct should vent at a height of at least 1m beyond eaves level. There may be occasions however, such as if the building is only single-storey high, where it may not be possible to vent the premises without causing a nuisance to neighbours. Thus, if it is likely that resultant nuisance cannot be prevented, such locations will be considered unsuitable for A3 usage and planning permission will be refused.

5.20. In order to ensure there is no nuisance caused, systems will need to be fitted with some or all of the following;

- a) Silencers
- b) Filters
- c) Anti-vibration mounts
- d) Flexible couplings
- e) Duct lagging

5.21. Businesses can save themselves unnecessary expense by checking whether their proposed extract system is acceptable. Anyone intending to apply for planning permission for a change of use to A3, if they are at all unsure of a system's effectiveness, should check their proposed system with the Council's Environmental Health Department before ordering/buying a system and before buying a lease or freehold on a property. In order to ensure that Environmental Health officers can assist, a site plan and system layout drawing should be provided and discussed with them before purchase/installation. At the same time, the planning position should be checked in case there are policy considerations.

5.22. Some locations may not be suitable for A3 usage because there is no satisfactory way to deal with odours and fume nuisance that is likely to

arise, due to physical constraints of the site. If in such circumstance an individual elects to open up their business regardless, they are likely to incur costly unnecessary expenses as a result of enforcement action, including paying for the removal of any unauthorised ducting and returning the property back into the state it was beforehand.

5.23. Furthermore additional care with the design of a ventilation system is needed if historic buildings/areas are involved. For example, in Conservation Areas, or where a setting of a listed building is affected, additional care is needed to ensure that the appearance of the flue does not adversely affect the character and appearance of the historic environment. In such cases, the advice of the Council's Conservation Officer should also be sought early before signing any lease and before buying any unsuitable ventilation equipments. Some historic premises might not be suitable for A3 usage even if Environmental Health concerns can be addressed, without extremely expensive solutions.

5.24. A large proportion of non-A1 retail in the town centres are made up of those operations falling within the food and drinks use classes. Therefore, to preserve the viability and vitality of the town centres, a maximum threshold of 20% of these uses within each of the main centres will be the target. The Council considers that the impact, whether adverse or otherwise, of these uses should be considered on the centre as a whole, rather than on frontages. Proposals within local shopping centres and locations outside the main centres will be assessed on their merits.

5.25. There are certain types of uses falling within A3, A4, and A5, in particular takeaways and public houses, which can potentially cause a greater degree of environmental problems, such as waste, than other A3, A4, and A5 uses. Adequate waste storage facilities should be accommodated within the curtilage of the development. The Council will expect a clear statement of measures that will be taken to manage litter arising from the operation of the business in and around the vicinity of the premises to accompany any application.

5.26. Finally, some A3, A4, and A5 uses, especially those that operate in the evenings, may also be affected by other regulatory regimes. Particular attention should be given to the Council's Statement of Licensing Policy (2005) which covers issues around licenses and permission relating to public entertainment, performance, dancing and the sale/consumption of alcohol.

Employment

5.27. The health of the economy is important to the standard and quality of life for people. There are two main elements to the economic prosperity of the borough; the first is the local environment that businesses and enterprises operate in i.e. locations, transport links, land and premises,

and support mechanisms. The second element of the economy is about job creation and the ability of local residents to compete for employment opportunities within and outside the borough.

5.28. Haringey's economy is characterised by a high proportion of small companies. Some 90% employ less than 10 people. The major sectors of employment in Haringey are public administration, education and health, distribution, hotels and restaurants. Manufacturing and distribution account for 12% of all employment.

5.29. In comparison with the rest of London, Haringey has a relatively high concentration of employment in manufacturing, particularly in metal goods, food, clothing and textiles and distribution. However, it is under-represented in business services, banking and finance activities.

5.30. The Council has identified a hierarchy of employment areas where certain types of employment uses should be concentrated. These are set out in more detail in Core Policy SP8. These employment areas vary in age, quality and size of buildings, access and the nature of the businesses within them. However, the common features of these areas are that they are predominantly devoid of residential uses, and the infrastructure exists to serve a range of business activity.

DMP19 – Employment Land & Premises

The Council will not permit the redevelopment or change the use of land or buildings in employment land use unless:

- a) The land is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and**
- b) There is well documented evidence of an unsuccessful marketing/advertisement campaign, including price sought over a period of normally 18 months in areas outside the Strategic Industrial Locations (SILs) and Locally Significant Industrial Sites (LSIS), or 3 years within SILs or LSISs; or**
- c) The redevelopment or reuse of all of the employment generating land and premises would result in the retention of some permanent jobs as well as demonstrable wider regeneration benefits to the community.**

Proposals for live/work units in the borough will only be permitted provided that:

- d) They are outside the SILs and LSISs;**
- e) The residential element complies with the Council's standards on affordable housing, dwelling and room sizes, lifetime**

- homes and other residential amenity standards;
- f) There is no loss of any permanent residential units;
 - g) There is no loss of sites in business or employment use where there is potential for that use to continue;
 - h) There is separate floorspace for the work element;
 - i) Where appropriate, s106 money to provide job opportunities is successfully negotiated.

The Council will promote uses such as car repair workshops, garages and car washes in the SILs and LSISs and will not permit these uses in other areas unless:

- j) There is no unacceptable adverse effect on the amenity of surrounding occupiers by reason of noise, smell or other nuisance. Particular attention will be paid to proposals involving and paint spraying or panel beating which the Council considers unacceptable in residential areas;
- k) There is adequate off-street parking and vehicle storage onsite;
- l) There is no work outside the workshop, garage and site or on the highway;
- m) The appearance of the workshop and its curtilage will not be visually detrimental to neighbouring uses;
- n) There are measures to dispose of waste and recycle parts and the provision for drainage for any car washing operation is acceptable to the Environment Agency and/or the statutory sewage undertakers as appropriate;
- o) Where proposals are considered acceptable in principle, conditions will be attached related to the hours of operation and the nature of the activities in order to mitigate any adverse environmental effects.

5.31. A review of the borough's existing employment land and buildings was undertaken in 2009. The Employment Study was an update of the 2004 study and provided an assessment of the employment land and demand in the borough. The study recommended that all employment land, whether designated or not, should be retained. Therefore, whilst support will be given for the other designated sites and the smaller sites be retained in employment use in the first instance, flexibility will be shown for alternative uses that complement the employment uses, contribute to social infrastructure or provide training.

5.32. The Council recognises that there is increasing demand for non employment generating uses, especially on surplus employment land, Therefore, alternative uses such as residential and community facilities may be appropriate. However, the retention and creation of employment

is a high priority and it is imperative that the borough's employment base outside the SILs and LSISs is protected in order to maximise the job opportunities available in certain industries.

- 5.33. The availability of local employment opportunities is also vital for the diversity of the economy, reducing the need to travel and the adverse effects of commuting. In addition to the SILs and LSISs, there are employment generating uses located amongst residential areas and, in most cases, the uses are small-scale activities and co-exist harmoniously with residential use, but occasionally bad neighbour uses do occur which detract from the quality of life. With the move away from rigid zoning locations for industry and other activities it is important that employment activities minimise damage to the environment. This will include the adoption of environmentally friendly practices, such as those set out in section 4 of the Core Strategy and policies DMP9, DMP13, DMP14, DMP15, DMP20, DMP21 and DMP22 of the Development Management Document.
- 5.34. Where redevelopment or re-use would not give rise to a material loss of employment due to increased density or labour-intensive operations, non employment generating uses may be appropriate on part of the site.

Live/work units

- 5.35. Live/work units can reduce the need to travel, assist start-up and small businesses and can provide a more flexible and sustainable way of living and working.
- 5.36. The Council accepts that circumstances and characteristics will determine the configuration of the internal floor space. However, it will be seeking a definable working area to ensure that developments are genuine live/work units without compromising residential standards.
- 5.37. Due to the nature of some of the activities that occur within SILs and LSILs that are industrial locations, it is considered that live/work units are not appropriate within such areas, as the residential element may endanger the continued employment use within these areas. However, live/work units may be permitted in employment areas outside SILs and LSILs, provided that they comply with other policies.
- 5.38. To ensure that the work element is not compromised in the long term, the Council requires that live/work units are subject to a planning obligation or other means of appropriate control. Live/work units will be treated in the same way as housing for the operation of all other policies in this document and Haringey's Core Strategy, including those on the provision of affordable housing and parking.

Car repair workshops, garages and car washes

5.39. Car repair workshops and car washes are both a source of local employment and provide a local service. The Council will favourably consider applications on sites within SILs and LSILs. However, care must always be taken to ensure that the amenities of adjacent occupiers are not harmed as a result of the nature of the work undertaken. In residential areas, proposals which do not comply with the requirements set out above or which propose panel beating or paint spraying will be refused. Furthermore, the management of waste and motor vehicle parts will need to satisfy policy DMP22 of this plan and Core Strategy Strategic Policy 6.

Key evidence and references

PPS4 Planning for Sustainable Economic Growth: CLG 2009

Draft Consultation Replacement London Plan: Mayor of London 2009

The London Plan (consolidated with alterations since 2004: Mayor of London; 2008

Haringey's Community Strategy: A sustainable way forward 2007-2016.

6. Well-Designed and Safer for All

- 6.1. Our vision in the Core Strategy is that Haringey should be a safe borough where people feel secure and confident and can enjoy wonderful spaces. We want to increase the number of high quality buildings and public realm and ensure that our open spaces are accessible and provide appropriate facilities.
- 6.2. The heritage and historic spaces, structures and buildings of Haringey must be protected and maintained for existing and future generations. Heritage is recognised as a key factor in facilitating urban regeneration and promoting civic pride. These policies seek to protect buildings of architectural or historic interest and their settings and to preserve to enhance the character of the conservations areas.
- 6.3. The quality and quantity of open space (green and non green) plays an important role in defining the character of Haringey. Its value is more than just visual, as benefits include sport, recreation, regeneration, the economy, health, culture, social inclusion, biodiversity, children's recreation and the environment. Open space, once built on, is lost for ever, and we will seek to ensure that existing open space is retained and that new open space is provided where appropriate and where practicable. Our policies seek to ensure that everyone in the borough has good access to well maintained and high quality and sustainable open space. They also seek to ensure that access is improved to existing open space, and, where appropriate, new open space is secured as part of any development.

Design

- 6.4. How an environment is built, looks and functions can have a significant impact on people's quality of life. This will have effects not only on the environment itself but also on the image of a locality, which can affect the economy of an area. Urban design is about how places work as well as how they look.
- 6.5. Design is becoming not only more a focus of government attention but also of the wider community. Both the conservation of the built environment, (in terms of preserving cultural heritage and insuring the efficient use of land and building materials), and good design (which is acknowledged as contributing to people's quality of life) are seen as integral components of sustainable development. The thrust for sustainable development has become the overarching prerequisite for

planning in the 21st century as set out in Planning Policy Guidance 1 Delivering Sustainable Development (PPS1).

- 6.6. There are certain criteria that will apply to all development proposals such as good design, residential amenity, local character and parking standards. The policies in this chapter will apply to all developments and therefore planning permission will be decided on whether applications comply with these policies and all other relevant policies in the rest of the plan.
- 6.7. All new development proposals need to be sensitively designed, so as to provide an environment for all which is:
- attractive
 - green
 - healthy
 - accessible
 - clean and maintainable
 - safe; and
 - sustainable in construction and impact
- 6.8. Development proposals should incorporate the principles of inclusive design. Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.
- 6.9. This should be read in conjunction with Haringey's Core Strategy SP 2 Housing, SP 6 Waste and Recycling, SP10 Town Centres, SP11 Design and SP12 Conservation which set out the Council's overarching strategy for the to support sustainable development and promote high quality design in the borough.

DMP20 General Principles

The Council will require development proposals to demonstrate that:

- a) there is no significant adverse impact on residential amenity or other surrounding uses (including open space) in terms of loss of daylight or sunlight, privacy, overlooking, aspect and the avoidance of air, water, light and noise, pollution (including from the contamination of groundwater/water courses or from construction noise) and of fume and smell nuisance;**
- b) the proposal complements the character of the local area and is of a nature and scale that is sensitive to the surrounding area;**
- c) the proposal would not significantly affect the public and**

private transport networks, including highways or traffic conditions;

- d) there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties (including wheelchair users and carers with pushchairs) have been taken into account; and**
- e) opportunities for soft landscaping, including appropriate tree retention and tree planting, have been taken into account.**

6.10. New development in the borough should complement the existing pattern of development in that part of Haringey. The criteria above aim to ensure that future development in the borough will not detrimentally affect the quality of life – and should positively improve it - for those living and working in Haringey.

6.11. Landscaping details are required to be provided with initial planning applications for new build schemes to ensure that this part of the development is not subsequently overlooked in the development process.

6.12. The whole of the borough has been declared an Air Quality Management Area. The Council is implementing its Air Quality Action Plan to seek improvements to air quality. In addition to this DMP 20 policy, there are a number of others which seek to address the issue of air pollution and air quality (For further information refer to DMP15: Air, Water and Light Pollution).

6.13. This policy is primarily concerned with the environmental/natural resource aspects of sustainable development. The Council will encourage all development in the borough to be designed in a way that maximises the potential of the site without causing any unnecessary local or global environmental consequences. For example, the Council requires mineral conservation and mineral waste minimisation in order to ensure the prudent use of natural resources. The aim is to reduce the need for primary aggregate extraction and also to minimise the amount of aggregates that have to be disposed of in landfills. The extent to which the developer intends to maximise the use of recycled secondary materials on site and those from off site, should be demonstrated. Applicants should also demonstrate on their submitted plans where construction waste on the site will be segregated for recycling. In terms of sustainable materials, the Council will encourage applicants to use environmentally friendly materials wherever possible. The Council accepts that this is a developing market but envisages that within the timescale of the plan there will be more local supplies generally available, at an economical cost.

6.14. For further information please refer to the Sustainable Design and Construction SPD.

DMP21 Quality Design

Proposals for developments and alterations or extensions, which require planning permission or listed building consent, will be expected to be of high design quality. The spatial and visual character of the development site and the surrounding area/street scene should be taken into account in the design of schemes submitted for approval. The following, often inter-related, elements should be addressed in a positive way:

- a) urban grain and enclosure;**
- b) building lines;**
- c) form, rhythm and massing;**
- d) layout;**
- e) height and scale;**
- f) landform, soft and hard landscape, trees and biodiversity;**
- g) fenestration (i.e. window design together with the positioning, or arrangement of the window openings in the wall);**
- h) architectural style, detailing and materials;**
- i) historic heritage context, including listed buildings and their setting, locally listed buildings, conservation areas and archaeological areas (see the section entitled “Safer for All” in the conservation section)**
- j) living frontages and public realm;**
- k) any identified local views;**
- l) designing out crime and the fear of crime (including designing out graffiti, where feasible); and**
- m) walkability; new housing, shops, public buildings and places of work need to be located and designed so that they can be reached easily on foot.**

6.15. The Council wishes to support good and appropriate design, which is sustainable, improves the quality of the existing environment, reinforces a sense of place and promotes civic pride.

6.16. The Council considers that people deserve a safe environment in which they can live and move around without fearing that they might be a victim of crime. This is an important component of peoples’ quality of life. Good design of buildings and their relationship with their environment affects the perception of an area, as well as the opportunity for disorderly or criminal behaviour. The Council will apply the Design and Quality Standards 2007, Building for Life criteria, Code for Sustainable Homes

and Lifetime Homes features (see policies in People at the Heart of Change section- Housing).

6.17. Where appropriate context drawings and photos are encouraged as part of the design statement. For further information please see the Sustainable Design and Construction SPD.

DMP22 Waste Storage

The Council will require:

- a) all development to include appropriate provision for the storage and collection of waste and recyclable material; and**
- b) large developments to produce a waste management plan.**
- c) In addition the Council will encourage:**
- d) the allocation of space for composting in developments with gardens.**

6.18. In new developments the provision of enough space to store waste until it can be collected is important to avoid the storage of waste on street/pavements. Therefore all planning applications should show on the proposed plans dedicated areas adequate for waste storage within the site, excluding any part of the pavement that is part of the site. This applies to conversions and changes of use as well.

6.19. The Council requires schemes to include adequate waste storage details on initial submission of a scheme. This is to ensure that the scheme is capable of providing sufficient storage facilities on site, off the street.

6.20. Adequate recycling storage space within premises is necessary to help meet the Government's recycling targets. By providing sufficient recycling storage space within units, this will greatly encourage people to separate their waste for recycling.

6.21. In addition, if houses with gardens allocate a small amount of space for composting bio-degradable matter, this would also potentially help to reduce the amount of waste going to incineration on landfill.

6.22. The North London Waste Plan is a planning framework developed to identify a range of suitable and viable sites to meet the North London boroughs future waste management needs. A joint North London Waste Plan Development Document (DPD) is being prepared with the six surrounding London Boroughs of Barnet, Camden, Enfield, Hackney, Islington and Waltham Forest. For further information please refer to SP6 Waste and Recycling.

DMP23 Commercial Design: Advertisements, Shopfronts, Signs and Security

The Council will require shop fronts, adverts and security design to be of the highest possible standards and contribute to a safe and attractive environment.

Where they require consent, advertisements (including hoardings, illumination of hoardings, illuminated fascia signs, free-standing display panels, and estate agent boards) may be granted consent provided they do not cause a public safety hazard, contribute clutter or a loss of amenity. Schemes submitted for approval should meet ALL of the following criteria:

- a) being of a high quality and sensitive to its visual appearance on the building on which it is to be sited and the surrounding street scene, especially in the case of listed buildings and conservation areas;**
- b) not contributing to an unsightly proliferation or clutter of signage in the vicinity;**
- c) being sited so as not to cause a hazard to pedestrians or road users;**
- d) being sited so as not to cause visual intrusion by virtue of light pollution into adjoining residential properties; and**
- e) where appropriate, be constructed of materials and finishes which discourage both graffiti and flyposting.**
- f) Appropriate and relevant to a business /premises.**

Advertisements

6.23. The Council will seek to restrict the number of advertisements and signs to a level appropriate to the character of the area. Flank wall displays tend to distort the scale and architectural unity of buildings especially when they are located above ground floor height. Advertisements should not be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

6.24. In certain cases, displaying adverts does not require advertisement consent and the Council has no control. Rules are laid down, where this is the case, by central government in the Town and Country Planning (Control of Advertisement) Regulations 2007.

Shop fronts

6.25. The Council will expect well designed shop fronts that respect the character of the area and the architectural unity and integrity of the shop building of which they form a part are all important elements of vibrant and active shopping areas. In buildings where the traditional or 'classical' framework still survives this should be repaired to its original appearance and maintained in all cases. The design of a new shop front to be fitted into this framework should aim to incorporate the features and characteristics of a traditional shop front. These are:

- A stallriser or protected area between the pavement and the glass display area.
- A shop window extending from the stall riser up to the architrave at the base of the fascia. This may take a variety of forms but individual windows should not be so large as to be visually dominating (a vertical glazing bar or mullion can be incorporated).
- A transom rail across the upper level of the window forming a clerestorey.
- A doorway, which may be either centre or side positioned and will often be recessed. If there is a separate door to the upper floors this should be maintained.

6.26. In buildings where the traditional surround and shop front remain complete, these should be repaired and conserved wherever possible. In Listed Buildings these repairs must preserve the character of the original shop front and be of matching style, materials and construction

6.27. The design of a new shop front within a modern building should reflect the design of the building of which it forms a part, but should also consider the appearance of neighbouring shop fronts in terms of fascia

lines, stall riser height, materials and other architectural features. The imitation of historical styles (for example, by using 'Georgian' doors and bow windows) is never appropriate and should not be attempted. New shop fronts should be contained within the width of the building they occupy and should not extend over two or more original plot widths. However, the sub-division of a new shop front for a single large shop may be acceptable if sensibly designed.

6.28. The materials for the construction of a new shop front should be substantial yet unobtrusive. Timber is most suitable and will be a requirement for many shop fronts, including all Victorian and Edwardian shop fronts in Conservation Areas. Painted softwood for frames and stall risers is traditional. Well designed powder coated aluminium may be considered in some locations, subject to other design considerations being met, but bare aluminium and UPVC shop fronts will not be permitted. Timber from environmentally managed forests should be used. For further information please refer to Sustainable Design and Construction SPD.

Access and Safety

6.29. The alteration of an existing shop front or design of a new shop front must take account of requirements for easy accessibility by all members of the community, including people with disabilities.

- Entrances should be on the level of the street or, alternatively, ramped at a preferred gradient of 1:20 (and a maximum of 1:12). Achieving this may require the doorway to be set back from the street.
- Raised thresholds should be avoided but if used should not be more than 20mm high (various proprietary makes of weather bar are available).
- Doors should give a clear opening width of not less than 900mm. They should not be heavy to open and should be designed to stay open at an angle of 90 degrees. Revolving doors should be avoided.
- Clear wall space to the side of an opening single door should be at least 300mm to allow manoeuvrability.

6.30. In individual cases where access and safety requirements conflict with restoration or conservation requirements and guidance for historic shop fronts in Conservation Areas and Listed Buildings, the Council's conservation officer should be consulted.

For safety reasons:

- Display areas and entrance doors in modern shop fronts should not have glass all the way down to the ground (the traditional use of a stall riser and panelled door serves this purpose).
- Glazed doors should have an opaque panel or 'kick' plate of 600mm – 900mm height at the foot to act as a visual safety device.
- Doormats should be recessed within a mat well to prevent tripping

Signs

6.31. Badly designed or very bright fascia and over-large or inappropriately sited signs can seriously detract from the visual quality of a street or area. Attention must therefore be paid to designing fascias and signs that are in scale and character with the building and surrounding streetscape. In the design of shop signs and fascias:

- The fascia sign should preferably be a simple flat panel set within the existing flat or angled fascia. Panels should be custom made to fit within the confines of the fascia rather than protrude beyond it.
- Lettering should preferably be sign written or made up of individual cut letters, stating the name and trade of the premises and the shop number, and should be in scale and proportion to the fascia. Simple lettering styles are best.
- Internally illuminated box fascias are not acceptable. Fascias externally illuminated by lamps can be an acceptable alternative, subject to design and siting.
- Projecting box signs describing the name or trade of the shop should be limited to one per shop and should be located at fascia level to the side of pilaster consoles or on the pilaster shaft. Traditional hanging signs can be an especially attractive alternative.

6.32. For shop fronts in Conservation Areas and in Listed Buildings, a painted timber fascia is considered most appropriate. Box fascias and projecting box signs are unlikely to be suitable. Where fascias are included as part of a new shop front, they should be designed in proportion to the rest of the shop front. As a guide, the depth of the fascia should be no greater than one quarter of the height from pavement level to the bottom of the fascia. It should not extend uninterrupted across a group of buildings.

6.33. The material and colours used for shop fascias and signs should preferably be of a limited range. The use of bright or highly reflective materials, for example acrylic, mosaic and unfinished metal, is unattractive and can be unsightly. Bright or garnish colours should be avoided. Large areas of acrylic signing on windows or a proliferation of window posters and stickers should also be avoided in order that windows remain clear to be looked through. The Council may ask for changes to the design of standards fascias and other 'corporate

Blinds Canopies and Security Fittings

6.34. Blinds and canopies can add attractiveness to the High Road street environment if confined to the shop front and appropriately designed to fit below the fascia and be fully retractable. However, the incorporation of a fixed canopy can obscure the shop front and will often be of inappropriate design and materials. Fixed canopies are therefore unsuitable for shop fronts in Listed Buildings and in Conservation Areas. All blinds and canopies should clear the footpath by a minimum of 2.3 metres.

6.35. Mechanical security devices used to give a shop increased physical protection can have negative effects on shopping areas. The provision of solid external metal shutters will always detract from the visual environment when the shop is closed and at night, promoting an unsafe environment. The acceptable alternatives are:

- Toughened security glass, which has the capacity to remain intact when damaged.
- Internal open mesh roller grilles, which can be fitted neatly behind the shop fascia.

6.36. The use of external open mesh roller grilles should only be considered in exceptional circumstances and where no alternatives are possible. In these cases, the grille boxes should be carefully designed to fit behind or below the fascia and the grille guides should be either demountable or designed integrally to the window frame. In Listed Buildings and in Conservation Areas, the use of traditional demountable timber shutters may be an appropriate alternative for certain trades.

6.37. Necessary, but unsightly items such as burglar and fire alarms should never cover architectural details or features and, if possible, be mounted in inconspicuous positions.

6.38. Where repair works need to be undertaken to the upper floors of older shop buildings it is preferable to use traditional materials and methods.

Repairs to a Listed Building or to a traditional building in a conservation area should only be undertaken after seeking the further advice of the Council's conservation officer.

Brickwork and Stonework

- 6.39. The size, colour and texture of existing facing brickwork are all important to the external appearance of a building. Where brickwork needs repair this should be carried out with care using matching second-hand bricks, often London stocks or 'specials'.
- 6.40. The mortar used in any repair work or re-pointing should be mixed to include lime at the approximate proportion of 1:3:12 cement/lime/coarse sand to allow flexibility in the overall bond. Depending on the degree of exposure, pointing mortar should be no stronger than 1:1:6. Modern cement mortars are too hard and therefore not acceptable. The existing jointing size, colour and style should be followed. A flush or slightly recessed joint will probably be appropriate. Weather-struck and 'strap' pointing is unsightly and should not be used.
- 6.41. Generally, brickwork and stone on older buildings should not be painted or rendered, unless it is already covered. Both paint and render require regular maintenance if they are not to encourage damp. The application of other finishes, such as pebble-dashing or stone-cladding is out of character anywhere in Haringey and can cause trapping of water and damage to brickwork. Brickwork can be cleaned using water, very dilute acid or light brushing, but sand or grit blasting should be avoided. Specialist contractors should be engaged to undertake this kind of work.

Windows & Roofs

- 6.42. Wherever possible existing original windows should be retained and repaired. When new windows are needed they should either be copies of the existing windows (often sliding box sashes) or be simple purpose-made modern windows fitted into the existing window openings. Timber windows are preferred, but powder-coated aluminium may be appropriate as a substitute for 1920s-1950s metal windows. New windows should be set back from the front face of the brickwork to retain a window reveal. Changing the size and shape of window openings to suit standard window joinery can be detrimental to the overall appearance of the building and adjoining buildings. If double-glazing is considered this should be carefully detailed, although in listed buildings and conservation areas double-glazing may not be appropriate. Changing windows in a conservation area may need planning permission. Listed building consent is required to replace windows in

listed buildings. In both cases, the Council's conservation officer should be consulted at an early stage.

6.43. Most traditional roofs in Haringey were originally covered in slate or clay tiles. Matching materials are best and could include new slate, second-hand slates or hand made clay tiles. Fibre-cement artificial slates may be acceptable outside of Conservation Areas. Modern concrete tiles should be avoided and will often be too heavy for older roof structure. Gutters and down pipes should be kept in their original positions and preferably painted black. If replacement rainwater goods are required in conservation areas they should be in cast iron or extruded aluminium rather than UPVC.

Planning Permission

6.44. The installation of a new shop front or significant alteration of an existing shop front requires planning permission. In addition, any alteration of a shop front forming part of a Listed Building requires Listed Building Consent. Many shop signs and all illuminated signs also require planning permission or advertisement consent.

DMP24 Telecommunications Equipment

Where planning permission is required, schemes for telecommunications equipment involved with mobile phone network development, (including base stations on buildings, ground-based masts, equipment cabins, antennae, microwave dishes and ancillary apparatus equipment) will be permitted provided:

- a) that it would not significantly damage the visual quality, landscape or setting of an environmentally sensitive area or building indicated by the following designations:
 - i. Green Belt;**
 - ii. Metropolitan Open Land;**
 - iii. Significant Local Open Land;**
 - iv. Ecologically Valuable Sites & SINCs**
 - v. Historic Parks, Gardens and Heritage Land;**
 - vi. Conservation Areas and listed buildings;****
- b) that the number, siting, design or scale would not significantly harm the appearance of the street scene, including buildings;**
- c) that the number, siting, design or scale would not impede movement and compromise pedestrian safety.**
- d) that advantage has been taken of mast and site sharing (unless this would unduly adversely affect visual amenity).**

Applications for telecommunications apparatus should be accompanied, where appropriate, by evidence that locations outside residential areas or close to schools and hospitals have been considered and by information on frequency, signal characteristics, details of maximum power output to the antenna. Decisions will be reached having regard to the ICNIRP guidelines and most up to date information on the health effects of telecommunication technology.

6.45. Telecommunications equipment can be unsightly and there are concerns among the public about health impacts (especially around schools, hospitals and homes). The Council recognises the need for telecommunications equipment to support their systems. However planning permission will only be given for proposals that meet the criteria set out in this policy and those in Government Guidance and Statutory Regulations. The Government expects local authorities to be supportive of the economic and social advantages that telecommunications equipment can bring and for operators to handle any environmental impacts sensitively and take into account the public's views.

6.46. Satellite dishes should not cause a loss of amenity and should take account of the means for reducing their visual impact on the environment

Key Evidence and References

PPS1: Delivering Sustainable Development; ODPM 2005

PPG8: Telecommunications: ODPM 2001

PPS10: Planning for Sustainable Development; ODPM 2005

The London Plan (consolidated with alterations since 2004)

Core Strategy SP2 Housing, SP11 Design, SP12 Conservation

Sustainable Design and Construction Supplementary Planning Document
Design and Quality Standards 2007

Core Strategy SP11 Design, SP12 Conservation

Conservation

6.47. Haringey's historic buildings are cherished local landmarks of high quality craftsmanship that have already stood the test of time. These historic buildings and Conservation Areas are cherished landmarks that relate to the borough's history and give it a vital sense of place. Local people want these areas and landmark buildings to be protected.

6.48. Haringey has 29 conservation areas and over 467 listed buildings. Historic buildings are landmarks that create a sense of place and stability. If the well-designed buildings of Haringey's past are taken care

of, local people respect, cherish and take pride in them. Historic buildings of interest can also provide a focus for re-designing a local area, to help improve the environment, the economy, and community life. This should be read in conjunction with Haringey's Core Strategy SP11 Design and SP12 Conservation which set out the Council's overarching strategy for the preservation and enhancement of Haringey's rich and diverse heritage.

6.49. The history of the Borough indicates that there is considerable likelihood that archaeological remains will be found in certain parts of the borough. Haringey's archaeological heritage has the potential to be an educational, recreational and tourist resource. The Council will therefore promote the conservation, protection or enhancement of archaeological sites and their presentation to the public. The Council will consult with, and be guided by, the Greater London Archaeology Advisory Service on the archaeological implications of development proposals, especially within the Areas of Archaeological Importance and in the vicinity of known find locations.

DMP25 Haringey's Heritage

Listed Buildings

The Council will require that proposals affecting statutory listed buildings:

- a) preserve or enhance the historic character and qualities of the buildings, are necessary and are not detrimental to the architectural and historical integrity and detailing of a listed building's interior and exterior**
- b) recognise and respect the character and appearance of listed buildings;**
- c) protect the special interest of buildings of architectural or historic interest;**
- d) do not adversely affect the setting of listed buildings; and**
- e) retain the original use of a listed building wherever possible.**
- f) refusing applications for their demolition. In the case of internal demolition work, the Council will refuse applications that harm the architectural and historical integrity and detailing of a listed building's interior.**

Conservation Areas

The Council will require that alterations or extensions to buildings in Conservation Areas:

- a) preserve or enhance the character of the Conservation Area;**

- b) retain or reinstate characteristic features such as doors, windows or materials and
- c) seek to protect buildings within Conservation Areas, by refusing applications for their demolition or substantial demolition if it would have an adverse impact on the character and appearance of the Conservation Area.

Historic Parks, Gardens, Landscapes, Heritage Land and Archaeology
Proposals for development or landscape changes affecting the character or setting of registered or borough designated historic parks, landscapes and areas identified as heritage land must conserve and enhance the historic character of the garden, park or landscape and any buildings within its setting and nature conservation value.

Applications for development within registered or borough historic parks, gardens or landscapes which would be likely to have significant environmental effects, should be accompanied by an environmental statement which would include a survey of the historic interest, to allow the appropriate balance of modernisation, preservation and restoration to be judged on the merits of the case.

The Council will encourage the identification, protection and sensitive restoration of gardens of special historic or garden interest within the borough and will not permit their subdivision against the advice of English Heritage and the Garden History Society.

Archaeology

Planning permission will only be granted for development which would adversely affect areas of archaeological importance if the following criteria are met:

- a) applications are accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.
- b) development proposals will preserve in situ, protect and safeguard important archaeological remains and the settings and, where appropriate, provide for the permanent display and interpretation of the remains.

Listed Buildings

6.50. An important part of Haringey's history is written into the pattern of its development, and the image of Victorian and Edwardian terraces and neighbourhoods typifies the borough for many of its residents. Each historic property is an important part of a unified terrace or street. As

such, alterations and extensions should have regard to the guidance set out in the SPD Design and Construction. It is important to preserve the original features such as windows, doors and doorways, garden walls, brickwork, mouldings, chimneys, railings, paths and roof tiles, as the loss of these features greatly affects the overall balance and elegance of whole terraces.

- 6.51. The Council will protect buildings in Haringey that are statutory listed for their historic or architectural interest. Often the best use of a listed building is the use the building was originally designed for. Where a change of use is proposed, which affects the special character of a listed building, it will need to be fully justified. As such, for development affecting the setting of a listed building, an application for listed building consent should provide full information. More information regarding internal or external alterations to listed buildings is available in the SPD Sustainable Design and Construction.
- 6.52. The Council needs to balance the need for development with its duty to protect historic buildings. With care and thoughtful design, historic buildings can adapt to modern ways of life, whilst people can still enjoy them and their original character in appropriate settings.
- 6.53. Proposals not only include applications made under the Town and Country Planning Act 1990 and any Regulations made thereunder and any successor legislation, but also applications for advertisements, proposals for street furniture, bus shelters and signs to be erected by the Council relating to Controlled Parking Zones (See DMP 21: Quality Design). All these proposals have an impact on visual amenity and have the potential to have an adverse impact on the appearance of the setting of a listed building.
- 6.54. Buildings of local interest in Haringey often play a crucial role in anchoring local visual and historic identity. Locally listed buildings may also act as a significant focus for encouraging urban vitality. The Council attaches special importance to their protection. Buildings on the local list are not subject to the statutory protection given to those selected by the Secretary of State.
- 6.55. However, the Council will utilise its planning powers to ensure that wherever possible the special character of such buildings is protected and enhanced. In the case of locally listed buildings, and in other appropriate cases, the Council may seek Article 4 Directions to remove permitted development rights.

Conservation areas

6.56. If the Council feels that a Conservation Area is at risk from the loss of original features or from alterations such as, the demolition of original walls to form parking places in front gardens, the addition of storm porches, or the installation of Unplasticised Polyvinyl Chloride (UPVC) windows, it may issue an Article 4 Direction. This limits the changes a home owner can make without the Council's permission.

The areas concerned are:

- Noel Park
- Tower Gardens
- Rookfield
- Peabody Cottages.

Heritage Land

6.57. Heritage Land is open land of strategic significance for its landscape, open character, historical and nature conservation interest. Finsbury Park and Alexandra Park are identified by English Heritage in a Register of Parks and Gardens of Special Historic Interest in England as historic parks and gardens. Following collaborative research with the London Historic Parks and Garden Trust, the Council has identified a number of parks, gardens, cemeteries and churchyards of local historic interest. The purpose of these designations is to ensure that development and change affecting the historic or landscaped character or setting of these parks and gardens should be carried out in a planned way taking account of the local historic and landscape importance of the park or garden. Although the designation of an historic park in itself brings no additional statutory protection, the Council is required to make provision for the protection of the historic environment in planning policies and in the allocation of resources. Registration is a material consideration in planning terms. The Council will take into account the historic interest of a site when determining an application for development affecting a registered park or garden. Other development or landscape proposals which do not directly damage the character of registered or boroughs parks or gardens may be acceptable provided they pay appropriate regard to the historic character.

6.58. In Haringey, Highgate Golf Course has been identified as heritage land. It forms part of a wider area, encompassing Hampstead Heath, which has a high inherent value to London due to its visual, historic and nature conservation qualities. Highgate Golf Course is also Metropolitan Open Land, is an Ecologically Valuable Site of Borough Importance Grade II and forms part of Highgate Conservation Area. In determining planning applications to develop on or in proximity to the land, the Council will have regard to its strategic importance in addition to its local landscape,

historical and nature conservation value. The Council is in the process of producing Conservation Area Character Appraisals which set out detailed information on the conservation area and its character.

Hampstead Heath Fringes

6.59. The Hampstead Heath Fringes Area lies to west of North Hill and North Road and is characterised by a low intensity of development with large houses set in larger gardens. The houses are often of distinctive individual character, having been designed by Victorian, Edwardian and twentieth century architects. Often the housing is integrated into the urban landscape by 1930s style garden walls. Open front gardens and lowered verges are a traditional feature in this area and support non-threatening neighbourly character to the street scene. The trees and open spaces (public and private) derive in part from the ancient hunting park of the Bishop of London some of which became grazing land, whilst other land was later (in the 18th and 19th centuries) developed into mansions with huge landscaped gardens. The Council will protect the low intensity, high quality and open residential character. The Council will preserve gaps between buildings, resist excavation of front gardens or forecourts to provide basement extensions, and resist ancillary buildings in gardens where a relatively high proportion of open garden space would be covered by buildings.

6.60. The Council will also resist high security style boundary treatments involving high spiked railings and enclosure of properties detrimental to the traditional open character of the street scene, high security systems may be necessary in some cases, but should be discreetly located and should not attempt to replace the traditional open atmosphere.

Archaeology

6.61. The history of the Borough indicates that there is considerable likelihood that archaeological remains will be found in certain parts of the borough. These areas are identified in Table 1 as Areas of Archaeological Importance. Haringey's archaeological heritage has the potential to be an educational, recreational and tourist resource. The Council will therefore promote the conservation, protection or enhancement of archaeological sites and their presentation to the public. The Council will encourage suitable design land use and management to safeguard archaeological sites. The most important archaeological remains and their settings should be permanently preserved (if necessary for public access and display).

6.62. The Council will consult with, and be guided by, the Greater London Archaeology Advisory Service on the archaeological implications of development proposals, especially within the Areas of Archaeological Importance and in the vicinity of known find locations.

Table 1: Areas of Archaeological Importance

Site	Description
Bishop's Lodge, medieval moated hunting lodge, Highgate Golf Course	This is a the site of a medieval house and lodge, thought to be acquired by the Bishop of London in 1293, which fell out of residence by 1539. Earthworks and crop marks survive, and at its centre it marks the intersection of three parish boundaries.
Highgate Village	By the 13 th century the area of Highgate Village was a hamlet, which was accessed by a new road established in the 14 th century. Toll gates erected along this road by the Bishop of London are thought to have given the area its name. The road and a 13 th century chapel were maintained by a hermitage. The grammar school was founded in the 16 th century, apparently on the site of the earlier hermitage.
Highgate Wood and Queen's Wood	A large Roman pottery works is situated in Highgate Wood. This has been partially excavated, suggesting that the kilns (nine have been identified to date) were in production c. AD 50–160. The woods are full of unidentified earthworks and landscape features, suggesting that there may be further kiln sites and ancillary structures.
Muswell Hill Village	Muswell Hill is named after a mossy spring, situated on Muswell Road. The spring, of reputed restorative properties, was a site of pilgrimage during the medieval period. The site and the surrounding 66 acres were given in the 12th century to the Augustinian Canonesses of St Mary's Clerkenwell by the Bishop of London. The AAI marks the convergence of several medieval roads associated with the settlement.
Crouch End Village	This medieval settlement developed around the intersection of several earlier roads and routes – the place name is derived from the Latin 'crux,' for cross or cross-roads. The settlement included a manor house, established by the 14 th century, known as Topsfield Hall. Crouch End Academy is said to have been established in 1686 on the site of an earlier farmstead.
Hornsey Village	Hornsey High Street is likely the place of a

Site	Description
	Saxon settlement that evolved into a medieval village. The tower of the parish church still stands and dates to around 1500.
The Brick Place, Hornsey	A moated manor first mentioned in 1572, the lands consisted of pastures, gardens, fish ponds and orchards, but fell into disrepair and was demolished in the early 18 th century. The site is now bisected by the railway line and the New River.
Wood Green Village	Wood Green is mentioned as a settlement within the manor of Ducketts in 1502, and is situated along the route of main medieval roads.
Stapleton Hall Medieval Manor, Stapleton Hall Road, N4	The medieval manor house Stapleton Hall was first mentioned in 1577. It was rebuilt in 1609, and with later revisions stands today as a Grade II Listed Building.
Brownswood Manor House (Copt Hall), Finsbury Park	The Brownswood estate is known from the 12 th century, and stood on what is now the having eastern side of Finsbury Park. The manor itself, also known as Copt Hall, is first mentioned in 1649, when it is recorded as a hall, parlour, kitchen, cellar, 2 chambers and outbuildings. This may have later developed as Hornsey Wood House, a well known tea house, which by the late 19 th century had become a tavern.
Medieval Hospital of St Lawrence, Devonshire Hill Lane	The Hospital of St Lawrence was established prior to 1229. Care of the highway was given to the Austin Friars in 1257, and by 1262 the hospital itself was in the custody of the Vicar of Tottenham.
West Green Village	West Green was mentioned in 1384 as a settlement midway along the land linking the High Road opposite Page Green with Green Lane at Ducketts.
Downhills Moated Site, Lordship Lane Recreation Ground	The bathing pool in Lordship Lane Recreation Ground is thought to be the vestige of a medieval moated site, with the original island in the centre.
Medieval Moated Manor House, White Hart Lane	This moated manor, possibly Pembroke's Manor, is seen on maps dating to 1619, although the house was rebuilt in the 18 th century. The site is also associated with the site of Parsonage House, also known as The Rectory. The moat was backfilled in 1816, and the house demolished in 1913.
Bruce Castle and All	Although the present building on the site dates

Site	Description
Hallow's Church	<p>to the 16th century, Bruce Castle also is the site of an earlier manor house, dating before 1254, at which time it was described as having a hall, rooms, granges, fishponds and a garden, which would have extended throughout the park. At one point the manor was surrounded by ditches and ramparts.</p> <p>The AAI also includes the grounds of All Hallow's Church, which dates to the 14th century but likely had an earlier foundation, as a priest for Tottenham is recorded in the Domesday Book. The present vicarage is on the site of a 16th century tenement house, known as Awfield Farm.</p>
Roman Road and Medieval Settlement	<p>Roman Ermine Street closely follows the route of the High Road here, and roman features and artefacts have been recovered along this stretch of the road. This area was a substantial medieval settlement which may have had Saxon origins, and several long standing coaching inns, farms and houses dating from the 16th century are located throughout the AAI.</p>
Saxon Settlement and Medieval Manor House	<p>The area around Lordship Land and Scotland Green appears to have been a focus of medieval and early post-medieval occupation. This includes a medieval chapel, a manor house, tenements and almshouses. An early stone bridge crossed the Moselle River at this point. The AAI also includes the Roman road, which runs to the west of the High Road, and Iron Age pottery has also been found in the vicinity.</p>
Historic core of Tottenham	<p>By the time of the Domesday Book (1068) a settlement was established around what is now Tottenham Green. This included inns and tenements, as well as a wayside cross and a chapel, later a hermitage. In the post-medieval period further inns and houses were built, including the Bull Inn and Reynardson's House, on the north side of the Green, which was built in 1590 and later used as a boarding school.</p>
Mocking Moated Manor	<p>Mocking Manor was first referred to in 1427, although it may have been an earlier foundation. It was a modest manor, consisting of a house, moat and drawbridge, and was demolished prior to 1803. The moat, however, was still visible when the 1873 Ordnance Survey map was drawn.</p>

Site	Description
Tottenham Hale Saxon Settlement	The junction of Broad Lane and The Hale is thought to be the site of an early Saxon settlement. The road network and settlement continued to grow with the rest of Tottenham in the medieval and post-medieval period.
Willoughby Farm Medieval Site, Willoughby Lane	The AAI marks the location of a 12 th century moated medieval manor house and farmstead. The moat remained visible up to the mid 19 th century.
The Lee Valley	<p>The Lee Valley is one of the greatest potential archaeological areas in the borough, as the alluvial floodplains and resources have been exploited since the earliest times. Remains from the pre-historic periods, including wooden structures and a dug out canoe have been recovered, as has evidence for early occupation areas. The Lee was used as a navigation route Roman period, and remains of this date are common.</p> <p>By the medieval period much of the river was in use, with farmsteads located on its banks. A quay was established at Tottenham Hale, and watermills are known from the Ferry Lane area. The waterlogged conditions of ground adjacent to the Lee can lead to excellent survival of organic and environmental remains, and such deposits are very important to our understanding of past environments and land conditions.</p>

DMP26 Alexandra Palace

Alexandra Palace was designated as a listed building in 1996. Proposals for Alexandra Palace should:

- a) preserve and enhance the special architectural and historic interest and setting of the Palace and the historic form and layout of the park land.**
- b) facilitate the restoration of the fabric of the building.**
- c) provide a range of uses for the Palace, which complement the outdoor activities in the Park and complement as far as possible the function of Wood Green Metropolitan Town Centre. It is considered that the Palace should be used primarily for a mixture of arts, cultural and entertainment, educational, sport and recreation and other**

uses within the D1 (non-residential institutions) and D2 (assembly and leisure) Use Classes. Within the existing curtilage of the Palace some ancillary use for food and drink (use class A3), Business (Use Class B1), residential, hotel and conference purposes may be acceptable as part of a mixed-use scheme.

- d) not involve unacceptable levels of traffic that cannot be accommodated on site.
- e) protect the amenity of local residential properties.

Development proposals involving limited infilling of or extensions to, the palace should:

- a) not result in any greater impact on the purposes of including Alexandra Palace within MOL;
- b) not result in the height of the existing main ridge line of the roof of the Palace being exceeded;
- c) not result in a significant increase in the developed extent of Alexandra Palace;
- d) ensure the special architectural and historic setting of the Palace is preserved;
- e) ensure the effects on the setting of Alexandra Palace are acceptable;
- f) be necessary to secure the restoration and future viable use of the Palace; and
- g) not adversely impact on the strategic views to St Paul's Cathedral and the City.

6.63. Alexandra Palace is a strategically important site and it requires protection from inappropriate development which would cause harm to either the essentially open nature of the MOL park, the setting of the palace as a listed building or to the strategic views.

6.64. The Palace's proximity to Wood Green Metropolitan Centre makes it appropriate for mixed-use schemes, primarily for arts, cultural and entertainment uses. These schemes should have no adverse impact on the Town Centre.

6.65. For the avoidance of doubt criterion i) applies to the height of the main ridge line of the roof of the Palace and not the gable, at the front of the Palace, or the tower and mast. The outline of the palace is an important feature from various viewpoints both within and beyond the borough

boundary. It is important that the silhouette of this listed building is preserved.

Key evidence and references

Draft Consultation Replacement London Plan: Mayor of London 2009
The London Plan (consolidated with alterations since 2004: Mayor of London; 2008
Haringey's Community Strategy: A sustainable way forward 2007-2016
PPG15 Planning and the historic environment: ODPM 1994
PPG16 Archaeology and Planning: ODPM 1990
Planning (Listed Building and Conservation Areas) Act 1990
Ancient Monuments and Archaeological Areas Act 1979
Core Strategy SP11 Design, SP12 Conservation

Open Space and Biodiversity

6.66. The quality and quantity of open space (both green and non-green) plays an important role in defining the character of an area and the sort of experience people get from using it. Open space is not limited to its visual impact. Its benefits are linked to sport, recreation, regeneration, the economy, health, culture, social inclusion, biodiversity, children's recreation and the environment. It provides a valuable resource and focus for local communities. However, the pressure on open land increases as London becomes more compact and more intensively used, and so its protection becomes even more paramount. Existing open spaces should not be built on unless an assessment shows the open space is surplus to requirements. Where it is deemed to be surplus, alternative open space use must be considered in full before any other use. Such open space use might include a change to allotment land to meet the deficit of allotment space that we have in the borough in relation to demand. This should be read in conjunction with Haringey's Core Strategy SP 11: Design, SP:13 Open Space and Biodiversity and SP15: Culture and Leisure which set out the Council's overarching strategy for the borough where everybody should have good access to well-maintained, good quality, and sustainable open space.

DMP27 Significant Local Open Land (SLOL) and Development Adjacent to Open Spaces

The Council will not permit development on SLOL unless it meets all of the following criteria:

- a) It is ancillary to the use of the open space;**
- b) It is small in scale;**
- c) It does not detract from the site's open nature and character**
- d) It is required to enhance activities associated with the particular**

- open nature and character; and
- e) It positively contributes to the setting and quality of the open space.

Development close to the edge of Green Belt, Metropolitan Open Land, Significant Local Open Land or any other valuable open land will only be permitted if it protects or enhances the value and visual character of the open land.

6.67. The London Plan acknowledges that there are open spaces within the built environment which although not of strategic importance are nevertheless important at a local level. The SLOL designation reflects this local importance. SLOL designation means that designated sites have one or more of the following values: recreational, biodiversity, amenity and landscape.

6.68. Development close to any valuable open land boundary must be carefully designed in order that the open character of the land itself is not diminished. Land adjacent to open land forms part of the character and may affect the natural habitat of the open land. The boundary and any sense of enclosure created by adjacent development is a key component in defining the character of the open land and is important in defining views from and to the open land.

6.69. When assessing development proposals on land adjacent to Green Belt, MOL or SLOL, the operational needs of utility companies should be taken into account. In particular cases, the essential need for new infrastructure may be found to override the need to protect the visual character of the land.

DMP28 Ecologically Valuable Sites their Corridors and Tree protection

The Council will not permit development on or adjacent to Sites of Special Scientific Interest (SSSIs), statutory Local Nature Reserves (LNRs), or other Sites of Importance for Nature Conservation (SINCs) value or ecological importance:

- a) unless there will be no adverse effect on the nature conservation value of the site; and
- b) unless the importance of the development outweighs the nature conservation value of the site. Both criteria a) and b) above must be met before any development will be considered.

Green Corridors form important links between nature conservation sites. Wherever possible the continuity of these corridors should be protected and their green nature enhanced in order that they do not become fragmented and thereby diminish their ecological value.

Development for operational transport needs in the Green Corridors may be acceptable, if it can be shown that there are no alternative locations and there is an essential need for the development.

All applications and development should respect the biodiversity of the borough, and ensure that the biodiversity is not diminished in any form, and that every opportunity is taken to enhance it. Such enhancements are particularly important in areas deficient in accessible natural green space.

Tree Protection

The Council will seek to protect existing trees and improve the contribution of trees, tree masses, and spines to local landscape character, by:

- a) making tree preservation orders as appropriate ;**
- b) encouraging tree planting wherever possible and appropriate;**
- c) ensuring that road proposals and traffic management schemes are adequately landscaped where appropriate with new trees;**
- d) ensuring that, when unprotected trees are affected by development, a programme of tree replanting and replacement of at least equal amenity and ecological value and extent is approved by the Council; and**
- e) giving stronger protection to and recognising the value of ancient woodland areas in terms of their historical, cultural and biodiversity contribution to the borough; and**
- f) ensuring that tree planting does not damage underground utilities infrastructure with encroaching root systems.**

Ecological Valuable sites and their Corridors

6.70. The ecologically designated areas of the borough make an important and a positive contribution to the diversity and richness of Haringey's flora and fauna. It is important that this diversity is protected and, where appropriate, enhanced in order to provide a rich and varied landscape and ecological foundation to Haringey.

6.71. Developments affecting sites of existing or potential nature conservation value should be accompanied by an appropriate ecological statement. Where it is considered appropriate or where it is required as part of legislation, the Council will request that the applicant submits an ecological Impact Assessment as part of a planning application. This Ecological Impact Assessment may be subjected to an independent assessment as part of the Council's consideration of its comments;

where there is a risk of harm to a designated site, use of conditions or planning obligations will be considered.

- 6.72. Most of the Green Corridors are operational railway land. When transport development is being considered within a Green Corridor the operational requirements of transport companies will be taken into account.
- 6.73. An ecologically valuable site is one that supports a range of flora and fauna considered to be of ecological value and nature conservation importance to the borough.
- 6.74. Utility development which would be likely to harm the nature conservation value of an ecologically valuable site would only be permitted if the importance of the development outweighs the value of the ecological site.
- 6.75. In terms of new building works, the Council encourages applicants to consider the potential for biodiversity within and close to buildings. Bats, for example, are as much a part of the built, as well as the natural environment and may have roosting sites within existing buildings. Maintenance of new or existing ecological features may be subject to conditions or planning agreements.
- 6.76. Further guidance and detail please refer to Haringey's Biodiversity Action Plan 2009.

Tree Protection

- 6.77. Tree cover is of structural importance and major significance to the borough as a whole and not just residential areas.
- 6.78. Section 197 of the 1990 Town and Country Planning Act places a specific duty on Local Planning Authorities to ensure that adequate provision is made for the preservation and planting of trees. The Council has powers to make Tree Preservation Orders (TPOs) which require consent to felling, lopping and topping of trees. All trees in conservation areas are similarly protected.
- 6.79. Tree cover in the form of masses and spines/copse is of major significance for the borough's character as a whole and contributes to Haringey's Urban Open Space. Groups of trees are particularly important within green chains.
- 6.80. Trees provide major benefits to biodiversity. They provide nest sites to birds and mammals as well as essential cover and food. Trees have high value in the urban landscape, including general visual amenity, visual separation of locations, visual screening, supporting biodiversity,

reducing air pollution, improving micro climate, muffling noise, among other benefits.

6.81. Ancient woodlands are woodlands which have been in continuous woodland cover since at least the year 1600. Before this date, planting was uncommon, so a wood present in this time was likely to have developed naturally. The Woodland Trust identify ancient woodland as being important for historical, cultural and biodiversity reasons.

DMP29 Lee Valley Regional Park

The Council supports the Lee Valley Regional Park Authority's Proposals to increase the range and quality of leisure and amenity provision available to Haringey residents, subject to their general compliance with the policies of this DM DPD. Specifically proposals which;

- a) create a cohesive, sustainable and valued regional green lung;**
- b) create an area of enhanced and protected natural biodiversity for the enjoyment of all;**
- c) achieve the full utilisation of the Regional Park's land and water assets for the specialist leisure and recreation facilities, developed in accordance with the principles of sustainability and design excellence; and**
- d) create an accessible and permeable integrated visitor attraction to serve the region, which includes local communities.**

In considering any planning application adjacent to or within the Regional Park regard will be had to the provisions of the Lee Valley Regional Park Plan and care will be taken to ensure that the proposal does not impact upon the park or its immediate environments in a detrimental way.

6.82. The Lee Valley Regional Park Authority (LVRPA) was established by an Act of Parliament in 1966 with a remit to develop, manage and protect the Lee Valley as a place for the occupation of leisure, recreation, sports, games, amusements, or any similar activity, for the provision of nature reserves and for the enjoyment of entertainment of any kind. The LVRPA is required to prepare a plan of proposals for the future use and development of the Park. The Lee Valley Regional Plan (2000) contains policies and proposals that promote the future sustainable management and development of the Park and its resources (latest plan still being produced). Under the 1966 Act, the Council is required to include relevant parts of the Park Plan within its development plan.

DMP30 Open Space Deficiency and New Developments

In areas of identified open space deficiency proposals for major new developments will be expected to:

- a) provide an appropriate area of open space; or**
- b) improve the accessibility or quality of nearby open space.**
- c) Protecting those additional open spaces that are not only council owned: or**

Contribute to a fund to acquire and create new open spaces within walking distance of the development.

6.83. The Haringey Open Space and Sports Assessment of the borough conducted in 2004 (updated in 2008) shows that overall there is a deficiency of open space within the borough. New development should not exacerbate this open space deficiency, and should ensure that there is adequate open space provided on site for the type of development proposed.

6.84. Only land greater than 0.25ha (0.7 acres) in size was surveyed, in accordance with the threshold recommended in the Mayor of London's "Best Practice Guide to Preparing Open Space Strategies. Open space deficiency areas have been derived by considering pedestrian access to any form of public open spaces (regional parks, metropolitan parks, district parks, local parks and small local parks and linear open spaces). Open spaces where access is restricted such as private sports grounds and playing fields were excluded from the survey. It also excluded green amenity space which form part of housing areas, or which represent 'incidental' open space, allotments, cemeteries and nature reserves. However, allotments, cemeteries, nature reserves and green corridors have been mapped along with the open spaces to provide a comprehensive map of green spaces in the borough (see paragraph 4.7 of the Assessment).

6.85. It is important that open space is accessible to all those in the immediate locality and, in the cases of strategic open space, from a wider catchment area, to utilise it. Where development would further increase demand for open space then improved access should be secured before development is allowed. Minor extensions and improved access points to existing small local parks and open spaces can also help alleviate deficiency, particularly in areas of deprivation. SPD Open Space and Recreational Standards provides more detail on planning obligations and open space.

Key evidence and references.

PPG2 Green Belt; ODPM 2001

PPS9 Biodiversity and Geological Conservation; ODPM 2005

PPG17 Planning for open space, sport and recreation; ODPM 2002

PPG15 Planning and the Historic Environment; ODPM 1994

London Plan (with alterations 2004); Mayor of London 2008

Consultation Draft replacement London plan; Mayor of London 2010.

Haringey's Community Strategy: A sustainable way forward 2007-2016.

Core Strategy SP13 Open Space and Biodiversity

7. Healthier People with a Better Quality of Life

- 7.1. We want the residents of Haringey, and all those who use the borough, to be healthy and to feel safe. Well being should extend across home life, work, play and learning, and across all age groups.
- 7.2. Our policies will support the aims outlined in the Sustainable Community Strategy to reduce crime in the borough and, equally importantly the fear of crime.
- 7.3. Community facilities play a vital role in supporting and celebrating the diversity of Haringey's population and helping to promote social inclusion. Where development increases the demand for community facilities such as schools, childcare, allotments, healthcare and any other community facility, the Council will seek to ensure that local services are adequate or, where they are not, negotiate an increase in these services so that additional demand is absorbed.
- 7.4. Where appropriate, a Section 106 agreement (s106) will be negotiated or a Community Infrastructure Levy (CIL) will be applied to development to enable the development to go ahead. The Council will refuse development where a demand for facilities has been clearly demonstrated but where no provision can be made to secure such facilities.
- 7.5. Leisure, including tourism and culture, has an impact on the local economy of the borough, but policies need to balance the positive impact against the negative impact on the environment and the people who live in the borough.
- 7.6. The Council's Cultural Strategy (currently being rewritten) encourages the use of culture to celebrate diversity, improve quality of life, support the growth of a sustainable cultural economy and increasing access to educational culture, training and employment opportunities.

Culture and Leisure

- 7.7. Culture and Leisure are increasingly important to both the economy and community well being of people who live or work in the borough. Culture and Leisure activities should continue to be encouraged and cultivated both for the local role, and as a contributing factor to London as a world city, and for its economic and social impact on quality of life.
- 7.8. This should be read in conjunction with Haringey's Core Strategy SP 15 Culture and Leisure. SP15 sets out the Council's overarching strategy

for Haringey's cultural character. While DM31 provides the detailed approach to safeguarding and fostering the borough's existing and proposed community and leisure facilities.

7.9. Leisure and the arts have an impact upon the national as well as the local economy. Planning policies need to look at balancing the positive effects while protecting the environment from negative impacts. This policy covers a wide range of very different activities and operations, and there is an inevitable overlap with related areas such as sports, entertainment, and other recreational and leisure activities (See Policy DMP26 Alexandra Palace).

7.10. Community facilities include childcare facilities, all educational and training facilities, healthcare facilities, youth facilities, libraries, community halls, meeting spaces, places of worship, public conveniences and those other uses that provide a service to the local community. Leisure facilities include cinemas, music venues, theatres, leisure centres, indoor and outdoor sports facilities and other uses in Use Classes Order.

DMP31 Social Clubs

Proposals for Social Clubs will only be permitted provided:

- a) there is a recognised local need;**
- b) the proposal is within a town centre and will not be detrimental to the vitality and viability of any local or town centre within which it is set (see SP 6 :Town Centres); and**
- c) the use does not have an adverse impact on the amenities of the adjoining occupiers in terms of noise, traffic and nuisance.**

7.11. Social clubs provide a valuable meeting place for the residents of the borough to meet, and in particular, provide important venues for ethnic and other groups to congregate and socialise together. It is important that these facilities are provided, but at the same time it is important that a balance with other uses is retained in any particular location.

Community Facilities

Education

7.12. Housing growth in the borough, coupled with the rising birth rates in Haringey and London as a whole, will result in additional pressure for

school places at a time where the surplus at Recreational class level entry in the borough is already below the government's recommended 5%.

7.13. Where development increases demand for school places, the Council will seek to ensure that local facilities and services are able to absorb the additional demand, and will negotiate, where appropriate and reasonable, a s106 or other agreement to secure the provision of facilities and services.

7.14. The Council has a statutory duty to secure the provision of primary and secondary education. It is important that education places are available for all those of school age occupying new residential development within a reasonable travelling distance.

7.15. The scant spare capacity in the borough requires the Council to ask developers to enter into a planning obligation and contribute towards the cost of providing additional educational facilities for those developments that result in the need to accommodate additional child places.

DPM32 Pre-school and Educational Needs Generated by New Housing.

Where development results in the need to accommodate additional child school places in the borough, the Council will require the developer to enter into a s106 or other agreement to contribute towards the cost of providing those places. This approach will be applied to developments that include five or more units. The Council will only ask for contributions towards pre-school and school places from developers where the development itself creates a need in Haringey schools. These contributions may be towards providing additional places, adapting and extending school buildings or purchasing new equipment as a direct result of the additional demand.

Where there is clear evidence that any development will also add to the demand for post 16 provision, the Council will also expect a contribution to be made to meeting the costs of this demand.

For the 15% of the borough's children that are below school age, applicants proposing major schemes of over 100 units will need to either:

- make separate contributions towards the provision of community, private or voluntary sector child care on site: or**
- demonstrate that there is sufficient existing childcare provision in the wider area to meet the extra demand created by their development.**

7.16. Significant numbers of new homes are programmed to be built in Haringey in the coming years. Accommodating these new homes will require significant investment in our social infrastructure, including the provision of pre-school and school places for our children and young people. The Council is required by law to provide a range of educational services for children and young people.

School places

7.17. The child yield per unit will be based on table 3 below, depending on whether the housing provided is private, affordable/social rented/intermediate. The current best source of information for child yield comes from an analysis of the 2002 London Household Survey undertaken by the Greater London Authority². Primary children are defined as children from three to ten years old inclusive (i.e. the sum of the child yield for three to four year olds and five to ten year olds). Secondary school age has been defined as children aged from 11 to 15 years old inclusive.

	1 bed	2 bed	3 bed	4 bed
Private Housing				
3 to 4 year olds	0.02	0.10	0.16	0.17
5 to 10 year olds	0.04	0.07	0.20	0.33
3 to 10 year olds (primary)	0.06	0.17	0.36	0.50
11 to 15 year olds (secondary)	0.00	0.03	0.18	0.31
Affordable, social rented and intermediate housing				
3 to 4 year olds	0.08	0.30	0.28	0.47
5 to 10 year olds	0.03	0.39	0.53	0.85
3 to 10 year olds (primary)	0.11	0.69	0.81	1.32
11 – 15 year olds (secondary)	0.01	0.20	0.46	0.84

Table 2: Child Yield per unit by size and tenure

² See Greater London Authority, DMAG Briefing 2005/25 – Child Yield, Data Management and Analysis Group (August 2005)

7.18. While new development will yield children that require school places, in the case of social rented and other affordable housing, the Council usually has ‘nomination rights’ to any such housing in Haringey. This means that the tenants who will eventually occupy such affordable housing commonly already reside in Haringey, and any children in such households are on the Council’s school rolls already. However, those households vacated by tenants moving into affordable housing will be filled by new residents and their families coming into the borough. While Haringey has nomination rights on its affordable housing, the provision of such housing within the borough results in a net ‘gain’ of the overall number of housing units in the borough. An increase in the borough’s family housing capacity results in an increase in demand for school places. This, together with the proven overall shortage of school places in the borough, means that, at the present time, this policy does not differentiate between affordable and private housing for the purposes of educational contributions. Any differentiation would result in a demand for school places within the borough for which, without the contribution, no adequate provision can be made.

7.19. The figure calculated from the expected child yield will be applied to the Department of Children, Schools and Families’ (DCSF) capital figure for supplying a pupil place. Latest available figures (for 2008/9) set those costs as:

Year	Primary School	Secondary School
2008/9	£12,257	£18,469
Regional variation	1.12	1.12
Cost for a pupil place³	£13,727	£20,685

Table 3 – Cost of providing a school place (source: DCSF 2010)

7.20. These figures will be revised annually or whenever the DCSF revise their figures. The formula for the child yield figures and level of contribution relates to children from 0 – 15 years. The expected child yield is then multiplied by either 7 or 5 which are the statutory years of primary and secondary education respectively.

7.21. All applications will be assessed individually and payment of the educational contribution will normally be a one off payment and would be required to be made prior to commencement of the development.

³ These figures cover only the capital costs of development and do not include the cost of land for school sites, or any revenue contribution towards running schools.

Post 16 places

7.22. From September 2013, young people will be required to continue to participate in education and training up to the age of 17. This will affect the cohort who stated school in September 2008. From September 2015 the participation age will be raised to 18 and will take effect with 17 year olds starting in 2015. Once the raising of the participation age comes into effect in 2013 and subsequent school roll data is captured year on year it will be more apparent what the projected and actual effect of this raising of the participation age will be on rolls in the sixth forms and colleges within the borough. On receipt of any planning application that proposes more than five homes, Haringey Planners will liaise with colleagues in Children and Young People's Service (CYPS) to ascertain the likely yield of post 16 children from any development, and whether or not this would result in demand for places over and above that which currently exists within the borough. Where additional places would need to be provided, a contribution based on the following formula will be requested.

Year	Post 16
2008/9	£20,030
Regional variation	1.12
Total cost for a pupil place	£22,433

Table 4: Cost of providing a post 16 place (source: DCSF 2010)

Childcare Places

7.23. Local authorities have a duty under Section 11 of the 2006 Childcare Act to secure sufficient childcare to enable parents to work or to undertake education and training leading to work. To fulfil this duty local authorities help shape the local childcare market in response to parents needs. The borough's annual Childcare Sufficiency Assessment (CSA) is an essential response to this duty and helps to identify where there are gaps in the market and plan how to support the market to address those gaps. The accompanying annual Action Plan to the CSA sets out what actions the authority proposes to fulfil childcare needs. Both these documents will be used in the assessment of whether or not a contribution should be made as part of any development.

7.24. All contributions will be held by Urban Environment pending appropriate expenditure being identified by the Director of Children and Young People's Service (CYPS). CYPS will keep full records of what money is received from the education fund and how and where it is spent.

Key evidence and references

PPS4 Planning for Sustainable Economic Growth: CLG 2009
Draft Consultation Replacement London Plan: Mayor of London; 2009
The London Plan (consolidated with Alterations since 2004; Mayor of London; 2008
Haringey's Community Strategy: A sustainable way forward 2007-2016.
A Cultural Strategy for Haringey
GLA London Household Survey 2002
GLA DMAG Briefing 2005/6 – Child Yield

Index

A3 use, 59, 60, 62
 access, 20, 22, 44, 47
advertisements, 71
 Alexandra Palace, 82, 83
 Alexandra Park, 81, 82
amenity, 13, 57, 71, 76, 77
 archaeological, 47, 78, 82
 Archaeology, 80
 architectural, 47, 80, 82
Archway Road, 14
 biodiversity, 84, 85
 Bruce Grove, 14
change of use, 13, 58, 91
 changes of use, 71
 community, 13, 20, 59, 60, 78
 conditions, 57
 conservation, 44, 46, 67, 69, 71, 78, 81, 82, 85, 87
 Conservation, 76, 80
 construction, 23, 68
 controlled parking zone, 22
 conversions, 13, 71
creative, 90
 crime, 70
 cultural, 20, 67, 82
 cycling, 20
design, 21, 58, 67, 69, 70, 76
 development, 13, 20, 21, 22, 23, 38, 44, 46, 47, 57, 58, 67, 68, 70, 76, 78, 80, 81, 83, 84, 85, 88
 drainage, 47
 ecological, 85, 86
Ecological corridors, 85
 employment, 20, 60
empty properties, 13
English Heritage, 78, 81
 environment, 13, 23, 38, 44, 46, 47, 57, 67, 68, 70, 78, 84, 91
 Environment, 44, 46, 47
 Environment Agency, 47
extensions, 69, 82
Finsbury Park, 81
 flooding, 46, 47
food and drink, 82
Garden History Society, 78
 Green Belt, 76, 84
 Green Chain, 47
 Green Chains, 47
 Green Lanes, 14
 Haringey, 12, 47, 78, 80, 81, 82, 86, 87
 Haringay, 14
 health, 60, 77, 84
 heritage, 67, 78, 82
Heritage Land, 81
 Highgate, 81
 historic parks, 78, 81
Historic Parks, 76
 homes, 12
hotel, 82
 housing, 12, 13, 20
industrial, 22
 leisure, 47, 82, 90, 91
listed building, 69, 82, 83
local shopping centres, 59
 lorry, 22
materials, 67, 71
 Metropolitan Open Land, 76, 84
 Metropolitan Town Centre, 82
 MOL, 82, 83
 Muswell Hill, 14
Myddleton Road, 14
Nature Reserves, 85
New River, 44
 Noel Park, 81
 objectives, 47
open land, 81, 84, 85
 open space, 44, 84, 88, 89
 Open Space, 47, 87, 88
open space deficiency, 88
 parking, 22, 23, 80
 planning applications, 71
Planning permission, 91
 pollution, 13, 71
 previously developed land,, 12
 primary shopping frontage, 59
public realm, 69
 public transport, 22
 Public Transport Accessibility Index, 38
 quality of life, 67, 70, 90
rail, 22
recreation, 44, 46, 82, 84
 regeneration, 13, 23, 84
 residential, 22, 23, 59, 71, 82, 87
 resources, 38
 retail, 57, 58, 59, 60
 road, 22, 23, 71, 85
 sequential approach, 57
sequential test, 12
Significant Local Open Land, 76, 84
 sites, 13, 46, 58, 78, 82, 85

SLOL, 84
social, 20, 56, 77, 84, 90
Social clubs, 91
social exclusion, 56
social inclusion, 84
solar, 68
SPG, 13, 23, 80
SSSIs, 85
sustainable, 23, 38, 67, 68, 70
sustainable development, 67
telecommunication equipment, 76
Telecommunications equipment, 77

tourism, 90
Tourism, 91
town centre, 58, 91
town centres, 56, 57, 59
transport, 13, 20, 21, 22, 23, 57
tree preservation orders, 85
trees, 85, 87
Urban Design, 23, 67
walking, 20
waste, 62, 70, 71
Wood Green, 14, 82

List of Tables and Figures

Tables

- Table 1: Areas of archaeological importance
- Table 2: Child Yield per Unit by Size and Tenure
- Table 3: Cost of providing a school place
- Table 4: Cost of providing a post-16 place

Figures

- Figure 1: Local Development Framework Flow Diagram
- Figure 2: Footway visibility
- Figure 3: Carriageway visibility
- Figure 4: 45 degree parking
- Figure 5: Design of cycle parking spaces

Appendix 1 - Parking Standards

INTRODUCTION

1.1 In assessing the parking provision of development proposals the Council will have regard to Policies M9 and M10, SPG10e, the key objectives outlined in paragraph 7.3 of the Movement Chapter, and these standards.

1.2. This appendix provides guidance regarding the following:

Application of standards

Scope of standards

Public transport accessibility

Mixed uses

Absence of a standard

Provision for people with disabilities

Servicing

Cycle parking

Transport assessment

Parking standards (by Use Class)

A1 shops

A2 financial and professional services

A3 - food and drink

B1 business B2 general industrial and B8 storage and distribution

C1 hotels and Sui Generis Hotels

C2 residential institutions

C3 dwelling houses

Sheltered housing

Car parking for conversions

D1 non-residential institutions

D2 leisure use

Sui generis

APPLICATION OF STANDARDS

2.1. The Council's parking standards relate to the Town and Country Planning (Use Classes) Order and are set out in the tables below. National Guidance requires Boroughs to reduce the number of parking spaces in new developments and to promote sustainable transport. The Council has set out maximum parking standards with the aim of decreasing the number of trips made by private cars whilst seeking to maintain and enhance the viability of existing economic centres and support sustainable regeneration. Minimum parking standards will only be set for disabled parking and for cycle parking.

SCOPE OF STANDARDS

3.1. Parking standards will apply to new buildings, extensions to new buildings and conversions to create additional units.

PUBLIC TRANSPORT ACCESSIBILITY

The Council has categorised the Borough into 6 levels of public transport accessibility, which are indicated on Map 7.1 Public Transport Accessibility Levels in the Movement Chapter. As access to public transport is an important factor affecting means of travel, some parking standards relate to how well a site is served by public transport. Public transport will be a particularly important factor in determining the viability of sites for car-free developments. For the sake of simplicity three levels of accessibility have been defined for the purpose of determining parking provision:

Low	Levels 1-2
Medium	Levels 3-4
High	Levels 5-6

4.2. Although Map 7.1 provides a broad indication of public transport accessibility across the Borough, it may be necessary to carry out specific calculations where, for example, a site straddles two different levels and there has been significant new transport developments. Public transport accessibility may change in response to future developments. Further guidance on the application of the methodology should be sought from the Council's Transportation Planning Team.

MIXED USES

5.1. Where several different land uses are included in a proposal the parking standards should be applied to each land use. Where possible the dual use of parking will be encouraged.

ABSENCE OF A STANDARD

6.1. If a development is not specifically covered by a standard, the level of parking will be determined by the nature of the development and the likely level of demand generated, taking into account the level of public transport accessibility, the presence of on-street parking controls and other local characteristics.

PROVISION FOR PEOPLE WITH DISABILITIES

7.1. Parking specifically for disabled people will be required on site in addition to other parking provision. Bays should be located as close as possible to main pedestrian entrances and there should be no obstruction, such as a raised kerb, between the parking bays and the building entrance. Advice on the design and layout of disabled parking bays is provided in SPG4:

Access for all – Mobility Standards. The disabled parking standard is a minimum.

SERVICING

8.1. All developments will need to take into account their loading/unloading and servicing needs and adequate space should be provided within the curtilage of the site. Exceptions may be made for small-scale developments where it can be demonstrated that visits by large vehicles would be infrequent and there would be no adverse impact if servicing were possible from the highway. Specific minimum standards are provided for B1, B2-B7 and B8 Use Classes to prevent loading from adjacent roads. For developments of several units within the same Use Class order communal operational areas based on the combined gross floor area should be provided. The minimum bay size for units greater than 500m² is 3m x 15m.

CYCLE PARKING

9.1. The Council's cycle parking standards aim to encourage more cycling to developments and is a minimum standard. Cycle parking for employees and visitors should be provided under cover, located close to building entrances and must be secure. Normally parking should be provided in the form of "Sheffield" type stands although other equivalent or better types of cycle parking would be acceptable. A commuted payment may be sought where adequate cycle parking cannot be provided within the curtilage of the site.

TRANSPORT ASSESSMENT

10.1. A Transport Assessment (TA) would need to be submitted for developments attracting a high level of trips or if a development is likely to have a significant impact on the local highway network. Each application will be considered individually and the need for the TA determined by the Council. However, as a guide, a TA is likely to be required if a development generates over 1000 person trips per day or provides more than 2500m². Parking provision would be determined through this process. (Details concerning TA's are set out in SPG7c)

CAR FREE RESIDENTIAL DEVELOPMENTS

11.1 The Council will support proposals for new residential developments without provision of car parking in appropriate locations and where there are effective mechanisms in place preventing car ownership. The Council will support such proposals where there are alternative and accessible means of transport available and where a Controlled Parking Zone is in existence or planned within the time scale of the proposed development. The first car free

residential developments will be carefully assessed to see how well they perform.

ALTERNATIVE FUEL INFRASTRUCTURE

12.1 Alternative fuel cars can make a contribution to improving the environment, particular air quality. In order to facilitate the greater use of alternative fuel cars, Council supports and encourages the provision of electric charging points in developments in association with the parking provided.”

PARKING STANDARD (BY USE CLASS)

13.1 Please consult map 7.1 for the public transport accessibility level.

A. A1 SHOPS

A.1 Car Parking for Food Retail

Maximum car parking spaces

Size (m ² GFA)	Public Transport Accessibility		
	Low	Medium	High
Up to 1000	1 space per 30m ²	1 space per 50m ²	1 space per 75m ²
1000 to 2500	1 space per 20m ²	1 space per 35m ²	1 space per 45m ²
2500 & above	Through the Transport Assessment		

A.2 Car Parking for Non-Food Retail

Maximum number of car parking spaces

Size (GFA)	Public Transport Accessibility		
	Low	Medium	High
Up to 2500	1 space per 25m ²	1 space per 35m ²	1 space per 40m ²
2500 & above	Through the Transport Assessment		

A.3 Disabled Parking

Minimum number of car parking spaces

Size	No. Spaces
Up to 1000m ²	2
Over 1000m ²	2 per 1000m ²

A.4 Cycle Parking

Minimum number of cycle parking spaces

Type of Store	No. Spaces
Food	1 space per 150m ²

Non-Food	1 space per 350m ²
----------	-------------------------------

B. A2 FINANCIAL AND PROFESSIONAL SERVICES

B.1. Developments of this land use should be located in town centres with no on-site parking provided. Where such developments are proposed outside town centres the standard for B1 Business will apply.

C. A3 – FOOD AND DRINK

Type	Public Transport Accessibility Maximum number of car parking spaces			Disabled Parking	Cycle Parking
	Low	Medium	High	Minimum spaces	Minimum spaces
Take Away less than 20 seats	None			None	1 space per 15 seats of part thereof
Take away more than 20 seats/fast food/café	1 space per 5 seats	1 space per 8 seats	None	2 spaces where customer parking is provided	
Pub restaurant	1 space per 10m ² GFA			2 spaces	1 space per 30m ² GFA
Public House	1 space per 15m ² GFA	1 space per 30m ² GFA	1 space per 60m ² GFA	2 spaces	
Restaurant	1 space per 12m ² GFA	1 space per 15m ² GFA	1 space per 20m ² GFA	2 spaces	

D. B1 BUSINESS, B2 GENERAL INDUSTRIAL AND B8 STORAGE AND DISTRIBUTION

D.1 Car Parking

D.2 For larger developments a Transport Assessment will be required (see Policy UD1 and Table 2.1). The standards set out below apply to all scales of development.

D.3 A financial contribution for the implementation of a Controlled Parking Zone around a development site may be sought to mitigate the adverse impact of a development proposal on on-street parking. Further details on planning obligations are set out in SPG10e Improvements to Transport Infrastructure and Services.

	Public Transport Accessibility Maximum Number of Car Parking Spaces			Disabled Parking	Cycle Parking
	Low	Medium	High	Minimum spaces	Minimum spaces
	1 space per 600m ² GFA	1 space per 800m ² GFA	1 space per 1000m ² GFA	2 per 1000m ² GFA or part thereof	2 per 500m ² GFA or part thereof

D.4 Goods Vehicle Parking and Servicing

Size (GFA)	Minimum No. Spaces
Up to 100m ²	Not normally required
100 – 500m ²	1 space
Over 500m ²	1 extra space for every 500m ² . The minimum bay size for units greater than 500m ² is 3m x 15m.

E. C1 HOTELS AND SUI GENERIS HOSTELS

E.1 Car Parking

Type	Maximum number of car parking spaces	Minimum number of disabled parking bays	Minimum number of cycle parking
Hotel	2 spaces per 3 bedrooms	1 bay per 20 rooms or part thereof	1 space per 20 members of staff should be provided that can also be used by guests.
Hostels	1 space per 7 bedrooms for student hostels		1 space for 20 students in student hostels
	1 space per 10 bedrooms for other hostels		1 space per 30 bedrooms for other hostels

E.2 Coaches and Taxis

Hotel Size	Minimum number of spaces
Up to 50 bedrooms	None
50 – 100 bedrooms	1 coach and 1 taxi bay
Over 100 bedrooms	Individual assessment

F. C2 RESIDENTIAL INSTITUTIONS

F.1. Car Parking

Type	Maximum number of car spaces	Minimum number of disabled parking	Minimum number of cycle parking spaces
Hospitals	Individual Assessment		
Elderly Persons' Home	1 space per 10 occupants + 1 spaces per 3 staff	10% of total provision or part thereof	1 per 20 members of staff
Nursing/ Convalescence Home	1 space per 5 occupants + 1 spaces per 3 staff	10% of total provision or part thereof.	1 per 20 members of staff

G. C3 DWELLING HOUSES

G.1 Car Parking

G.2. It is desirable that parking spaces be located directly adjacent to the dwelling and within the curtilage of the development. Where common parking areas are unavoidable these should be conveniently situated to the entrance and overlooked by dwellings.

G.2. Where appropriate, developments should include the provision of car parking spaces for people with disabilities.

G.3. The tables below give the Council's parking standards for new residential development.

Public Housing Standards may also be applied to the developments of a registered Housing Association.

Private Category 1 Sheltered Housing describes self-contained dwellings for one or two active elderly persons. Private Category 2 describes grouped flatlets for the less active elderly, accompanied by communal facilities and supervised by a resident warden. In both cases the development would be conditional upon a commitment for the dwelling to be restricted solely for the use of elderly persons.

The Parking Standards given include space for visitors.

Planning permission will normally be restricted to sheltered housing and no other form of C3 use.

G.4 Dwelling Houses

Maximum number of car parking spaces

Type	Detached and semi-detached houses	Terraced houses and flats (2 or more bedrooms)	Flats/Bedsits (1 bedroom)
Private / Public	1.5 spaces per unit	1 space per unit	0.33 spaces per unit

G.5 Cycle Parking

1 space per residential unit should be provided where possible. The cycle parking can be either internal or external to the residential dwelling provided it is secure, safe and undercover.

H. SHELTERED HOUSING

H1. (Private 1 Sheltered Housing describes self-contained dwellings for one or two active elderly persons with communal facilities and a resident warden. Private 2 Sheltered housing describes grouped dwellings for less active elderly persons with communal facilities and a resident warden.)

Type	No. spaces
Private Sheltered Housing 1	0.66 spaces per unit
Private Sheltered Housing 2	1 space per 2/3 bedroom units
Local Authority	1 space per 5 units

H.2 Disabled Parking

Dwelling Houses	Only required for wheelchair accessible housing.
Sheltered Housing	All space for residents should have a minimum width of 3.3m. Waiting and turning space should be available for ambulances, dial-a-ride vehicles, etc.

I. CAR PARKING FOR CONVERSIONS

I.1 Conversions specifically designed for wheel chair users should provide car-parking space within the curtilage of the site wherever possible.

I.2 Provision for cycle storage should be made within conversions wherever possible.

I.3 The parking standards for new dwellings (above) are applicable to proposals for residential conversions in areas that do not fall within Restricted Conversion Areas (see First Deposit Consultation UDP Policy HSG 10). The following standards apply to new residential builds and residential conversion within Restricted Conversion Areas, where the only reason for otherwise refusing planning permission would have been due to the inability to provide parking.

Maximum number of car spaces

Type	No. of Bedrooms				Cycle Parking
	1	2	3	4 plus	
Private	1 per unit	1.2 per unit	1.5 per unit	2 per unit	1 space per 5 flats

Public	0.7 per unit	0.9 per unit	1.1 per unit	1.5 per unit	should be provided within blocks of flats to allow cycles to be safely stored underneath
--------	--------------	--------------	--------------	--------------	--

J. D1 NON-RESIDENTIAL INSTITUTIONS

J.1. For larger developments a Transport Assessment will be required. Parking provision will be assessed on an individual basis as part of this process. The standard set out below relate to smaller developments.

Car Parking, Disabled Parking and Cycle Parking

Type	Public Transport Accessibility			Disabled Parking (minimum)	Cycle Parking (minimum)
	Low	Medium	High		
Doctors, Dental, Veterinary Surgery, Group Practice	2 spaces per practitioner 1 space per 2 auxiliary staff	2 spaces per practitioner 1 space per 2 auxiliary staff	None	1 space	1 space per practitioner

K. D2 LEISURE USE

K.1. The type and scale of leisure uses vary greatly. The parking provision will be assessed on an individual basis and for large developments a Transport Assessment might be required, in which case it would inform the parking provision.

K.2 Disabled Parking

K.3. 5% of total provision

K.4 Coaches and Taxis

K.5. For D2 uses likely to attract coaches and taxis, adequate space must be provided to allow them to wait and turn within the curtilage of the site.

K.6 Cycle Parking

K.7. The level of cycle parking required will be assessed as part of the Individual Assessment.

L. SUI GENERIS

Type of Use	No. of spaces
Car repair workshops and garages	Parking provision needs to be assessed on an individual basis

Hostels	See above, in section with Use C1 hotels
----------------	--

If you want this in your own language please tick the box, fill in your name and address and send to the freepost address below

Shqip

Nëse dëshironi ta keni këtë në gjuhën tuaj, ju lutemi vendosni shenjën ✓ në kuti, shënoni emrin dhe adresën tuaj dhe niseni me postë falas në adresën e mëposhtme.

Kurdî

Ku hun wena la zîmanixa daxwâzin. Lewira îflaret bîkin Navixa û navnîflanaxa tije bikin â biflenin ê navniflana jêr la vepêre.

عربي

إذا كنت تود هذا الكتيب بلغتك، فالرجاء وضع علامة على المربع، واكتب إسمك وعنوانك وارسلهما بالبريد المجاني إلى العنوان المبين بأسفل

Português

Se desejar receber o folheto na sua própria língua, por favor assinale a quadrícula, preencha com o seu nome e morada e envie para o endereço 'freepost' (com porte pago) abaixo indicado.

বাংলা

আপনি যদি এটা আপনার নিজের ভাষায় পেতে চান তবে অনুগ্রহ করে সঠিক বাক্সে টিক দিন, এবং আপনার নাম ঠিকানা লিখে নিচের ঠিকানায় পাঠিয়ে দিন, এর জন্য কোন ডাকটিকিট লাগবে না।

Limba română

Dacă doriți un exemplar al broșurii în limba dvs. maternă, vă rugăm să bifați caseta corespunzătoare, să ne dați numele și adresa dvs., și să trimiteți formularul la adresa de mai jos, fără timbru poștal.

Français

Pour recevoir ces informations dans votre langue, veuillez cocher la case, inscrire vos nom et adresse et nous renvoyer ce formulaire, sans affranchir, à l'adresse ci-dessous.

Soomaali

Haddii aad kan ku rabto afkaaga fadlan xariijin ku dhig sanduuqa yar, ku qor magacaaga iyo cinwaankaaga oo markaas u dir cinwaanka boosta lacag la'aanta ah ee hoos ku qoran.

Ελληνικά

Αν θέλετε αυτό το έντυπο στη γλώσσα σας, παρακαλούμε σημειώστε το τετράγωνο, συμπληρώστε το ονοματεπώνυμο και τη διεύθυνσή σας και στείλτε το στην παρακάτω διεύθυνση χωρίς ταχυδρομικό τέλος.

Türkçe

Bu kitapçığın Türkçe'sini istiyorsanız, kutuyu işaretleyip, adınızı-soyadınızı, adresinizi yazdıktan sonra, lütfen bunu posta pulu yapıştırmadan aşağıdaki adrese gönderin.

Please indicate if you would like a copy of this booklet in another language not listed or any of the following formats and send to the freepost address below.

- Large print ● On disk
● On audio tape ● Braille
● Another language Please state: _____

Name: _____

Address: _____

**Freepost RLXS-XZGT-UGRJ, Translation & Interpreting Services
8th Floor, River Park House, 225 High Road, N22 8HQ**



This is printed on recycled paper. When you have finished with it please recycle and help the environment.

Published by Haringey Council's Communications Unit 382.6 • 05/2010