

**HARINGEY  
UNITARY  
DEVELOPMENT  
PLAN  
SAVED POLICIES  
(post Local Plan  
Adoption)**

**Adopted July 2006**

**Policies Saved March 2013**

# HARINGEY UNITARY DEVELOPMENT PLAN

## March 2013

The Unitary Development Plan (UDP) was adopted by the Council on 17 July 2006.

This adopted UDP Written Statement incorporates modifications made to the Plan in April 2006 non-material changes resulting from objections to the modifications dated June 2006, and has removed policies superseded by the Local Plan adopted in March 2013.

The adopted UDP Proposals Map can be viewed on the external website <http://www.cartoplus.co.uk/haringey>. This Proposals Map should be used in conjunction with this Written Statement. A revised printed proposals map will be produced with the final published Local Plan.

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# 1. DEVELOPMENT AND URBAN DESIGN

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Heron House, Hale Wharf

## Introduction

- 2.1 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.
- 2.2 The Council wishes the people of Haringey to be able to experience feelings of pride, belonging and safety in the street environment. This can be achieved through, among other things, thoughtful and sensitive design and management of the public realm.
- 2.3 An attractive environment is one in which people will feel safe and one in which they will want to live or work. It can also increase the attractiveness of walking over less sustainable forms of transport such as car trips. In terms of local economies, an attractive environment can bring visitors who may also want to spend time and money in a local area thereby creating an increased demand for local goods and services.
- 2.4 A good quality of life should be a paramount consideration when designing development in Haringey. An environment where people feel safe that encourages people to get out and exercise is one where the community are more likely to engage socially. Efforts to minimise social exclusion should enhance quality of life.
- 2.5 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 21<sup>st</sup> Century.
- 2.6 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.

## Guiding Principles

- 2.7 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

### **Inclusive Design**

2.8 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.

### 2.9 **Key Objectives**

- To support sustainable development.
- To promote high quality design which is sustainable in terms of form, function and impact and meets the principles of inclusive design.

## **CORE POLICIES**

### **UD1: PLANNING STATEMENTS**

Where appropriate, all development proposals (except 'householder development') are to be accompanied by one or more of the following:

- a) design statement, if involving external works;
- b) sustainability statement, if resulting in a change of use and/or involving a new/converted building;
- c) environmental statement, where required by the 1999 Environmental Impact Assessment Regulations;
- d) archaeological assessment, where the proposal would affect a site of archaeological importance;
- e) energy assessment, if the proposal is for a major development;
- f) retail impact assessment, for retail developments over 2500m<sup>2</sup>;
- g) transport assessment, for development likely to have a significant transport impact;
- h) travel plan, for employment, retail, education, leisure and services where there will be a significant traffic impact;
- i) air quality statement, for significant impact on air quality;
- j) drainage impact assessment, if likely to increase the risk of flooding from surface water run-off;
- k) flood risk assessment, if increasing the risk of flooding from surface water run-off;
- l) access statement, addressing the principles of inclusive design, e.g. specific needs of disabled people;
- m) ecological impact statement, for sites shown in Schedule 11;

n) section 106 agreement heads of terms.

**In addition to this, all proposals for major developments or those of significant local interest, a pre-application consultation exercise should be undertaken.**

2.10 Table 2.1 below shows typical types of development and the statements that the Council could expect to be provided at the time the planning application is submitted. Only necessary statements will be required. The list is not exhaustive but indicative. (For example, a scheme generating 999 person trips might still require a transport assessment). Clarification is provided in relevant Council's Supplementary Planning Guidance notes (SPG), the references for which are also given.

2.11 The Council welcomes pre-application discussions concerning the scope of supporting reports regarding new build and major applications.

**Table 2.1: Statement requirements (indicative)**

Type of Development	Statement Likely To Be Required	SPG No.
<ul style="list-style-type: none"> <li>• All planning applications except for:               <ul style="list-style-type: none"> <li>- a material change in the use of land or buildings, unless it also involves operational development.</li> <li>- engineering or mining operations.</li> <li>- development of an existing dwelling house, or development within the curtilage of a dwelling house for any purpose incidental to the enjoyment of the dwelling house, where no part of that dwellinghouse or curtilage is within a designated area. "Designated area" means a National Park, site of special scientific interest, conservation area, area of outstanding natural beauty, World Heritage Site and the Broads.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Design and Access Statement</li> </ul>	<ul style="list-style-type: none"> <li>• SPG1a Design Guidance</li> <li>• SPG4 Access for all - Mobility Statement</li> </ul>
<ul style="list-style-type: none"> <li>• Any new build development, e.g. a new house (not 'householder' development) or any development resulting in a change of use.</li> </ul>	<ul style="list-style-type: none"> <li>• Sustainability Statement</li> </ul>	<ul style="list-style-type: none"> <li>• SPG9 Sustainability Statement – Including Checklist</li> </ul>
<p><b>In addition to the above statements, those below may be required. If so, they can be submitted as part of the sustainability statement. N.B. Relevant information should only be provided once i.e. there is no need for duplicated information.</b></p>		

Type of Development	Statement Likely To Be Required	SPG No.
<ul style="list-style-type: none"> <li>Any scheme which involves building works within a site of archaeological importance, as shown on the Proposals Map.</li> </ul>	<ul style="list-style-type: none"> <li>Archaeological Assessment</li> </ul>	<ul style="list-style-type: none"> <li>SPG2 Conservation and Archaeology</li> </ul>
<ul style="list-style-type: none"> <li>Any scheme affecting an ecologically designated area, as shown in Schedule 11.</li> </ul>	<ul style="list-style-type: none"> <li>Ecological Impact Assessment</li> </ul>	<ul style="list-style-type: none"> <li>SPG8g Ecological Impact Assessment</li> </ul>
<ul style="list-style-type: none"> <li>Any scheme likely to have an adverse impact on air quality, e.g. where predicted air pollution levels already exceed air quality objective levels by 10% or more. (May be part of a transport assessment).</li> </ul>	<ul style="list-style-type: none"> <li>Air quality statement</li> </ul>	<ul style="list-style-type: none"> <li>SPG8i Air Quality</li> </ul>
<ul style="list-style-type: none"> <li>Any application within Flood Zone 3. Any developments outside Flood Zone 3, between 1-5 ha in size, (assessment will relate to fluvial flood risk and water surface run off).</li> </ul>	<ul style="list-style-type: none"> <li>Flood Risk Assessment</li> </ul>	
<ul style="list-style-type: none"> <li>Any development in the borough which could increase the risk of flooding from surface water run-off and/or sewers.</li> </ul>	<ul style="list-style-type: none"> <li>Drainage Impact Assessment</li> </ul>	<ul style="list-style-type: none"> <li>SPG9 Sustainability Statement – Including Checklist</li> </ul>
<ul style="list-style-type: none"> <li>Urban development projects (including the construction of residential developments, shopping centres, car parks, sports stadia, leisure centres and multiplex cinemas) where the area of the development exceeds 0.5 hectare, and which are likely to have significant environmental effects which, constitute EIA development - under the 1999 EIA Regulations Under Schedule 2 (10)(b) of The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.</li> </ul>	<ul style="list-style-type: none"> <li>Environmental Statement (to include information on air quality statement, transport assessment, travel plan etc)</li> <li>Retail Need &amp; Impact Statements</li> <li>Sequential test where appropriate</li> </ul>	<ul style="list-style-type: none"> <li>SPG8h Environmental Impact Assessment</li> </ul>
<ul style="list-style-type: none"> <li>Major Schemes i.e. residential developments (whether by conversion or new build), involving the creation of 10 or more units, or where number of units is not known, those with a site area of 0.5 hectares; or other developments with a floorspace of 1000m<sup>2</sup> or more, or with a site area of 1 hectare or more.</li> </ul>	<ul style="list-style-type: none"> <li>Energy Assessment</li> <li>Travel Plan (unless solely residential)</li> <li>Waste Management Plan;</li> </ul>	<ul style="list-style-type: none"> <li>SPG7b Travel Plans</li> <li>SPG8a Waste and Recycling</li> </ul>

Type of Development	Statement Likely To Be Required	SPG No.
<ul style="list-style-type: none"> <li>• Retail (Use Class A1) schemes of 2500 sq. m. or more (where required e.g. for out of town centre schemes).</li> </ul>	<ul style="list-style-type: none"> <li>• Retail Need &amp; Impact Statements</li> <li>• Transport Assessment</li> <li>• Waste Management Plan</li> <li>• Sequential tests where appropriate</li> </ul>	<ul style="list-style-type: none"> <li>• SPG7c Transport Assessments</li> <li>• SPG8a Waste and Recycling</li> </ul>
<ul style="list-style-type: none"> <li>• Non-food retail (Use Class A1) schemes of 2000 sq. m. or more.</li> <li>• Food retail (Use Class A1) schemes of 1000 sq. m. or more.</li> <li>• Business (Use Class B1) of 1000 sq. m. or more.</li> <li>• School, higher, further education (Use Class D1) of 2000 sq. m. or more.</li> </ul>	<ul style="list-style-type: none"> <li>• Travel Plan</li> </ul>	<ul style="list-style-type: none"> <li>• SPG7b Travel Plans</li> </ul>
<ul style="list-style-type: none"> <li>• Industrial (Use Class B2) of 2500 sq. m. or more.</li> <li>• Warehousing (Use Class B8) of 2500 sq. m. or more.</li> </ul>	<ul style="list-style-type: none"> <li>• Air Quality Statement</li> <li>• Travel Plan</li> <li>• Transport Assessment</li> </ul>	<ul style="list-style-type: none"> <li>• SPG8i Air Quality</li> <li>• SPG7b Travel Plans</li> <li>• SPG7c Transport Assessments</li> </ul>
<ul style="list-style-type: none"> <li>• Hotel (Use Class C1) of 2500 sq. m. or more.</li> <li>• Hospital (Use Class D1) of 2500 sq. m. or more.</li> <li>• Cinema (Use Class D2) of 2000 sq. m. or more.</li> <li>• Other Assembly and Leisure (Use Class D1) of 2000 sq. m. or more.</li> </ul>	<ul style="list-style-type: none"> <li>• Travel Plan</li> <li>• Transport Assessment</li> </ul>	<ul style="list-style-type: none"> <li>• SPG7b Travel Plans</li> <li>• SPG7c Transport Assessments</li> </ul>

2.12 Any necessary statements/impact assessments should be submitted alongside the planning application so that an informed decision can be made on the development proposal. The Council wishes to ensure that design and sustainability principles are taken into account in all developments in order to protect the character of the borough. The sustainability statement should indicate the extent to which sustainability principles have been incorporated into the location, layout design and construction of the proposed development. Detailed guidance on when a statement would be required and the information it should contain is set out in supplementary planning guidance. Particular reference should be

paid to SPG9, which provides detail on the sustainability statement. In terms of the design statement, context drawings and photos are encouraged, where appropriate.

- 2.13 The length and complexity of the design and sustainability statements are expected to reflect the size and nature of the site and the type and scale of development proposed. For example, an application for the erection of one new house would be expected to provide much less information than one for a large scheme of 10 new houses.
- 2.14 The Council wishes to respond quickly and positively to applications submitted for planning permission or listed building consent. Therefore failure to provide any necessary statements is likely to result in applications being returned unprocessed on grounds of insufficient details having been provided or refused if the application cannot be properly considered.

### **UD3: 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 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.**
- 2.20 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 worsen the quality of life for those living and working in Haringey.
- 2.21 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.

- 2.22 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 UDP policy, there are a number of others which seek to address the issue of air pollution and air quality (for example, UD2 Sustainable Design and Construction, ENV8 Facilities for Alternative Fuelling Infrastructure, ENV9 Mitigating Climate Change: Energy Efficiency, and ENV10 Mitigating Climate Change: Renewable Energy).
- 2.23 More detailed guidance is set out in supplementary guidance, for example, SPG1a Design Guidance and SPG9 Sustainability Statement – Including Checklist.

#### **UD7: 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.**

**In addition the Council will encourage:**

- c) **the allocation of space for composting in developments with gardens.**

- 2.29 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. SPG8a Waste and Recycling provides more guidance on space and location for waste storage and also on the form and content of waste management plans for large developments.
- 2.30 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.
- 2.31 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.

- 2.32 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.

#### **UD10: ADVERTISEMENTS**

Where they require consent, advertisements (including hoardings, free-standing display panels, and estate agent boards) will be granted consent provided they do not cause a public safety hazard 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.

- 2.40 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 1992 (as amended).

- 2.41 Circular 5/92 Town & Country Planning (Control of Advertisements) Regulations 1992 states that advertisements are subject to control only in the interests of “amenity” or “public safety” and this policy addresses that requirement. Further guidance on advertisements can be found in SPG6b Advertisements.

#### **UD11: 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 & Sites of Special Scientific Interest;**
- v. **Green Chains;**
- vi. **Historic Parks and Gardens;**
- vii. **Heritage Land;**
- viii. **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; and**
- c) **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.**

2.42 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.

2.43 The Council will expect operators to follow the former Office of Deputy Prime Minister's Code of Best Practice on Mobile Phone Network Development, and PPG8 Telecommunications (both available on the Department for Communities and Local Government (DCLG) website [www.dclg.gov.uk](http://www.dclg.gov.uk)). They should also take into account the Council's SPG1d Telecom Equipment – Including Satellite dishes.

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

## 2. ENVIRONMENT

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- ENV11: CONTAMINATED LAND
- ENV12: DEVELOPMENT AT OR NEAR PREMISES INVOLVING USE OR STORAGE OF HAZARDOUS SUBSTANCES



Better Haringey Bin

## Introduction

- 3.1 In allowing any development care should be taken to ensure that the environment is protected from harm and that development enhances as opposed to detracts from the environment. For example, as density in the borough increases there is a greater need to incorporate green elements in schemes, which encourages biodiversity. (Biodiversity is the subject of Policy OS11 in Chapter 8 Open Space). 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 diminish the quality of the environment within which we live. All development must also, where applicable, preserve existing resources.
- 3.2 **Guiding Principle**
- Our natural environment should be safeguarded.
- 3.3 **Key Objective**
- All development should protect and enhance the environment and should operate in a sustainable and environmentally friendly manner.

## CORE POLICIES

### **ENV5: WORKS AFFECTING WATER COURSES**

**Any proposed development which is likely to adversely affect defined watercourses will not be permitted, unless measures are taken to provide appropriately designed drainage works.**

- 3.17 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.
- 3.18 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.
- 3.19 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.

#### **ENV6: NOISE POLLUTION**

**The Council will ensure that new noise sensitive development is located away from existing, or planned sources of noise pollution. Potentially noisy developments should only be located in areas where ambient noise levels are already high and where measures are proposed to mitigate its impact.**

3.20 Noise pollution has 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.

3.21 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 may 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 Policy TCR5.

#### **ENV7: AIR, WATER AND LIGHT POLLUTION**

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

- a) requiring development to locate close to facilities and public transport;**
- b) requiring developments to include measures to avoid, reduce and only then mitigate the emissions of pollutants, where appropriate;**
- c) separating potentially polluting activities from sensitive areas (green belt, MOL or ecologically valuable sites) or uses (schools, hospitals, homes); and**

- d) **requiring developments that may cause pollution to locate in areas such as the defined employment areas to minimise their impact on the environment.**

**The Council will adopt the precautionary principle to 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.**

- 3.22 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. There are various supplementary planning guidance notes, including SPG9 Sustainability Statement – Including Checklist, which contain additional guidance on land contamination, light pollution, fumes and smells, water and energy.
- 3.23 The Government is committed to a 60% reduction in carbon dioxide emissions by 2050. By reducing the dependency on unnecessary conventional private motor vehicle use, efforts can be made to reduce carbon dioxide emissions, which also contribute to global warming.
- 3.24 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 cycle parking or internal storage space), can help to reduce car dependency. Separating uses from each other can also help to reduce pollution, for example by making sure that uses that emit pollution are not located near to schools, hospitals or housing. Tree planting is of some benefit to air quality and, if planted densely enough, can help towards the mitigation of potential noise nuisance.
- 3.25 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.
- 3.26 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.

## **ENV11: CONTAMINATED LAND**

**Development proposals on potentially contaminated land will be required to:**

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

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

- i. 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 local receptors.**
- ii. where land uses have resulted in soil and/or groundwater contamination, a site investigation will be required and reported in the form of a quantitative risk assessment.**
- iii. 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.**
- iv. any remediation works should be fully implemented and verified in a remediation report by a suitably experienced person before occupation of the site. If necessary, monitoring reports after completion of remediation works will be required.**

**Development proposals on potentially contaminated land will be refused planning permission where it has not been demonstrated to the satisfaction of the Local Planning Authority that risks associated with potential contamination have been properly addressed.**

3.39 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.

3.40 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)

3.41 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.

3.42 Supplementary planning guidance (SPG8f) provides additional guidance on how the Council expects applicants to deal with potentially contaminated land in the borough.

#### **ENV12: DEVELOPMENT AT OR NEAR PREMISES INVOLVING USE OR STORAGE OF HAZARDOUS SUBSTANCES**

**Planning permission for new development or the intensification of use of existing premises which involve the use or storage of hazardous substances will only be granted if there will be adequate separation from other uses in the interests of safety and amenity of the public.**

3.43 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.

3.44 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.

3.45 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.

- 3.46 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.
- 3.47 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.

# 3. HOUSING

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- HSG2: CHANGE OF USE TO RESIDENTIAL
- HSG5: HOSTEL ACCOMMODATION
- HSG6: HOUSES IN MULTIPLE OCCUPATION (HMO)
- HSG7: HOUSING FOR SPECIAL NEEDS
- HSG11: RESTRICTED CONVERSION AREAS



North Point, Tottenham Lane

## Introduction

- 4.1 One of the most basic human rights is that everyone has a home. Good quality housing is an important foundation for improving health, education and employment prospects. There is 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 people on low incomes, accommodation for the elderly, sites for travellers/Gypsies, housing for those with disabilities or other special needs.
- 4.2 A London Housing Capacity Study was carried out in 2004 to provide a new London wide housing target and update borough housing figures. The draft London Plan Alterations reflect housing capacity and set a draft target for Haringey of 6,800 dwellings, or 680 per annum over a ten year period 2007/8 – 2016/17. The housing target is for net additional dwellings and includes dwellings provided through development and redevelopment, conversions from residential and non-residential properties, together with bringing long term vacant properties back into use and new non self-contained accommodation.
- 4.3 The draft housing target will be incorporated into the London Plan in 2007. The Council will monitor housing consents and completions. The alteration to monitor the housing targets by 2011 accords with a plan monitor manage approach to housing provision and recognises that housing delivery is dependent on market factors and the provision of necessary transport, social and utility infrastructure.
- 4.4 **Guiding Principle**
- Every one in Haringey should have access to a decent, affordable and safe home appropriate to their needs.
- 4.5 **Key Objectives**
- Seek to maximise new housing opportunities.
  - Ensure an adequate standard and range of housing especially affordable and accessible housing in order to meet current and future needs in the borough.
  - To help create mixed and balanced communities.

## CORE POLICIES

### **HSG2: CHANGE OF USE TO RESIDENTIAL**

**A change of use to housing will be considered provided:**

- a) **the building does not fall within a defined employment area unless specified for housing in Table 4.1 and Schedule 1 or where a proposal satisfies the criteria in policy EMP4; or**

- b) it does not involve the loss of protected open space; or
- c) it is not in a primary or secondary shopping frontage as shown on the proposals map (unless it is above ground floor level);or
- d) the building can provide satisfactory living conditions.

4.14 For buildings suitable for conversion and the relevant standards please see SPG3a Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes.

4.15 Changes of use to housing will allow the Council to work towards its housing target while ensuring that there is no detrimental impact on the borough in terms of loss of employment/retail/open space. The standards set out in the SPG will help to ensure that suitable living conditions are provided.

#### **HSG5: HOSTEL ACCOMMODATION**

**New hostels will not be permitted where they involve a loss of residential premises unless:**

- a) a local need and a pre-let agreement has been signed between the applicant and the Council's housing department;
- b) 100% of accommodation is for households referred by Haringey Council (this will be secured through the use of s.106 agreements);

**In assessing proposals for hostel accommodation the Council will require that:**

- c) there is not another hostel within 400m;
- d) it is located close to public transport, local and support services;
- e) the scale and intensity of hostel use is appropriate to the size of the building.

**Where planning permission is granted it will be limited to a period of one year.**

4.24 The Council aims to ensure that homeless households are provided with suitable temporary accommodation of an appropriate standard within the borough. In certain parts of the borough there is an over-concentration of temporary accommodation, which causes problems. People living in hostel accommodation do not tend to stay in any one place for a long time and this can cause problems such as a lack of community spirit, increase in the cost of providing services, strain on social services and lower educational achievement. Therefore in areas where there is already a high level of hostel accommodation no further such uses will be permitted.

## **HSG6: HOUSES IN MULTIPLE OCCUPATION (HMO)**

Planning permission will be granted for houses in multiple occupation where:

- (a) the property is of an appropriate size to be converted to an HMO (more than two storeys and a floor area of more than 120m<sup>2</sup>; or
- (b) the proposal would not fall into a restricted area for HMO;
- (c) the proposal would not result in more than 20% of houses in the street being HMO and/or conversions; and
- (d) would not harm the amenity or character of the surrounding area or cause adverse parking problems.

A change of use from an HMO to a single dwelling house will only be considered in the following circumstances:

- (e) where the property is small and only 2 storeys;
- (f) where the property does not meet the appropriate standards and has no realistic prospect of meeting the standards; or
- (g) where the property is in a Housing Renewal Area and is not registered.

4.25 HMO (for the purposes of planning) are defined as “a single family dwelling house or self contained flat in a house organised in such a way that it becomes occupied by a number of separate households that share certain facilities in common”.

4.26 HMO 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. However, an over intensification of HMO in an area/street can result in loss of family housing, problems of increased on street parking and deterioration in the residential environment. To avoid such problems areas have been identified where any new HMO would be restricted.

4.27 Many HMO in Haringey are sub standard and the Council aims to ensure that standards are improved to provide satisfactory living conditions or where this is not possible encourage the buildings to be converted back to single dwelling houses. The Council will use its enforcement powers to ensure that HMO are of a satisfactory standard.

## **HSG7: HOUSING FOR SPECIAL NEEDS**

Planning permission for special needs accommodation will be permitted where the proposal:

- a) meets an identified need;
- b) would not harm the character or appearance of the surrounding area.

4.28 Special needs accommodation includes sheltered housing, residential care and nursing homes, children’s homes and other

supported housing schemes. A variety of accommodation types within the borough are needed to ensure everyone has a home suited to their needs. There is an acute need within the borough for units of supported accommodation for the following groups as identified in the Council's Housing Strategy:

- single homeless
- vulnerable families in the Sure Start Area
- survivors of domestic violence
- teenage parents
- people with mental health problems
- people involved in substance misuse
- young people at risk.

4.29 Special needs housing should be located close to<sup>1</sup> public transport, shops and local community/support services to ensure that such services can be easily accessed. The Council will have regard to the space standard guidelines laid down by the appropriate registration authority. Further guidance on appropriate designs and standards is contained in SPG3a Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes and SPG4 Access for All – Mobility Standards.

#### **HSG11: RESTRICTED CONVERSION AREAS**

**Permission will not be granted for conversions in the following areas:**

- a) **The Miltons: Area to North East side of Archway Road;**
- b) **Archway Road: Area to the South West Side of Archway Road;**
- c) **Harringay Ladder: Green Lanes to Wightman Road;**
- d) **Stroud Green: Area bounded by Stroud Green Road, Stapleton Hall Road, Florence Road and Woodstock Road;**
- e) **Muswell Hill: Roads near centre;**
- f) **Bruce Grove Ward;**
- g) **Myddleton Road, Wood Green;**
- h) **West Green Road;**
- i) **Crouch End: Roads near centre; or**
- j) **Streets where conversions and/or HMO already equal 20% of the properties (see policy HSG6).**

4.40 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.

4.41 It is considered that in the areas mentioned above the majority of properties have been converted into flats and are now experiencing problems of extreme parking pressure and a significant adverse

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<sup>1</sup> Approximately 400m from transport and local services.

effect on residential amenity. Any additional increase in on street parking would be detrimental to the effective operation of bus services. Therefore conversions will usually be resisted in these areas as they have already reached their capacity for conversions. The restricted conversion areas are identified in SPG3a Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes.

# 4. EMPLOYMENT

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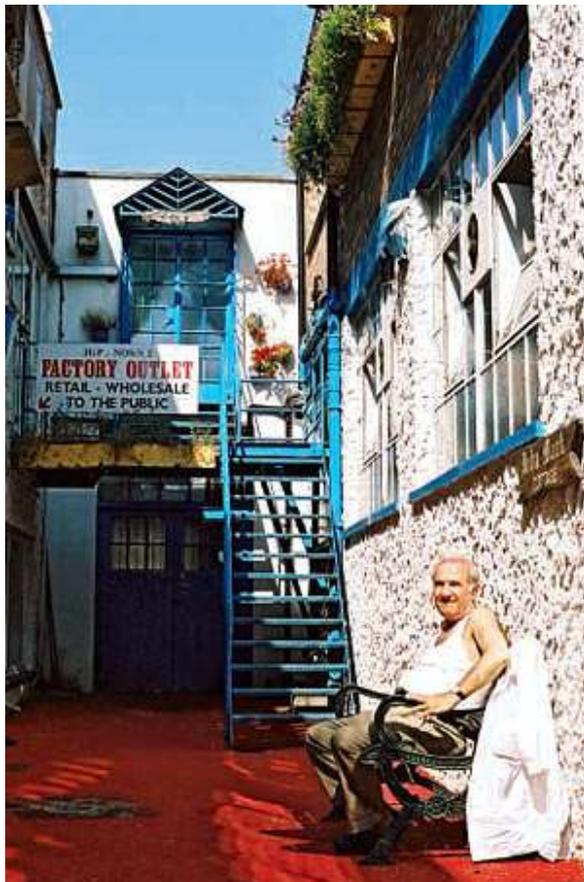
Core Policies

EMP4: NON EMPLOYMENT GENERATING USES

EMP5: PROMOTING EMPLOYMENT USES

EMP6: CAR REPAIRS WORKSHOPS, GARAGES AND CAR WASHES

EMP7: LIVE/WORK UNITS



Florentia Clothing Village

## Introduction

- 5.1 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, 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.
- 5.2 Haringey's economy is characterised by a high proportion of small companies. Over 90% of companies employ less than 24 people, which accounts for about 40% of total employment. In terms of the number of people employed, the retailing and wholesale distribution sector is the most significant accounting for some 21% of the employment in Haringey in 2000<sup>2</sup>.
- 5.3 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.
- 5.4 The policies in this chapter aim to create an economic environment, which is attractive to employers, and provide employment opportunities that reach all sectors of the community.
- 5.5 **Guiding Principles**
- There should be quality land, premises and transport links to enable businesses to start up, develop, expand and consolidate within the Borough.
  - The people of Haringey have better opportunities to obtain qualifications, skills and training to effectively compete and have access to jobs.
- 5.6 **Key Objectives**
- Ensure that a plan-monitor–manage approach is adopted for employment premises, and the creation of new ones is assisted where appropriate.
  - Ensure that land and premises are capable of embracing modern work requirements.
  - Seek to meet the needs of different sectors of the economy, especially SME's and those organisations within the voluntary sector through provisions of a range of premises of different types, sizes and costs.

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<sup>2</sup> UDP Monitoring Report 2002

## CORE POLICIES

- 5.7 For the purposes of this chapter the term 'employment generating uses' includes all non-residential uses that generate employment.
- 5.8 Proposals that fall within the 'A' and 'D' Use Classes, such as shops, community and leisure facilities will be assessed against other policies in the plan, notably TCR2, CW1 and CLT1.
- 5.9 The Council has identified a hierarchy of defined employment areas (DEAs), where certain types of employment uses should be concentrated. These employment areas vary in age, quality and size of buildings, access and the nature of the businesses within them. However, the commonality about these areas are that they are predominately devoid of residential uses, and the infrastructure exists to serve a range of business activity.
- 5.10 A review of the Borough's existing employment land and buildings was undertaken in 2003. The Employment Study provided an assessment of the employment land and demand in the Borough.
- 5.11 The Study evaluated the most significant industrial and warehousing areas in the Borough, using the Defined Employment Areas in the 1998 Adopted UDP as the baseline. In addition the study also looked at non retail uses within the main town centres and numerous industrial/warehousing sites outside these main employment areas. Around 144 employment generating sites most of which were under 0.2ha in size were examined. As part of the evaluation of the individual sites, future options were considered including, but not limited to, their potential for redevelopment for non- employment purposes.
- 5.12 The demand analysis included surveys of approximately 400 local firms about their future plans, and local commercial agents regarding demand for premises in the Borough. The Study's economic projections for the Borough suggest that there will be significant employment growth in Haringey in the period up to 2016. Based upon the GLA's forecast (The Future of Employment in Greater London, July 2002) employment in the Borough would increase by approximately 6600<sup>3</sup> between 2000 - 2016. The Haringey Employment Study 2003 modelling projected additional employment of up to 16,300 over the same period.
- 5.13 The Study shows that there is to be decline in some sectors such as manufacturing, public administration and transport, however the assessment of floorspace demand indicates that there will still be a net additional requirement for land and premises. The Haringey Employment Study concluded that there would be an additional

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<sup>3</sup> Employment and floorspace forecast from the Haringey Employment Study 2003 excludes self employment

requirement of up to 325,476m<sup>2</sup> in the period 2000 - 2016 for all forms of employment floorspace including B1 and non B1. Finally, if the additional employment floorspace requirement was limited to 'B' uses (offices, light and general industrial and warehouse) only, the Study forecast an additional floorspace requirement of up to 107,766m<sup>2</sup>.

- 5.14 The Council wishes to ensure that local firms are not forced out of business by development proposals, particularly if the firm is an important local employer. It is important that alternative premises are provided, preferably in the local area, which will enable the continued viability of firms and workers to continue in their employment. The Council will endeavour to work with other agencies to identify suitable sites within Haringey and if no suitable sites can be found then in neighbouring boroughs. In addition, the Council may direct firms in related or specialist industries and inter connected companies, who can compete but also co-operate with each other, towards geographical 'clusters'. In Haringey, certain industries are considered particularly suitable for clustering such as creative industries, clothing, general manufacturing, business services, food and drink and ICT.
- 5.15 A relocation strategy may not be appropriate for all employment generating uses, particularly if the operation has a history of giving rise to substantial nuisance by way of noise, smell, fumes, vibration, traffic generation or by other pollution.
- 5.16 It is recognised that although the supply of local labour is large and diverse, there is a mismatch between skills and job opportunities. Some of the aspects of the local labour market are low qualification and skills levels, low level of numeracy and literacy and a significant out commuting of skilled labour. The Council will work with interested parties and, where applicable, the developers or future occupiers of new or expanded employment sites to improve the skills level of those most effected and socially excluded to try and remove some of the barriers to sustainable employment.
- 5.17 Where appropriate, the Haringey Employment Partnership will assist applicants identify the areas for employment and training in accordance with the Council's Employment and Training Strategy. Furthermore, Haringey Council along with the neighbouring boroughs of Enfield and Waltham Forest are working towards a joint Local Labour Scheme specifically aimed at employment and training in the construction industry.

#### **EMP4: NON EMPLOYMENT GENERATING USES**

**Planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided:**

- a) **the land or building 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 DEAs, or 3 years within a DEA; or**
- c) **the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.**

5.28 The Council recognises that there is increasing demand for non employment generating uses, especially on surplus employment land. Therefore, alternative uses including residential and community facilities may be appropriate. However the retention and creation of employment is also high priority, and it is imperative that the Borough's employment base outside the DEAs is protected in order to maximise the job opportunities available in certain industries.

5.29 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 DEAs 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.

5.30 Where redevelopment or re-use would not give rise to a material loss of employment due to increase density or labour intensive operations, non employment generating use may be appropriate on part of the site. Criterion C will be dependent upon the proposed non employment generating use complying with other policies of the Plan. The contribution to wider regeneration objectives will be a factor in assessing the proposed redevelopment of the employment sites. Wider regeneration benefits and objectives are defined in paragraphs 4.13, 4.16, and 4.18 in Part 1 of the Plan.

5.31 Industrial Location and Employment Location DEAs are the Borough's most important and main supply of industrial land and premises. Generally it is not considered appropriate for non employment generating uses to be located in these areas.

5.32 However, there may be an exception where there is evidence of an unsuccessful marketing campaign to sell or let property, as set out in criterion b. Returns from Council owned commercial properties

indicates that the average period of vacancy between lettings is 18 months. A period of 3 years is considered appropriate to allow for the marketing of a property in a DEA for employment use. The type of evidence the Council will be looking for in terms of marketing for all applications are details of commercial agents used, adverts in publications, conditions of any lease and terms offered to the present or last occupants if applicable.

#### **EMP5: PROMOTING EMPLOYMENT USES**

**Proposals for employment generating uses within and outside the Defined Employment Areas will be supported provided that:**

- a) any trips generated by the proposal are catered for by the most sustainable and appropriate means; and**
- b) if it is on the edge and adjacent to a DEA, the proposal does not unduly inhibit the continuing operation of existing employment generating uses or compromise the employment status of the area;**

**Proposals for warehouses and storage (B8) should not lead to the loss of a good quality site for business or industry or any other labour intensive activity.**

5.33 Haringey's economy is predominately made up of small businesses, the Borough's average number of employee per firm is 7 and there is a high rate of start up businesses, which is indigenous growth rather than inward investment. There is an identified shortage of premises suitable for starter businesses and small businesses wishing to develop and grow within the borough. In particular, the Council will be seeking to increase the supply of managed business centres offering workspace for start-up or micro businesses with or capable of being connected to broadband information technology infrastructure. Advancement in information, communication and technology, and greater social and economic changes means that the methods and means of working are evolving.

5.34 The Council believes that most forms of commercial processes for the purposes of this plan can fit into a 'B' use class. However it is aware that there are many activities such as artist studios and galleries, and live/work units which may fall in another use class or are judged to be sui generis. These activities enhance the diversity of the local economic base and are valuable sources of employment for people. Where applicable for such uses the advice in paragraphs 5.8 and 5.27 of this chapter will apply.

5.35 New employment activities may increase traffic levels within the Borough. It is therefore important that such uses are located where the impact would be lessened or where they can be accessed by means of travel other than the car. New employment generating uses should not be at the expense of an unacceptable impact on the environment, and where possible the Council will support

appropriate development for manufacturing related to recycling of waste.

- 5.36 Warehousing tends to produce fewer jobs of a lower quality than other forms of employment and it is important that sites are reserved for uses that provide better quality jobs in greater numbers. Warehouse operations should be located close to and use the Primary and Secondary Road network and avoid locating in predominantly residential areas and should avoid the use of residential roads whenever possible.

#### **EMP6: CAR REPAIR WORKSHOPS, GARAGES AND CAR WASHES**

**The Council's preferred location for car repair, garages, car washes and other activities of a similar nature is within the Defined Employment Areas.**

**The Council will not permit the use of sites outside DEAs for such uses unless:**

- a) there will be no adverse effect on the amenity of surrounding occupiers by reason of noise, smell or other nuisance. Particular attention will be paid to proposals involving any paint spraying or panel beating which the Council considers unacceptable in residential areas;**
- b) there is adequate off-street parking and vehicle storage space on site;**
- c) there is no work outside the workshop, garage and site or on the highway;**
- d) the appearance of the workshop and its curtilage will not be visually detrimental to neighbouring uses;**
- e) 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.**

**Where proposals are considered acceptable in principle, conditions will be attached relating to the hours of operation and the nature of the activities in order to mitigate any adverse environmental effects.**

- 5.37 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 DEA's. However care must always be taken to ensure that the amenities of adjacent occupiers are not harmed as a result of the nature of 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 UD7 of this Plan.

- 5.38 The Council will expect planning applications for car repairs workshops and garages to have regard to the Use Related SPG11a.

**EMP7: LIVE/WORK UNITS**

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

- a) they are outside the Industrial Location DEAs as identified in Schedule 3 and the Proposals Map;**
- b) the residential element complies with the Council's standards on dwelling and room sizes and other residential amenity standards;**
- c) at least a minimum of 25% of the floor area is allocated for workspace; and**
- d) where appropriate, the proposals complies with policy EMP 5.**

**Detailed plans showing the proposed internal layout of individual units must be submitted with the application.**

**Where applicable, the Council will seek an element of affordable housing provision in schemes, further details are contained in the SPG10b: Affordable Housing.**

- 5.39 A live/work unit is a self-contained unit with separate living and working floorspace. Such development 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.
- 5.40 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.
- 5.41 Due to the nature of some of the activities that occur within the Industrial Location DEAs, it is considered that live/work units are not appropriate within such areas, as the residential element may endanger the continued employment use within the areas. However, within the Employment Location DEAs as set out in Schedule 3 live/units may be permitted, providing that they comply with other policies.
- 5.42 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.

# 5. TOWN CENTRES AND RETAILING

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TCR4: PROTECTION OF LOCAL SHOPS

TCR5: A3 RESTAURANTS AND CAFES, A4 DRINKING ESTABLISHMENTS AND A5 HOT FOOD TAKEAWAYS



Wood Green Shopping City Interior

## Introduction

- 6.1 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.
- 6.2 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.
- 6.3 **Guiding Principles**
- Haringey's town centres should be accessible, safe, inviting and inclusive.
  - The people of Haringey should have access to a range of goods, services and facilities to enable them to have a good quality of life.
- 6.4 **Key Objectives**
- To ensure that the Borough's town centres are easily accessible and meet the needs and requirements of its people.
  - Ensure people have access to a full range and quality of goods and services.

## CORE POLICIES

- 6.5 Haringey has six 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. These town centres are defined in Schedules 4 and 5. In addition, there are 37 Local Shopping Centres listed in Schedule 6.
- 6.6 In 2003, a Retail Capacity Study was produced for Haringey Council by Chesterton PLC. The study was a qualitative and quantitative retail assessment of retail demand and supply within the Borough. It focussed on the Borough's Metropolitan Centre and 5 district centres, involving town centre health checks, a SWOT (strengths, weaknesses, opportunities and threats) analysis and surveys with households, pedestrians and local agents.
- 6.7 In terms of convenience shopping the Study found that overall the Borough has a 38% market share of the main food shopping trip within its catchment area. In some areas the market share was as low as 8%, with the highest share being around 83%.
- 6.8 In terms of comparison goods, the Borough has an overall market share of around 27%, with the share being slightly higher for non bulky than bulky (electrical, DIY and furniture) comparison goods. It identified

Wood Green and Tottenham Hale Retail Park as the borough's principle destination for bulky good expenditure.

- 6.9 Based upon population predictions, expenditure trends, market shares, productivity i.e. more intensive use of existing floorspace, and accounting for other forms of trading i.e. e-commerce, the Study forecast future expenditure growth and thus additional floorspace requirement in the Borough. The forecast is for an additional 5250m<sup>2</sup> for convenience goods and 40,426m<sup>2</sup> for comparison goods floorspace for the period up to 2016.
- 6.10 Haringey is very much an urban borough with tight town centre boundaries, therefore opportunities for brownfield sites to accommodate additional demand for floorspace is limited. Additional growth will be directed towards the town centres. Development opportunities in and around the existing main centres are highlighted in this chapter.
- 6.11 **Wood Green:** Classified as a Metropolitan Centre, - see the Glossary for definition of a Metropolitan Centre - one of only 10 identified in the London Plan (2004). It is the largest centre in the Borough consisting of around 330 units comprising 86,864m<sup>2</sup> of floorspace.
- 6.12 Wood Green offers a range and choice of goods, both everyday needs such as food and other less frequently purchased goods. There is a high representation of multiple retailers and comparison retailing. In addition to shops Wood Green also has 2 multi-screen cinemas, a health club and a number of community facilities in its environs.
- 6.13 The 2003 Retail Capacity Study recommends that Wood Green should be the key focus for additional comparison goods floorspace and identifies limited redevelopment opportunities in the centre. These include 725 -731 Lordship Lane, and The Mall which is currently occupied by the Library and other units including the main post office.
- 6.14 The area adjacent to Wood Green Metropolitan Town Centre comprises large tracts of underused utilities land and is identified as an 'Area of Intensification' in the London Plan. The Council in conjunction with key stakeholders has developed a framework for this area known as the Haringey Heartlands Development Framework. One of the key aims and objectives of the framework will be to extend and complement Wood Green's role as a metropolitan centre, and help sustain and enhance the existing commercial provisions on Hornsey High Street.
- 6.15 **Bruce Grove/Tottenham High Road:** Classified as a District Centre, - see the Glossary for definition of a District Centre - the latest survey showed that the centre consisted of approximately 134 units comprising 20,270m<sup>2</sup> of floorspace.

- 6.16 The centre lies within a conservation area and is predominately made up of independent retailers. However, many of the buildings along the High Road are in a poor state of repair. The latest survey showed that the centre has a high vacancy rate. Furthermore, there is a low representation of comparison and multiple retailers. Enquiries to local agents suggest that there is strong demand for new start up businesses especially from the Afro-Caribbean community, indicating a strong degree of indigenous growth.
- 6.17 In terms of opportunities to accommodate additional retail floorspace, as stated above, there are a high number of vacant units including 529-535 High Road. Otherwise, most redevelopment opportunities in this area are just beyond the town centre boundary such as Scotland Green, the former Liberal Club and former Prince of Wales Public House.
- 6.18 A Tottenham High Road Strategy was produced in 2002, which proposed a vision and role for the High Road. It included the identification of specific sites for potential redevelopment. In relation to retail uses the Strategy recommended that new development be focused at existing facilities around Seven Sisters, Bruce Grove and Northumberland Park and integrated with neighbourhood regeneration initiatives.
- 6.19 **Crouch End:** Classified as a District Centre, it has 216 units comprising 30,983m<sup>2</sup> of floorspace. In addition to shopping Crouch End has a wide range of bars and restaurants, and a number of other non-retail commercial facilities such as a health club, and a centre for alternative medicine. There is a high requirement for more food and drink establishments, which suggests there is an active night-time economy in Crouch End. However, the majority of land use within the centre must remain in retail, to ensure that the daytime economy and activity is preserved.
- 6.20 Opportunities for redevelopment in and around Crouch End are limited to the Town Hall and adjacent land which will be the subject of a Council planning brief. Additional development sites include the former petrol station and vacant land at number 158, both of which are on Tottenham Lane.
- 6.21 **Green Lanes:** Classified as a District Centre it is made up of 214 units comprising of 32,284m<sup>2</sup> floorspace. Within the centre itself many of the shops are independently run by members of the Turkish and Kurdish communities. It is evident that the centre has evolved from being a focus for the Greek Cypriot community as it was at the time of the last UDP. There is also a strong night time economy with a broad range of take away/restaurants. However, the majority of land use should remain in retail, to ensure that the daytime economy and activity is preserved.

- 6.22 Opportunities to accommodate additional provisions in this District Centre is restricted to small in-fill, however, the inclusion of Harringay Arena Retail Park into the centre potentially offers an opportunity for greater diversity in terms of retail offer.
- 6.23 The Council proposes to produce a neighbourhood plan for Green Lanes District Centre and the surrounding environs. The Plan will be devised in partnership with the business sector, the community and other agencies.
- 6.24 **Muswell Hill:** Classified as a District Centre, it has 191 units comprising 30165m<sup>2</sup> of floorspace. The centre has a broad retail mix and a diverse range of facilities. The night-time economy in Muswell Hill is considered to be vibrant, with research showing that over half of the enquiries for new commercial floorspace in the centre were for food and drink. However, the majority of land use within the centre must remain in retail, to ensure that the daytime economy and activity is preserved.
- 6.25 Like the other town centres in the borough, the boundary is tightly drawn around existing commercial uses. However, there are several opportunities where the environment could be improved such as the car park on the land rear of the cinema, or intensify i.e. 1-7 Fortis Green Road and 124 -128 Muswell Hill Broadway.
- 6.26 **West Green Road/Seven Sisters:** Classified as a District Centre, it is the smallest of the Borough's main centres, and is made up of 154 units forming 17,503m<sup>2</sup> of floorspace. The centre is focused around West Green Road, and is predominately made up of local independent traders with a large Turkish, Cypriot and Afro-Caribbean influence.
- 6.27 The Tottenham High Road Strategy identified Wards Corner as a key site, and there is an adopted planning brief in relation to this building and the surrounding lands. Other opportunities within the existing centres are limited to vacant units.

### Sequential Approach to Site Selection

- 6.28 Government advice in PPS6 'Planning for Town Centres' sets out a sequential approach for retail development and other town centre uses. The approach requires that locations in existing centres are considered first, followed by edge-of-centre locations and then out-of-centre locations.
- 6.29 The sequential approach to site selection should be undertaken in accordance with paragraph 2.44 of PPS 6 'Planning for Town Centres'.

**Table 6.1: Appropriate Uses in Town Centres**

Retail including street	Cafes, bars, restaurants, pubs	Educational
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markets	and hot food takeaways	/academic institutions
Community facilities including health care facilities	Public open spaces	Business facilities
Residential above street level	Creative and cultural facilities	Leisure and recreation
Hotels/guest houses and other tourism	Public and civic building	

6.30 Town centres should provide a sense of place and identity and a focus for a variety of activities such as, but not limited to, those activities listed in table 6.1.

### **TCR2: OUT OF CENTRE DEVELOPMENT**

**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 (see paragraph 6.28);**
- b) **it will not have a demonstrably harmful effect on the vitality and viability of any nearby centres;**
- c) **the amenity and environment of occupiers of adjacent and nearby properties are not adversely affected;**
- d) **it is, or can be made, readily accessible by a choice of means of transport, including by bike and foot; 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.**

6.32 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.

6.33 Where the Council is satisfied that developments cannot be located in centres or edge of centre in accordance with Government guidance then locations alongside existing out of centre retail developments may be acceptable where appropriate. In addition, large retail developments may be acceptable where it is an essential and justified part of plans to comprehensively regenerate specific areas.

### **TCR3: PROTECTION OF SHOPS IN THE TOWN CENTRES**

**Proposals to change the use from existing Class A1 retail will be allowed provided that:**

- 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.

6.34 The Council will seek to retain all A1 use within the primary frontage 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 A1 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. Primary frontages are defined in Schedule 4. Secondary frontages contain a variety of service and other uses in addition to A1 retail. These frontages support the primary frontage of a centre. Secondary frontages are defined in Schedule 5.

6.35 In both the primary and secondary frontages, the non A1 units should not exceed the thresholds as set out in SPG11c Town Centre Retail Thresholds in any particular block or 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.

6.36 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 through guidance provided by Supplementary Planning Guidance 6a on the design of shopfronts.

### **TCR4: PROTECTION OF LOCAL SHOPS**

**Proposals to change the use from existing Class A1 retail will be allowed provided that:**

- 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**

6.37 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.

6.38 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.

6.39 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.

**TCR5: 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.**

- 6.40 Restaurant, café, drinking establishment, and hot food takeaway uses 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. Where appropriate full details of proposed flue/ventilation equipment must be in accordance with advice in the Sustainable Urban Design Standards in SPG6c and submitted to the Council for approval.
- 6.41 A large proportion of non-A1 retail in the town centres are made up of those operations falling within the food and drinks use class. Therefore, to preserve the viability and vitality of the town centres, SPG11c on Town Centre Retail Thresholds sets out a maximum threshold of 20% for each of the main centres. The Council considers that the impact 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.
- 6.42 There are certain types of uses falling within the A3, A4, and A5 use classes, 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 use classes. 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 (see policy UD7).
- 6.43 Finally, some A3, A4, and A5 use classes 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.

# 6. MOVEMENT

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Turnpike Lane Bus Station Tower

## **Introduction**

7.1 The safe, effective and convenient movement of people and goods in Haringey is the key to social inclusion, the viability and functionality of Haringey's local town centres and the growth of the local economy. In addition, land use and transport are interrelated and the improvement or expansion of transport influences land-use changes. The main purpose of movement related policies is to reduce the need to travel and this is realised by linking development and people's activities to transport improvements and changes. They also aim to provide a comfortable balance between a full range of travel modes and streetscape, as detailed in the Council's adopted Living Streets Manifesto. Emphasis is placed on the promotion of sustainable modes of travel such as walking, cycling and public transport and the discouragement of car usage.

## **7.2 Guiding Principles**

- People and goods are able to move around the borough safely and easily by walking, cycling, and using public transport and private vehicles.
- Effective transport planning, the reduction of congestion and maximising accessibility can promote local economic development and regeneration.

## **7.3 Key Objectives**

- To support and promote transport improvements where it would improve safety for all road users, including pedestrians and cyclists, enhance residential amenity and complement land development and regeneration strategies.
- Reduce the need to travel by car and promote more sustainable transport choices for local residents and local businesses.
- Improve freight movement, whilst minimising the environmental impact.
- To balance the need for parking and the environmental impact of traffic movement and parked cars.

## CORE POLICIES

### The Haringey Context

- 7.4 The policies in this Chapter aim to guide new development to locations where it can best be served by walking, cycling and public transport. They also aim to ensure that pedestrian, cycle and public transport links to existing developments are improved. 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. Transport improvements and projects are contained within the Local Implementation Plan (LIP) and the Borough Spending Plan (BSP). The LIP provides the policy context for the transport projects in the annual Borough Spending Plan submitted to Transport for London.

### **M8: ACCESS ROADS**

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

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

- 7.18 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.

## **M9: CAR-FREE RESIDENTIAL DEVELOPMENTS**

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

- a) there are alternative and accessible means of transport available;**
- b) public accessibility is good; and**
- c) a controlled parking zone exists or will be provided prior to occupation of the development.**

7.19 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.

7.20 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.

## **M10: 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.**

**Parking requirement will be assessed on an individual basis as part of the Transport Assessment in cases where this is deemed necessary according to Policy UD1.**

7.21 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.

7.22 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.

#### **M12: MINI CABS**

**Proposals for mini-cab offices should only be located within secondary frontages of town centres, in designated local shopping centres or adjacent to transport interchanges.**

**In considering applications for mini-cab offices (and driving school offices) the Council will have regard to the following criteria:**

- a) whether the proposed mini-cab operation is radio controlled; and**
- b) whether the proposal would have an adverse effect on traffic conditions in the area in particular the safe and efficient operation of buses.**

**Where proposals are considered acceptable in principle:**

- c) the Council will impose conditions relating to hours of operation, and noise;**
- d) the Council will require that premises are used for direct radio controlled taxis only; and**
- e) permission will normally be granted in the first instance for a limited period of 1 year, in order to assess and review the impact of the use, and made personal to the applicant.**

7.24 Mini cabs offer an additional choice of transportation and provide a valuable service to certain sections of the community. In addition they could offer new business and employment opportunities for some local people.

7.25 They can however, cause a loss of amenity to neighbours through noise, parking problems, customers visiting the office etc. and therefore relevant conditions will be imposed. These problems can be exacerbated by being located in inappropriate locations such as in residential areas.

# 7. OPEN SPACE

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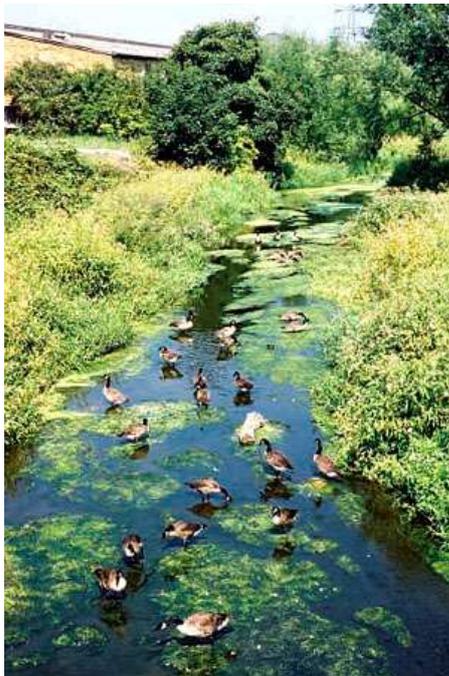
OS3: SIGNIFICANT LOCAL OPEN LAND (SLOL)

OS4: ALEXANDRA PARK AND PALACE

OS5: DEVELOPMENT ADJACENT TO OPEN SPACES

OS8: HERITAGE LAND

OS17: TREE PROTECTION, TREE MASSES AND SPINES



Geese at Tottenham Lock

## Introduction

8.1 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. As part of the Local Development Framework, an SPD will include local open space standards. Where open space is built upon, that open space is lost forever. A Haringey Open Space and Sports Assessment was conducted in 2003 and is available from the Council. When considering policies in this Chapter, regard should be had to SPG9 Sustainability Statement – Including Checklist, SPG10a The Negotiation, Management and Monitoring of Planning Obligations and SPG8d Biodiversity, Landscaping and Trees.

## 8.2 Guiding Principles

- Everybody in the borough should have good access to well-maintained, good quality, and sustainable open space.

## 8.3 Key Objectives

- To protect and promote a network of open space
- To maintain a satisfactory level of easily accessed open space in the borough with a variety of uses.
- Ensure that the flora and fauna with nature conservation value, environmental value or amenity value in the borough is protected and encouraged, and that the provision helps to meet the aims of the Haringey Biodiversity Action Plan (draft 2002).

## CORE POLICIES

8.4 The Council has designated some of its open land into particular categories in order to ensure that it is protected from unsuitable development and that the character of the open land remains essentially open. The three strongest categories of protection in the borough are Green Belt, Metropolitan Open Land and Significant Local Open Land.

8.5 A "Haringey Open Space and Sports Assessment" was carried out in 2003 which provides a comprehensive and robust assessment of all open space over 0.25 hectares and all public and private sporting facilities in the borough. It is linked to a study by the GLA on all the ecologically important sites in the borough (Sites of Importance for Nature Conservation in Haringey GLA, 2003). The recommendations from both studies in terms of land designation (both additions and

deletions from the previous plan) have been implemented and are now reflected in this plan.

### **OS3: SIGNIFICANT LOCAL OPEN LAND (SLOL)**

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.

8.11 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.

8.12 When assessing development proposals on SLOL land, the operational needs of utility companies should be taken into account. In particular cases, the essential need for new infrastructure may override the need to protect the open character of the SLOL land.

### **OS4: ALEXANDRA PARK AND PALACE**

Alexandra Park and Palace represents MOL of a unique character, which will be safeguarded in accordance with the above policy on MOL. In addition Alexandra Palace was designated as a listed building in 1996. Proposals for Alexandra Park and Palace should:

- a) conserve and enhance the habitat and ecological value of the Park.
- b) preserve and enhance the special architectural and historic interest and setting of the Palace and the historic form and layout of the park land.
- c) facilitate the restoration of the fabric of the building.
- d) enhance the outdoor recreational, leisure and sports opportunities within the Park, having regard to the needs of a wide range of users including the need for passive recreation.
- e) 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.

- f) not involve unacceptable levels of traffic that cannot be accommodated on site.
- g) 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 Park and 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.

8.13 Alexandra Palace and Park 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.

8.14 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.

8.15 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.

#### **OS5: DEVELOPMENT ADJACENT TO OPEN SPACES**

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.

- 8.16 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.
- 8.17 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.

#### **Other land designations**

- 8.18 Haringey has other land designations including ecologically valuable sites, historic parks and gardens and heritage land.

#### **OS8: HERITAGE LAND**

**Development will not be permitted on areas identified as heritage land. The Council will protect and enhance the open character, visual attractiveness and nature conservation value of areas identified as heritage land.**

- 8.27 Heritage Land is open land of strategic significance for its landscape, open character, historical and nature conservation interest.
- 8.28 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.

#### **OS17: TREE PROTECTION, TREE MASSES AND SPINES**

**The Council will seek to protect 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.**

- 8.52 Tree cover is of structural importance and major significance to the borough as a whole and not just residential areas.
- 8.53 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. In addition, the Council's Recreation Department, in conjunction with Planning will prepare a Tree Strategy for Haringey. Information on managing and recording trees, for example, will be included in the Strategy.
- 8.54 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. Large parts of the area of special character, Green Belt and Metropolitan Open Land derives special character from the quality and extent of tree cover. Groups of trees are particularly important within green chains.
- 8.55 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.
- 8.56 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.

# 8. CREATIVE, LEISURE & TOURISM

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Paddling Pool, Priory Park

## Introduction

- 9.1 Tourism, 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 chapter covers a wide range of very different activities and operations, and there is inevitable overlap with related areas such as sports, entertainment, and other recreational and leisure activities. Research shows that this market is fickle and transient, but at the same time on a national scale there has been a significant leisure, arts and tourism boom due in part to growth in expenditure.
- 9.2 A Cultural Quarter has been defined within the borough and this is outlined on the proposals map. The borough has also produced a Cultural Strategy for Haringey which examines how different agencies and organisations are working together to develop the range and quality of culture and cultural activity in Haringey from 2002 – 2007. It looks at how the Council can provide a firm base that will support and develop the creative economy and businesses through infrastructure and training, and it presents ideas and actions that will increase the range of opportunity to participate in creative activity for the people of the borough. The Mayor has also produced a Culture Strategy for London, which looks at these broad issues on a London-wide scale.

## Guiding principles

- 9.3 Creative, leisure and tourism (CLT) 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.

## Key Objective

- 9.4 To support and encourage the creative economy and businesses including leisure and tourism.

# CORE POLICIES

## **CLT3: 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 TCR 3 & 4); and**
- c) the use does not have an adverse impact on the amenities of the adjoining occupiers in terms of noise, traffic and nuisance.**

- 9.10 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.

#### **CLT4: HOTELS, BOARDING HOUSES AND GUEST HOUSES**

**Applications for hotels, boarding houses and guest houses will be permitted provided that:**

- a) the proposal does not result in the loss of housing stock contrary to any of the policies in the housing chapter.**
- b) the proposal is located within an existing town centre or at a location well served by public transport; and**
- c) the proposal does not have an adverse impact on the amenity of nearby residential properties or other uses.**

9.11 Hotels, boarding houses and guest houses create employment and economic activity both directly and indirectly. Tourists for the purpose of this plan are short-term visitors to Haringey or London for business, pleasure or social purposes. The preferred location for hotels, boarding houses and guest houses is in or close to town centres, but care must be taken to ensure that they are at least well-served by public transport. Proposals should not have an adverse impact on the environment by reason of noise, disturbance, traffic generation, exacerbation of parking problems, or detract from the character of the area. In general the local need for uses will be assessed in light of a strong presumption against the loss of residential accommodation.

# 9. CONSERVATION

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- CSV4: ALTERATIONS AND EXTENSIONS TO LISTED BUILDINGS
- CSV5: ALTERATIONS AND EXTENSIONS IN CONSERVATION AREAS
- CSV6: DEMOLITION OF LISTED BUILDINGS
- CSV7: DEMOLITION IN CONSERVATION AREAS
- CSV8: ARCHAEOLOGY



Drapers' Almshouses Chapel Window

## Introduction

- 11.1 Haringey has 28 conservation areas and over 350 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.
- 11.2 Guiding Principles
- Heritage conservation is recognised as a key factor in facilitating urban regeneration and promoting civic pride.
- 11.3 **Key Objectives**
- To protect buildings of architectural or historic interest and their settings.
  - To preserve or enhance the character and appearance of conservation areas.
  - To promote the conservation, protection or enhancement of the archaeological heritage of the Borough, including historic parks and gardens and its interpretation and presentation to the public.

## CORE POLICIES

### **CSV4: ALTERATIONS AND EXTENSIONS TO LISTED BUILDINGS**

**The Council will require that alterations or extensions to listed buildings:**

- a) are necessary and are not detrimental to the architectural and historical integrity and detailing of a listed building's interior and exterior;**
- b) relate sensitively to the original building; and**
- c) do not adversely affect the setting of a listed building.**

- 11.12 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 Conservation and Archaeology SPG2. 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.

### **CSV5: ALTERATIONS AND EXTENSIONS IN 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; and**

- b) retain or reinstate characteristic features such as doors, windows or materials of buildings.**

- 11.13 Alterations and extensions to buildings in Conservation Areas should have regard to the guidance set out in Conservation and Archaeology SPG2. 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 homeowner can make without the Council's permission. There are currently three Article 4 Direction Areas in Haringey, details of which are given in table 11.2. The areas concerned are:
- Noel Park
  - Tower Gardens
  - Rookfield

#### **CSV6: DEMOLITION OF LISTED BUILDINGS**

**The Council will protect Haringey's listed buildings by 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.**

**In some cases, if substantial community benefit would result from development, internal alterations may be acceptable in listed buildings. Each case will be judged individually. Further information is available in the Conservation and Archaeology SPG2.**

#### **CSV7: DEMOLITION IN CONSERVATION AREAS**

**The Council will 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.**

**In some exceptional cases, if substantial community benefit would result from total or substantial demolition of buildings in Conservation Areas the Council may consider this to be acceptable. Each case will be judged on its merits and weighed against arguments in favour of a building's preservation. Further information is available in the Conservation and Archaeology SPG2.**

- 11.14 Haringey's 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.

## **CSV8: 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.**

**The Council will ensure the proper investigation, recording of sites and publication of the results is conducted by a suitably qualified archaeological contractor, as an integral part of a development programme where a development incorporates archaeological remains or where it is considered that preservation in situ is not appropriate.**

- 11.15 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 11.3 and on the Proposals Map 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. Detailed records of these sites are maintained by the English Heritage Greater London Archaeology Advisory Service (Greater London Sites and Monuments Record). 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.
- 11.16 Detailed guidance is set out in the Conservation and Archaeology SPG2.

**Table 11.1: Designated Sites of Industrial Heritage Interest**

Source: Greater London Industrial Archaeological Society (GLIAS), May 2004

<b>Site</b>	<b>Heritage Interest</b>
Disused railway Finsbury Park to Highgate and Alexandra Palace N22	1) Station building at Alexandra Palace. 2) Viaduct. 3) 1940 interchange station at Highgate. 4) Twin tunnels. 5) Transformer station. Current use as Parkland Walk.
Bell Brewery, High Road N17	Early C19, elegant single storey with clock turret Listed grade II, restored and repaired, current user Haringey Community Transport.
Tottenham Brewery, Morrison's Yard, High Road N17	Compact 3½ storey former process block, 1892, architect William Bradford Handsome hipped lanterned roofs.
Gas Board Offices, 639 High Road N17	Jacobean style, red brick office block with terracotta decoration and iron finials depicting gas lights, built for Tottenham and Edmontion Gas Company in 1901, architect John Sherwell Corder of Ipswich. It was extended in 1914. Listed grade II, Flemish renaissance style ornate former head office of principal Tottenham industry.
Eagle Pencil Works, Ashley Road N17	Alfred Berol founded the Eagle Pencil Co, in USA, 1856. Their first UK factory was opened here in 1910. Name changed to Berol Ltd in 1971 on acquisition of Venus Pencil Co. Long two and three storey, architecturally pleasing factory building. Further detailed evaluation required.
Parish Pump, Tottenham Green N15	Well sunk in 1791 by Thomas Smith, lord of the manor. Wellhead rebuilt 1876 by parish surveyor, P P Marshall. The mechanism is surrounded by brickwork supporting a tiled, conical roof. Two removable handles turn single-throw crank to work subterranean pump, 1859, grade II listed; cast iron flywheel and crank under decorative roof.
Sewage Pumping Station, Markfield Road N15	Tottenham and Wood Green Joint Drainage Board established a sewage works here since c1885. The concrete walls of filter beds survive along with a plain, stock brick engine house. Inside is a Woolf compound rotative beam pumping engine by Wood Brothers of Sowerby Bridge, 1886, with high-pressure cylinder 21 inch diameter by 52 inch stroke and low-pressure cylinder 36 inch diameter by 72 inch stroke. It is self contained with decorated entablature supported by eight fluted cast-iron columns. The beam, 21 feet long, is fabricated from riveted wrought iron-plates and the flywheel is 27 feet in diameter. Engine stopped 1964. . Preserved by Lee Valley Regional Park Authority and Industrial Archaeology Group, adjacent to settlement tanks converted to children's playground.

Site	Heritage Interest
Bruce Grove Station N17	Undulating valances to platform canopies.
Alexandra Palace N22	Important 19 <sup>th</sup> century exhibition centre. T.V. studios and mast (1936) of great historical interest. Victorian theatre of 1873-5 with original stage machinery, brickwork from first Palace of 1870, pioneering architectural use of iron and glass in roof of second Palace of 1875.
New River	Important 17 <sup>th</sup> century aqueduct; straightened in 19 <sup>th</sup> century including 1,100m Wood Green tunnel (1859) Hornsey Sluice House, 1859, including site of a waterwheel, Hornsey Water Works filter beds of 1859 and 1879, red brick engine house 1903, Coal Tramway Bridge circa 1875 (at the waterworks, across the New River – served former pumping engines; interesting design; Cross Lane Well House pumping station 1887.
L.T. underground stations Turnpike Lane N15 and Bounds Green N22	1932, Turnpike Lane nationally listed grade II, an early example of Holden's modern style, with high brick and glass booking hall.
Highgate Pumping station, Hornsey Lane N6	New River Company Engine House, which pumped to the higher parts of Highgate and Hampstead. 1859, stock brick with stucco pediment. Base of large chimney Locally listed.
Archway Bridge N6	1813 bypass to Highgate Hill, brick bridge by Nash replaced in 1897 by cast iron bridge slightly to the south by Alexander Binnie, listed grade II; cutting beneath was widened 1972.
Fortis Green Pumping Station, Woodside Avenue N10	At end of 42 inch pumping main from Kempton Park, diesel ram pump blast injection engines by Mirrlees, Bickerton and Day (now removed) 1908.
Maynard's sweet factory, Vale Road N4	Plain 4 storey Fletton brick around courtyard, 1907, closed 1990, currently various uses including a restaurant, an arts studios and offices.
First Lotus Works, Tottenham Lane, N8 67 High Street, N8	Colin Chapman (1928-82) founded Lotus Engineering 7 on this site in January 1953. Plaque. Father ran the Railway Hotel (now GNR Hotel).
JAP Premises, Landsdowne Road, N17	The original buildings in which J A Prestwick lived with his wife. His first works are still here, although modified. Now a health centre and printers. The company moved manufacturing to new premises in Northumberland Park in January 1911. JAP became respected for its precision engineering and its innovative product range, including engines for racing cars, etc.
Tottenham Bus Garage, Philip Lane, N17	Built 1913 for the Tramways (MET) Omnibus Company. Modernised 1985-86, extended to the west 1999.

<b>Site</b>	<b>Heritage Interest</b>
Rainwater Cistera Rear of 64 Highgate, High Street, N6	Underground rainwater cistern for mineral water production (see Hornsey Historical Bulletin, no. 26, 1985).
Former Brewery, 4 North Hill, N6	Underground vaults, late 18 <sup>th</sup> or early 19 <sup>th</sup> century.
Former Fire Station, Conway Road, N15	Built around 1900 by Tottenham UDC in distinctive Accrington Stock red engineering bricks. Four arched doorways for horse-drawn fire engines on ground floor and flats for firemen on two upper floors. Backs onto former Council depot of similar date that has been converted to housing (Priscilla Close).
Cambridge House, 109 Mayes Road, N22	Former head office of Barratt's Sweet Factory which stood behind a very grand Baroque revival office building, dated 1897.
Former Sewage Pumping Station, 23 Burghley Road, N8	Small Hornsey borough pumping station from 1885 onwards with elaborate "Queen Anne style" façade dated 1897 and cast iron cor cart shed to cobbled yard. Converted to play club in 1983. Air compressors from this site now at Markfield Road pumping station museum.

**Table 11.2: Schedule of Article 4 Direction Areas in Haringey**

Area	Addresses Covered	Types of development for which permission is required
Tower Gardens	Awlfield Road; Ballioll Road; Bennington Road; Cheshunte Road; Cumberton Road; De Quincey Road 1-31, 2-30; Kevelioc Road; Lordship Lane 132-458 (even); Risley Avenue 1-203, 2-266; Shobden Road; Siward Road; Spigurnell Road; Teynton Terrace 1-31, 2-36; Topham Square; Tower Gardens Road; Turnant Road rear of the Roundway and Walden Road; Waltheof Avenue; Wateville Road.	1) Enlargements improvements and alterations to the front of a house or any side facing a road. 2) Porches outside any front or side door. 3) A hardstanding for a vehicle in a garden. 4) Gates, walls, or other means of enclosure in front of the building or facing a highway. 5) Painting any exterior brickwork, rendering or pebble dashing at the front or side.
Noel Park	Ashley Crescent; Darwin Road 1-47, 2-48; Farrant Avenue; Gladstone Avenue 35a-287, 60-276; Lymington Avenue 31-235, 42-300, Noel Park School, St Marks Church Hall and Vicarage; Morley Avenue; Moselle Avenue; Salisbury Road 19-81, 2-56; Vincent Road 1-49, 2-46.	1) Enlargements improvements and alterations to the front of a house or any side facing a road. 2) Porches outside any front or side door. 3) Gates, walls, or other means of enclosure in front of the building or facing a highway. 4) Painting any exterior brickwork, rendering or pebble dashing at the front or side.
Rookfield Estate	Cascade Avenue; Cranmore Way; Etheldene Avenue 43-69 and 76-88; Muswell Hill 1-33 odd, 6; Hollybank; Hollybank cottage and garages; Grove Lodge and Victoria Public House; Park Road 205-209 odd; Rookfield Avenue; Rookfield Close; St James's Lane 89-131, 108-132; The Chine; The Court.	1) Enlargements improvements and alterations to the front of a house or any side facing a road. 2) Porches outside any external door. 3) A hardstanding for a vehicle within the curtilage. 4) Construction of any gates, walls, or other means of enclosure or alteration or maintenance of these if they are in front of the building or facing a highway. 5) Painting any exterior brickwork or rendering.

**Table 11.3: Areas of Archaeological Importance (AAI)**

<b>Site</b>	<b>Description</b>	<b>Map Ref.</b>
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 cropmarks survive, and at its centre it marks the intersection of three parish boundaries.	B11
Highgate Village	By the 13 <sup>th</sup> century the area of Highgate Village was a hamlet, which was accessed by a new road established in the 14 <sup>th</sup> 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 <sup>th</sup> century chapel were maintained by a hermitage. The grammar school was founded in the 16 <sup>th</sup> century, apparently on the site of the earlier hermitage.	D12
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.	D/E10
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.	E8
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 <sup>th</sup> century, known as Topsfield Hall. Crouch End Academy is said to have been established in 1686 on the site of an earlier farmstead.	H11

<b>Site</b>	<b>Description</b>	<b>Map Ref.</b>
Hornsey Village	Hornsey High Street is likely the place of a Saxon settlement that evolved into a medieval village. The tower of the parish church still stands and dates to around 1500.	H/J9
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 <sup>th</sup> century. The site is now bisected by the railway line and the New River.	J8
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.	J7
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.	J12/13
Brownswood Manor House (Copt Hall), Finsbury Park	The Brownswood estate is known from the 12 <sup>th</sup> century, and stood on what is now the 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 <sup>th</sup> century had become a tavern.	L13
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.	M4
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.	N9
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.	N7
Medieval Moated Manor House, White	This moated manor, possibly Pembroke's Manor, is seen on maps dating to 1619,	N5

Site	Description	Map Ref.
Hart Lane	although the house was rebuilt in the 18 <sup>th</sup> 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 Hallow's Church	<p>Although the present building on the site dates to the 16<sup>th</sup> 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 14<sup>th</sup> 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 16<sup>th</sup> century tenement house, known as Awfield Farm.</p>	P6
Roman Road and Medieval Settlement	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 16 <sup>th</sup> century are located throughout the AAI.	Q/R4/5
Saxon Settlement and Medieval Manor House	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.	Q6/7

Site	Description	Map Ref.
Historic core of Tottenham	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.	Q8
Mocking Moated Manor	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.	R6
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.	R9
Willoughby Farm Medieval Site, Willoughby Lane	The AAI marks the location of a 12 <sup>th</sup> century moated medieval manor house and farmstead. The moat remained visible up to the mid 19 <sup>th</sup> century.	S5
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.</p> <p>The waterlogged conditions of ground adjacent to the Lee can lead to excellent survival of organic and environmental</p>	R11 – U5

<b>Site</b>	<b>Description</b>	<b>Map Ref.</b>
	remains, and such deposits are very important to our understanding of past environments and land conditions.	

## 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 – restaurants and cafes, A4 drinking establishments and A5 hot food takeaways
  - 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

- 4.1. 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 500m<sup>2</sup> 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 2500m<sup>2</sup>. 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 <sup>2</sup> GFA)	Public Transport Accessibility		
	Low	Medium	High
Up to 1000	1 space per 30m <sup>2</sup>	1 space per 50m <sup>2</sup>	1 space per 75m <sup>2</sup>
1000 to 2500	1 space per 20m <sup>2</sup>	1 space per 35m <sup>2</sup>	1 space per 45m <sup>2</sup>
2500 & above	Through the Transport Assessment		

#### A.2 Car Parking for Non-Food Retail

##### Maximum number of car parking spaces

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

### A.3 DISABLED PARKING

##### Minimum number of car parking spaces

Size	No. Spaces
Up to 1000m <sup>2</sup>	2
Over 1000m <sup>2</sup>	2 per 1000m <sup>2</sup>

## A.4 Cycle Parking

### Minimum number of cycle parking spaces

Type of Store	No. Spaces
Food	1 space per 150m <sup>2</sup>
Non-Food	1 space per 350m <sup>2</sup>

## 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 – A5 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 <sup>2</sup> GFA			2 spaces	1 space per 30m <sup>2</sup> GFA
Public House	1 space per 15m <sup>2</sup> GFA	1 space per 30m <sup>2</sup> GFA	1 space per 60m <sup>2</sup> GFA	2 spaces	
Restaurant	1 space per 12m <sup>2</sup> GFA	1 space per 15m <sup>2</sup> GFA	1 space per 20m <sup>2</sup> 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 <sup>2</sup> GFA	1 space per 800m <sup>2</sup> GFA	1 space per 1000m <sup>2</sup> GFA	2 per 1000m <sup>2</sup> GFA or part thereof	2 per 500m <sup>2</sup> GFA or part thereof

#### D.4 Goods Vehicle Parking and Servicing

Size (GFA)	Minimum No. Spaces
Up to 100m <sup>2</sup>	Not normally required
100 – 500m <sup>2</sup>	1 space
Over 500m <sup>2</sup>	1 extra space for every 500m <sup>2</sup> . The minimum bay size for units greater than 500m <sup>2</sup> 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.

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

b) 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.

- c) The Parking Standards given include space for visitors.
- d) 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 UDP Policy HSG 11). 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.

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 residential unit should be provided where possible.
Public	0.7 per unit	0.9 per unit	1.1 per unit	1.5 per unit	

## 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**

<b>Type of Use</b>	<b>No. of spaces</b>
Car repair workshops and garages	Parking provision needs to be assessed on an individual basis
Hostels	See above, in section with Use C1 hotels

# SCHEDULES

This section includes schedules of proposals and designations, which affect the use of land in the borough. These proposals and designations are illustrated on the amended Policies Map. Strategic designations are listed in Table 1 of the Plan.

## **Schedule 1: Site Specific Proposals**

This schedule identifies large sites in the borough where there is a potential for development and where development is likely to occur within the plan period (up to 2016). The schedule identifies sites where there are specific planning issues or proposals. The schedule includes sites where guidance to the public and/or developers is required, and for many sites planning briefs and development frameworks have been adopted or in preparation. Some of the sites have been carried through from the 2006 Plan, but development is likely within the plan period. The sites are shown on the Proposals map with a reference number linking them to the Schedule.

## **Schedule 2 Strategic Views of St Pauls**

This schedule sets out the defined areas and their limits as included in Policy 4B.15 'London View Protection Framework' of the London Plan, as they affect the strategic view from Alexandra Palace to St Paul's.

Schedule 3: Defined Employment Areas

**This schedule lists the Defined Employment Area (DEAs) in the borough. These DEAs are divided into three categories: Strategic Industrial Locations (SILs); Locally Significant Industrial Sites (LSIS) and Local Employment Areas (LEAs).**

Schedules 4-6: Town Centre Primary and Secondary Frontages and Local Shopping Centres

**These schedules identify the extent of the Town Centres and the Local Shopping Centres and the hierarchy of shopping frontages.**

## **Schedule 8: Lee Valley Park Proposals**

This schedule summarises the proposals for the Lee Valley Park as included in the Lee Valley Regional Park Plan 2000, which is produced by the Lee Valley Regional Park Authority (LVRPA).

Schedule 9: Green Belt and Metropolitan Open Land

**This schedule identifies the areas of the borough which are designated as Green Belt and Metropolitan Open Land. These form part of London's strategic open space network as identified in the London Plan.**

**Schedule 10: Significant Local Open Land**

This schedule identifies locally important areas of open space in the borough, known as Significant Local Open Land.

**Schedule 11: Ecologically Valuable Sites**

This schedule identifies ecologically valuable sites and corridors in the borough. The schedule identifies a hierarchy of sites: Sites of Metropolitan Importance; Sites of Borough Importance (Grades I and II); Sites of Local Importance; and Green Corridors. The schedule also includes statutory Local Nature Reserves in the borough.

**Schedule 12: Conservation Areas**

This schedule lists the Conservation Areas in the borough.

**Schedule 13: Historic Parks, Gardens and Landscapes**

This schedule identifies nationally and locally registered historic parks, gardens and landscapes in the borough.

## **SCHEDULE 1: SITE SPECIFIC PROPOSALS (updated March 2013)**

<b>Site No.</b>	<b>Name and Address</b>	<b>Ward</b>	<b>Existing Use</b>	<b>Proposal</b>	<b>Area (ha)</b>	<b>Policy designations</b>	<b>Progress</b>	<b>Map Ref.</b>
4	Haringey Heartlands, Hornsey Depot and Hornsey Waterworks, including Alexandra School, a large site in central Haringey East and West of the railway line	Hornsey and Noel Park, small area in Bounds Green	The site comprises mainly large areas of utilities (including a former water treatment works) and employment land on either side of the railway.	Comprehensive mixed use development to include employment, retail, housing, restaurant, healthcare and community facilities, including education.	26.24	Defined Employment Areas 4 and 21 Ecologically Valuable Site 2 Green Corridor Conservation Areas 10, 14 and 15 Cultural Quarter Significant Local Open Land 22	Planning permission was granted on Hornsey Waterworks. Development framework for Haringey Heartlands adopted April 2005.	J8
5	Former Friern Barnet Sewage Works, Pinkham Way, N10	Alexandra	Derelict site - former sewage treatment works	Employment generating uses subject to no adverse effect on the nature conservation value of the site.	6.20	Defined Employment Area 6 Ecologically Valuable Site 9		E4
6	Former Hornsey Central Hospital, Park Road N8	Muswell Hill	Former Cottage/Geriatic Hospital. Part of the home is run by Islington and Shoreditch. Islington plans decommission.	New build Health and Social Care Centre	1.09		Planning permission granted for health uses in December 2004.	G10
8	Greenfield School, Coppetts Road, N10	Fortis Green	Education Centre	If the site becomes surplus to education then housing may be acceptable.	0.42			C6
9	Hornsey Town Hall, The Broadway, N8	Crouch End	Council offices	Mixed use – such uses could include A1, A2, A3, B1, C3, D1, D2, a theatre (sui generis) and a farmers' market. For more detail see Section 5 of the adopted Planning Brief.	1.38	Crouch End District Centre Conservation Area 5 Strategic View	A planning brief was adopted in December 2004.	H11
10	Part of Lymington Avenue N22	Noel Park	Residential and temporary retail	Mixed use retail/residential/community use	0.35	Wood Green Metropolitan Centre	Planning brief adopted September 2003.	K7
12	Former Petrol Station site, 308 West Green Road, N15	St Anns and West Green	Commercial and residential	Mixed use including residential and retail	0.25		Planning brief adopted October 2004.	M9
13	White Hart Lane Stadium, High Road, N17.	Northumberland Park	Football stadium, retail and employment	Expansion. Including better facilities and mixed use development, including residential & possibly a hotel.	5.50	Conservation Area 2	See also Tottenham High Road Strategy.	R5

Site No.	Name and Address	Ward	Existing Use	Proposal	Area (ha)	Policy designations	Progress	Map Ref.
14	St Ann's Hospital, St Ann's Road, N15	St Ann's	Hospital site owned by Barnet, Enfield and Haringey Mental Health Trust The intention is to redevelop the site, once health related needs for the site have been established, but it is unclear how much of the site will be available for use other than health facilities.	Comprehensive mixed use scheme including residential, health facilities and a school If the site becomes surplus to health requirements, mixed use will be considered – mix to include predominantly community uses with an element of housing.	11.51	Conservation Area 17 Ecologically Valuable Site 32 Green Corridor		N10
15	Seven Sisters and Westerfield Road, N15	Tottenham Green	Residential, car park, sorting office and station	Mixed use commercial, retail and residential (see also SSP23 Wards Corner and Council offices at Apex House, N15)	0.55	Green Corridor	Planning brief adopted January 2004.	P10
16	341 - 379 Seven Sisters Road, N15	Seven Sisters	Retail/ housing/ industry	Retail/offices/ housing/ community	0.42		Planning brief to be prepared.	N11
17	Arena Business Centre, N15	Seven Sisters	Industrial, live/work	Employed led mixed use development	0.95		Planning brief to be prepared.	M11
18	Tottenham Green Baths/ Clyde Road. Town Hall Approach Road, N15	Tottenham Green	Vacant since 1991. Derelict industrial depot site and derelict baths building	Mixed use. Arts and Education.	1.64	Conservation Area 9	Planning Brief adopted 2002.	Q9
19	Land adjacent to railway line White Hart Lane, N17.	Northumberland Park	Under utilised Industrial	Employment led mixed use development including housing.	1.38	Conservation Area 2	Planning brief to be prepared.	Q5
20	Tottenham International including Tottenham Hale Station, the retail park, Hale Wharf and Tottenham Marshes	Tottenham Hale, Tottenham Green Seven Sisters	The framework area comprises mainly commercial/employment land, some designated as DEA. Transport interchange and MOL	Comprehensive mixed use development to include better integrated transport interchange, employment, university campus, retail, housing, leisure including the enhancement of the open space, education and community facilities.	138.89	Defined Employment Areas 7, 11, 12, 16, 17 and 24 Conservation Area 26 Lee Valley Regional Park Green Belt Ecologically Valuable Sites 1, 23, 24 and 41 Significant Local Open Land 8 Green Corridor Green Chain	Draft Development Framework for Tottenham International (2003) has been prepared.	R8

Site No.	Name and Address	Ward	Existing Use	Proposal	Area (ha)	Policy designations	Progress	Map Ref.
21	Wards Corner and Council Offices at Apex House, N15	Tottenham Green	Council offices	Comprehensive mixed use development (see also SSP15 Seven Sisters and Westerfield Road N15)	0.57	Conservation Area 26 West Green Road / Seven Sisters District Centre	Planning Brief adopted January 2004	Q10
23	Highgate/Church Road Clinic, N6	Highgate	Health Clinic	Neighbourhood Primary Care Centre (Health)	0.14	Conservation Area 1		D11
25	Cranwood Home for the Elderly adjacent to St. James School, Woodside Avenue, N10	Muswell Hill	Home for the Elderly	Education	0.55			D9
26	Texaco Garage, Tottenham Lane, N8	Hornsey	Petrol filling station, vacant lock up garages.	Mixed use, residential and retail.	0.23			H10
27	Lawrence Road, N15	Tottenham Green	Warehouses and offices.	Mixed use, employment and residential	3.76		Planning brief to be prepared	P9
28	Seven Sisters Road / Durnford Street/ Gourley Place, N15	Seven Sisters	Workshops	Mixed use including employment & residential.	1.06			P10
29	Omega Works, Hermitage Road, N15	Seven Sisters	Vacant factory/ warehouse	Mixed use employment and residential.	0.54			M11
30	Civic Centre, High Road Wood Green, N22	Woodside	Council offices	Mixed use	1.22	Conservation Area 12	A planning brief is being prepared and it is expected that it will be adopted by the end of 2006.	J6

## **SCHEDULE 2: STRATEGIC VIEWS OF ST. PAULS (POLICY UD5)**

- A. The London Plan (Policy 4B.15)** on the London View Protection Framework sets out the viewpoints to be afforded protection.

The defined areas and their limits referred to in the direction as they affect the view from Alexandra Palace to St. Paul's are set out below. Note that the viewing cones, including a foreground area, have been plotted and are defined in SPG1c Strategic Views. There is also a designation on the high ground around Ridge Road. In this area the height of any new buildings will have to be considered carefully, as they could potentially distract from the view.

- 1. THE VIEWING CORRIDOR**, extending from the viewpoint at Alexandra Palace and increasing to a width of 300 metres at St Paul's Cathedral above a base sight line taken from the viewpoint to the lower drum of the Cathedral.

	<b>Easting</b>	<b>Northing</b>	<b>AOD Height</b>
<b>Location and height of the viewpoint at Alexandra Palace</b>	529698.3	190061.1	92.2m
<b>Location and height of the lower drum of St Paul's Cathedral</b>	532054.4	181142.2	52.1m

The length of the Viewing Corridor is 9224.9 metres.

- 2. THE WIDER SETTING CONSULTATION AREA (WSCA)**, extending from the outermost points of the viewing area at Alexandra Palace given below, to a width of 440 metres at St Paul's Cathedral above a lateral extension of the base sight line.

	<b>Easting</b>	<b>Northing</b>	<b>AOD Height</b>
<b>Location and height of the western limit of the WSCA</b>	529549.7	189916.8	92.4m

The viewpoint marks the eastern extent of the Wider Setting Consultation Area.

- 3. THE BACKGROUND CONSULTATION AREAS (BCA)**, extending as a continuation of the lines from the outermost points of the viewing area which cross and pass St Paul's Cathedral at a width of 440 metres.

	<b>Easting</b>	<b>Northing</b>
<b>Location of Western limit of BCA</b> (Intersection of Charleston Street and Cotham Street, SE17)	532423	178624
<b>Location of Eastern limit of BCA</b> (Intersection of Old Kent Road and Mason Street, SE17)	533070	178903

The depth of the BCA is defined by a line connecting the two points given above and the consultation height threshold is 50 metres AOD.

AOD heights being Above Ordnance Datum as defined by the Ordnance Survey.

Diagrams to illustrate the areas referred to above are contained within the Supplementary Regional Planning Guidance Note 3: (Guidance on Protection of Strategic Views for London).

- B.** The London Plan (2004) requires the protection of front and middle ground impacts on London's important views. Haringey has identified front and middle grounds as shown on the Proposals Map. Co-ordinates for the foreground are below. However, the mid-ground is based on ground levels and surrounds Ridge Road and part of the Parkland Walk, with a buffer of 150 metres.

The foreground area has been defined in order to protect the area surrounding the viewpoint. The lower edge of the foreground area follows the line of Alexandra Palace Park.

	<b>Easting</b>	<b>Northing</b>
<b>Location of Foreground Eastern Limit</b>		
Alexandra Palace	529714	190075
Extending to	530376	189824

	<b>Easting</b>	<b>Northing</b>
<b>Location of Foreground Western Limit</b>		
Alexandra Palace	529509	189883
Extending to	529468	189406

### **AMENDED SCHEDULE 3 OF UDP**

Employment land hierarchy is divided up into the following categories:

Strategic Industrial Locations (SIL)

Locally Significant Industrial Sites (LSIS); and

Local Employment Areas - Employment Land (EL) and  
- Regeneration Areas (RA)

Number	Name	Type of LEA	Map Ref
1	<b>Crusader Industrial Estate, N15</b>	<b>LSIS</b>	<b>M11</b>
2	<b>Bounds Green Industrial Estate, N11</b>	<b>EL</b>	<b>F4</b>
3	<b>Brantwood Road, N17</b>	<b>SIL</b>	<b>S4</b>
4	<b>Campsbourne, N8</b>	<b>RA</b>	<b>J9</b>
5	<b>Cranford Way, N8</b>	<b>LSIS</b>	<b>J10</b>
6	<b>Friern Barnet Sewage Works, N10</b>	<b>EL</b>	<b>E4</b>
7	<b>Hale Wharf, N17</b>	<b>RA</b>	<b>S8</b>
8	<b>N17 Studios 784-788 High Road</b> <i>(released as part of the development of Tottenham Hotspur Football Ground)</i>	<b>EL</b>	<b>R5</b>
9	<b>High Road West, N17</b>	<b>LSIS</b>	<b>Q5</b>
10	<b>Lindens/Rosebery Works, N17</b>	<b>LSIS</b>	<b>S7</b>
11	<b>Millmead/Ashley Road Extension, N17</b>	<b>SIL</b>	<b>S8</b>
11A	<b>Land to the West of Railway Line</b>	<b>RA</b>	<b>S8</b>
12	<b>North East Tottenham, N17</b>	<b>SIL</b>	<b>T5</b>
13	<b>Queen Street, N17</b>	<b>LSIS</b>	<b>P4</b>
14	<b>South Tottenham, N15</b>	<b>LSIS</b>	<b>R10</b>
15	<b>Tottenham Hale, N17</b>	<b>SIL/RA</b>	<b>R8</b>
16	<b>Vale Road/Tewkesbury Road, N15</b>	<b>LSIS</b>	<b>N11</b>
17	<b>White Hart Lane, N17</b>	<b>LSIS</b>	<b>M5</b>
18	<b>Willoughby Lane, N17</b>	<b>RA</b>	<b>S5</b>
19	<b>Wood Green, N22</b>	<b>RA</b>	<b>J8</b>
20	<b>High Road East, N17</b> <i>(released as part of the development of Tottenham Hotspur Football Ground)</i>	<b>EL</b>	<b>R5</b>
21	<b>Marsh Lane, N17</b>	<b>SIL</b>	<b>T6</b>

<b>22</b>	<b>Rangemoor Road/Herbert Road, N15</b>	<b>RA</b>	<b>Q10</b>
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**SCHEDULE 4: TOWN CENTRE PRIMARY FRONTAGES (POLICY TCR3)**

<b>Centre</b>	<b>Address</b>
Wood Green Metropolitan Centre, N22	1-133 (odd) High Road, 2-74 (even) High Road 1-14 (cons) Cheapside, 1-9a (odd) Westbury Avenue 106 Alexandra Road Shopping City complex (including High Road frontages)
Crouch End District Centre, N8	1-61 (odd) The Broadway 6-8 (even) The Broadway 26-54 (even) The Broadway 1-26 (cons) Broadway Parade 1-44 (cons) Topsfield Parade 1-9 (odd) Park Road 2-24 (even) Park Road 1-4 Broadway House
Green Lanes District Centre, N4	1-80 (cons) Grand Parade 407-575 (odd) Green Lanes
Muswell Hill District Centre, N10	1-333 (odd) Muswell Hill Broadway 36-264 (even) Muswell Hill Broadway 318-420 (even) Muswell Hill Broadway 2-20 (even) Fortis Green Road (Sainsbury, Muswell Hill)
Tottenham High Road/Bruce Grove District Centre, N17	444-554 (even) High Road 467-549 (odd) High Road
West Green Road/Seven Sisters Road District Centre, N15	1a-95 (odd) West Green Road 2-110 (even) West Green Road 227-261 (odd) High Road 220-224 (even) High Road 230 High Road (Tesco Seven Sisters)

**SCHEDULE 5: TOWN CENTRE SECONDARY FRONTAGES (POLICY TCR3)**

<b>Centre</b>	<b>Address</b>
Wood Green Metropolitan Centre, N22	Secondary frontage (south) 17-35 (odd) Westbury Avenue 1-9 (cons) Turnpike Parade, Green Lanes including Cinema 2-8 (even) Westbury Avenue, 1-3 (cons) Westbury Arcade, 258-278 (even) Langham Road 1-4 (cons) Wellington Terrace Adj 1 Wellington Terrace
	Secondary frontage (East) 11-25 (odd) Lymington Avenue 10-18 (even) Lymington Avenue excluding Community Centre 30-32 Lymington Avenue 4 Glynne Road
	Secondary frontage (North) 136-240 (even) High Road 1-19 (cons) The Broadway Library Arcade 203-207 (odd) High Road 1-11 Station Road Safeway Store and arcade Spouters Corner
Crouch End District Centre, N8	Secondary Frontage (South) 126-146 (even) Crouch Hill Floral Hall Crouch Hill 2-4 The Broadway 147-153 (odd) Crouch Hill 1-35 (odd) Crouch End Hill 2-72 (even) Crouch End Hill
	Secondary Frontage (North/East) 27-38 (cons) Broadway Parade 45-55 (cons) Topsfield Parade
	Secondary Frontage (North) 2-34 (even) Middle Lane
	Secondary Frontage (North/West) 11-59a (odd) Park Road 42-48 (even) Park Road 68-70 (even) Park Road
Green Lanes District Centre, N4	Secondary Frontage (South) 329-379 (odd) Green Lanes 385-405 (odd) Green Lanes

<b>Centre</b>	<b>Address</b>
	Secondary Frontage (North) 577-593 (odd) Green Lanes 1-11 (cons) Salisbury Promenade including the Coliseum Salisbury Hotel, Green Lanes 430 Harringay Arena, Green Lanes MacDonald's Restaurant, Williamson Road, N4 444-452 (even) St Ann's Road 570 -572 Green Lanes
Muswell Hill District Centre, N10	Secondary frontage (Fortis Green Road) 22-230 (even) Fortis Green Road 1-121 (odd) Fortis Green Road
	Secondary Frontage (Muswell Hill Road) 107-123 (odd) Muswell Hill Road 2-30 (even) Muswell Hill Broadway
	Secondary Frontage (Muswell Hill Broadway-East) 266-314 (even) Muswell Hill Broadway The Hill PH, 56 Muswell Hill
	Secondary frontage (Muswell Hill Broadway - West) 422-522 (even) Muswell Hill Broadway
Tottenham High Road/Bruce Grove District Centre, N17	Secondary Frontage (Bruce Grove) 1 & 2 Station Buildings, Bruce Grove 1-4 (cons) Bruce Grove 68-119 (cons) Bruce Grove
	Secondary Frontage (High Road North) 551-577 Tottenham High Road 560-592 Tottenham High Road
West Green Road/Seven Sisters Road District Centre, N15	Secondary Frontage (Seven Sisters) 709-723 Seven Sisters Road
	Secondary Frontage (West Green Road) 97-111 (odd) West Green Road 112-126A (even) West Green Road

**SCHEDULE 6: LOCAL SHOPPING CENTRES (POLICY TCR4)**

<b>Number</b>	<b>Centre</b>	<b>Addresses</b>
1	Alexandra Park Road, N10	88-126 Alexandra Park Road, 111-121 Alexandra Park Road
2	Archway Road N6	247-269 Archway Road 271-395 Archway Road 169 Southwood Lane 162-228 Archway Road 230-258 Archway Road 260-274 Archway Road 306-314 Archway Road
3	Aylmer Parade, N2	22-37 Aylmer Parade 14-21 Aylmer Parade
4	Bounds Green, N11	38-50 Bounds Green Road Latham Court 1-11 Queens Parade 5-7 Brownlow Road 1 Maidstone Road
5	Broad Lane, N15	73-87 Broad Lane 89-103 Broad Lane 2-8 Walton Road 2-8 Victoria Road
6	Commerce Road, N22	4-26 Commerce Road
7	Cranley Parade, N10	37-59 Muswell Hill Road
8	Craven Park Road, N15	109-117 Craven Park Road 1A Elm Park Avenue
9	Crescent Road, N22	1-11, 2-20 Crescent Road 2-26 Palace Gates Road
10	Ferme Park Road, N4	1-23, 2-10 Ferme Park Road, 64/64b/68 Stapleton Hall Road
11	Great Cambridge Road, N17	9-31, 18-56 Great Cambridge Road
12	Green Lanes, N8	643-661 Green Lanes
13	Hermitage Road, N4	285-293 Hermitage Road
14	Highgate High Street, N6	44-90 High Street 2-42 High Street
15	Hornsey High Street, N8	1-67 High Street 2-62 High Street 78 - 106 High Street 1-6 Campsbourne Parade 210-226 Middle Lane

<b>Number</b>	<b>Centre</b>	<b>Addresses</b>
16	Lordship Lane East, N17	134-138, 183-205 Lordship Lane
17	Lordship Lane Roundway, N17/N22	387-483 Lordship Lane 460-520 Lordship Lane 532-576 Lordship Lane
18	Lordship Lane West, N22	608-642 Lordship Lane 1-25 Salisbury Road
19	Lordship Lane Central	342-384 Lordship Lane
20	Midhurst Parade, N10	1-6 Midhurst Parade, Fortis Green
21	Myddleton Road, N22	74-136a Myddleton Road 65-143 Myddleton Road
22	Park Lane, N17	102-126 Park Lane 161-195 Park Lane
23	Park Road/Priory Road, N8	298-316 Park Road 159-187 Priory Road
24	Philip Lane East, N15	176-208 Philip Lane
25	Philip Lane West, N15	187-211, 260-278 Philip Lane
26	Quernmore Road, N4	34-48, 41-47 Quernmore Road
27	Seven Sisters Road, N15	483-531 Seven Sisters Road 600-616 Seven Sisters Road
28	Stroud Green Road North, N4	178-202 Stroud Green Road
29	Stroud Green Road South, N4	74-104 Stroud Green Road
30	Tottenham Lane, N8 (East)	29-99 Tottenham Lane
31	Tottenham Lane, N8 (West)	121-157 Tottenham Lane
32	Tottenham High Road North, N17	793-811, 804-838 High Road 1-21 Northumberland Park
33	Turnpike Lane	1-137 Turnpike Lane, 60-84 Turnpike Lane, 8-38 Turnpike Lane
34	Westbury Avenue, N22	28-44, 57-79 Westbury Avenue
35	West Green Road Central, N15	293-341 West Green Road 1-9 Vicarage Parade 261-269 West Green Road
36	West Green Road West, N15	432-470, 437-451 West Green Road 410-430 West Green Road
37	Weston Park, N8	85-93, 96a-104 Weston Park

Number	Centre	Addresses
		113/5 Inderwick Road
38	Wood Green High Road North, N22	336-362 High Road

**SCHEDULE 8: LEE VALLEY PARK PROPOSALS (POLICY OS9)**  
**(from the Lee Valley Regional Park Plan, 2000)**

<b>Site (Park Plan proposal)</b>	<b>Summary of Park Plan Proposal (Lee Valley Regional Park Plan 2000)</b>
Over arching proposal (section 6) for Area of Regional Park within Haringey	Area of restored valley landscape for nature conservation, recreation and arts activities based on ecologically valuable open water, grassland habitats and accessible open spaces.
Waterway Corridor Proposal (WC6) consisting of Lee Navigation, River Lea Diversion & southern part of Pymmes Brook	<ul style="list-style-type: none"> <li>a) the café at Stonebridge Lock to be upgraded as a high quality waterside visitor facility, which supports recreation and nature conservation users across Tottenham Marshes.</li> <li>b) water quality to be substantially improved south of Ferry Lane and maintained throughout this section.</li> <li>c) existing moorings along the Lee Navigation, especially between Stonebridge Lock and Ferry Lane to be rationalised and associated structures removed.</li> <li>d) special protection to be given to the waterside environment at Hale Warf and to opportunities to bring the site into leisure and recreational use. Pedestrian and cycle links between Hale Warf, Tottenham Marshes and the Paddock site to be created and the route across Hale Warf connecting these links to be safeguarded.</li> </ul>
Tottenham Marshes including Clendish Marsh and Wild Marsh west (proposal 6.1)  Proposal 6.1 (b)	<p>Area for informal recreation set within a waterside park, which restores the character and distinctiveness of the floodplain landscape, rejuvenates the watercourses and improves habitats for people and wildlife.</p> <p>Improvements to Clendish Marsh to be undertaken to provide an events area and space for recreational, art and cultural activities linked to visitor facilities at Stonebridge Lock.</p>
Paddock Site Ferry Lane (proposal 6.2)	Area of wildlife value and interest for nature conservation, opened up for public enjoyment creating a gateway into the wider Regional Park.
Markfield (proposal 6.4)  Proposal 6.4 (d)	<p>Area for recreation, sporting and educational activity based on the open spaces, playing fields and specialist heritage interests.</p> <p>The Markfield Engine and Pumping House within site 6.4 to be preserved and proposals to develop a museum, and a science, engineering and technology centre pursued.</p>

**SCHEDULE 9: GREEN BELT AND METROPOLITAN OPEN LAND  
(POLICIES OS1 AND OS2)**

Number	Name	Area (hectares)	Map Ref
<b>Green Belt:</b>			
1.	Lee Valley Regional Park	55.07	T6
<b>Metropolitan Open Land:</b>			
1.	Coldfall Wood and Coppetts Road Sports Ground N10	22.50	C7
2.	Highgate Golf Course, N6	33.18	B11
3.	Parkland Walk (Section from Highgate Underground Station to Finsbury Park), N4	8.83	F12
4.	Parkland Walk (Section from Muswell Hill Road to Muswell Hill), N10	2.62	E12
5.	Highgate Wood, Queens Wood, Shepherds Hill Allotments and Crouch End Playing Fields, N6	73.00	E10
6.	Alexandra Park, N22	88.59	G8
7.	Muswell Hill Golf Course, N10	52.09	F5
8.	Finsbury Park, N4	45.40	L13
9.	New River Sports Ground, White Hart Lane Recreation Ground, N17	30.43	L5
10.	Lordship Lane Recreation Ground and Downhills Park, N17	35.16	N7
11.	Tottenham Cemetery and Bruce Castle Park, N17	28.85	P5
12.	Highgate School Playing Fields, N6	8.70	C12
13.	Highgate Station Cutting, N6	1.70	E11
14.	Coldfall School and Fortismere School Playing Fields & 79 Creighton Avenue, N10	8.09	D8
15.	Former track bed - adjacent Highgate Wood, N6	1.48	D11
16.	Former railway land adjacent to Finsbury Park, N4	1.78	K13
17.	Highgate School Sports Ground, N6	2.17	D12

**SCHEDULE 10: SIGNIFICANT LOCAL OPEN LAND (POLICY OS3)**

<b>Number</b>	<b>Name</b>	<b>Area (hectares)</b>	<b>Map Ref</b>
1.	St Aloysius/Channing Playing Fields N8	5.88	F11
2.	Scout Park, Woodfield Way, N11	3.43	G5
3.	Crouch Hill covered reservoir N8	2.92	J12
4.	Chestnuts Recreation Ground N15	5.18	M10
5.	Frederick Knight Sports Ground N17	3.92	S4
6.	Fortis Green Reservoir and Playing Field	7.10	D9
7.	Woodside Park N22	4.15	J5
8	Down Lane Recreation Ground N17	6.93	R8
9	Priory Park N8	6.43	G9
10	Ducketts Common/Greengate Common N8	3.13	L9
11	Avenue Gardens, N22	4.57	H6
12	Chapmans Green, N22	0.76	L6
13	Civic Centre Gardens, N22	0.94	J6
14	Kings Road Public Open Space, N22	0.21	K6
15	Noel Park Recreation Ground, N22	2.00	L7
16	Paignton Park, N15	1.92	P11
17	Railway Fields, N4	1.04	L11
18	St Mary's Churchyard, N8	0.61	J9
19	Stanley/Culross Public Open Space, N15	0.60	M9
20	Tottenham Green, N15	1.12	Q9

<b>Number</b>	<b>Name</b>	<b>Area (hectares)</b>	<b>Map Ref</b>
21	Tower Gardens, N17	1.32	N6
22	Wood Green Common, N22	1.77	J7
23	Stationers Park, N8	1.61	J11
24	Weir Hall Road, N17	1.69	N5
25	Belmont Recreation Ground, N15	3.06	M8

## **SCHEDULE 11: ECOLOGICALLY VALUABLE SITES (POLICY OS6)**

### **SITE GRADING**

The sites are graded into those of Metropolitan, Borough and Local Importance, definitions of which are given in chapter 4 of the GLC Ecology Handbook No.3 (pages 10-11). In summary:

#### **SITES OF METROPOLITAN IMPORTANCE**

These are identified largely on intrinsic nature conservation value from a London-wide perspective, although social value may also be taken into consideration. These sites are the highest priority for protection.

#### **SITES OF BOROUGH IMPORTANCE**

These are similarly identified, but taking a Borough-wide view, not that of the whole of London. This means that a Borough site in an ecologically-rich area like Haringey may be intrinsically better than one in a less rich area like Hammersmith & Fulham. Despite the potential variation in quality of Borough sites for different boroughs, those that are richly endowed with wildlife sites are likely to contain more Borough sites than ones which are relatively ecologically deficient. Borough sites are further divided into Borough Grade I and Borough Grade II categories; both types are of significant nature conservation value, but Borough I sites are of greater importance.

#### **SITES OF LOCAL IMPORTANCE**

Local sites are those which may be of a particular value to nearby residents or schools. In many cases these sites are already used by schools for nature study or are run by management committees mainly composed of local people. Local sites are particularly important in areas deficient in nearby wildlife sites. Areas of deficiency are here defined as those areas of built-up London which are more than a kilometre from an accessible wildlife site of at least Borough importance. If there are sites within such areas which offer at least limited interest for observing wildlife, or which have the potential to develop this interest, these will be chosen as local sites, as long as they have access or there is likelihood that this could be negotiated.

#### **LOCAL NATURE RESERVES**

Section 21 of the National Parks and Access to the Countryside Act, 1949, gave local authorities the power to acquire, declare and manage nature reserves. They are areas where the aim is to preserve manage and enhance the nature conservation interest of the selected site and provide the opportunity for study of flora and fauna of special interest.

<b>SITES OF METROPOLITAN IMPORTANCE</b>		
<b>Number</b>	<b>Name</b>	<b>Map Ref</b>
1.	The Lee Valley near Walthamstow. Part is included in the Proposed Lee Valley Special Protection Area as listed under the EC Directive on Wild Birds.	Cross Borough
2.	The New River.	Cross Borough
3.	Parkland Walk.	Cross Borough
4.	Highgate Wood. (includes Alexandra Palace track bed), N6	D10
5.	Queens Wood, N6	E10
<b>SITES OF BOROUGH IMPORTANCE (GRADE I)</b>		
6.	Coldfall Wood, N10	C7
7.	Railway Fields Nature Reserve, N4	L11
8.	Alexandra Park (inc. Nature Conservation Area), N22	G8
9.	Former Friern Barnet Sewage Works includes Alexandra Road Depot, N10	E4
10.	Bluebell Wood and Muswell Hill Golf Course, N10	F5
11.	Crouch End Playing Fields Complex, N8	F10
12.	Scout Park, N11	G5
13.	Wood Green Reservoirs, N22	H7
14.	Tottenham Marshes, N17	T5
<b>SITES OF BOROUGH IMPORTANCE GRADE II</b>		
15.	Fortis Green Covered Reservoir and playing field, N10	C9
16.	Tottenham Cemetery and Bruce Castle Park, N17	P5
17.	Former Railway Lands, Park Avenue, N22	J7
18.	Grove Lodge, Muswell Hill, N10	F9
19.	Tunnel Gardens, N22	G5
20.	Highgate Golf Course, N6	B11
21.	Finsbury Park (excluding New River and Parkland Walk), N4	L12

<b>Number</b>	<b>Name</b>	<b>Map Ref</b>
22.	Tottenham Railsides.	Cross Borough
23.	Markfield Recreation Ground, N15	R10
24.	Tottenham Hale to Northumberland Park Railsides.	Cross Borough
25.	Harringay Stadium Slopes, N4	M11
26.	Stroud Green Railway Bank, N4	K11
27.	Holickwood Park, N10	E4
<b>SITES OF LOCAL IMPORTANCE</b>		
28.	Rhodes Avenue Spinney and Albert Road Recreation Ground, N10	F6
29.	Lordship Lane Recreation Ground and allotment gardens, N17	N7
30.	Harrington Site, N6	E13
31.	Southwood Lane Wood, N6	D12
32.	St Ann's Hospital Grounds, N15	M10
33.	Downhills Park, N17	M8
34.	St Mary's Churchyard, Hornsey, N8	J9
35.	New River Sports Centre, White Hart Lane Recreation Woodside Park and allotment gardens, N17.	L5
36.	Nightingale Gardens and Avenue Gardens, N22	H6
37.	Priory Park, N8	H9
38.	Paignton Road Open Space, N15	P11
39.	Land adjacent to Fortismere School, Creighton Avenue, N10	C7
40.	Muswell Hill Playing Fields, N10	C6
41.	Down Lane Recreation Ground, N17	R8
42.	North Bank, Pages Lane, N10	D8
43.	Allotments, Middleton Road N22	J5
44.	Allotments, Devonshire Hill Lane, N17	N4
45.	Allotments, Rivulet Road, N17	M5

<b>Number</b>	<b>Name</b>	<b>Map Ref</b>
46.	Allotments, Stockton Road, N17	M5
47.	Allotments, Gospatrick Road, N17	M5
48.	Allotments, Courtman Road, N17	M5
49.	Allotments, Marsh Lane, N17	T6
50.	Allotments, Millmead Road, N17	S8
51.	Allotments, Coppetts Road, N10	D7
52.	Alexandra Palace Allotments, N22	F8
53.	Allotments, Yeatman Road, N6	C11
54.	Shepherd's Hill Allotments, N6	F11
55.	Tower Gardens, N17	N6
56.	Granville Park Wood, N4	J11
57.	Bruce Grove Wood, N17	Q7
58.	Rear of 3 Fairfield Road, N8	H10
59.	Chestnuts Recreation Ground, N15	M10
<b>LOCAL NATURE RESERVES</b>		
A.	Railway Fields, N4	L11
B.	Queens Wood, N6	E10
C.	Parkland Walk.	Cross Borough
<b>GREEN CORRIDORS</b>		
1.	New River, including Nightingale Gardens	Cross borough
2.	Parkland Walk (Section from Highgate Underground Station to Finsbury Park	F12
3.	Northern Line railsides, Alexandra Palace track bed and Highgate Station Cutting	D11
4.	Great Northern Line Railsides from Finsbury Park to Bowes Park station and Wood Green Tunnel Gardens.	Cross borough
5.	Stroud Green to Tottenham Railsides, including South Tottenham Triangle	Cross borough
6.	West Anglia Route Railsides	Cross borough

7.	River Lee and Tottenham Marshes	Cross borough
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**SCHEDULE 12: CONSERVATION AREAS**

<b>Number</b>	<b>Name</b>	<b>Area (hectares)</b>	<b>Map Ref.</b>
1	Highgate	229.22	D12
2	North Tottenham*	15.45	Q5
3	Fortis Green	9.72	C9
4	Muswell Hill	103.66	E8
5	Crouch End	93.76	G11
6	Bruce Castle	19.86	P6
7	Rookfield	11.89	F9
8	Tottenham Cemetery	21.31	P5
9	Tottenham Green*	18.31	Q9
10	Wood Green Common	12.85	J7
11	Tower Gardens	25.22	N6
12	Trinity Gardens	16.89	J6
13	Alexandra Palace and Park	76.17	G7
14	Hornsey High Street	6.13	H9
15	Hornsey Water Works & Filter Beds	14.78	J8
16	Noel Park	30.93	L7
17	St Anns	12.37	N10
18	Scotland Green*	1.51	Q7
19	Clyde Circus	20.70	P9
20	Lordship Lane	0.95	L6
21	Peabody Cottages	2.83	P6
22	Bruce Grove*	5.92	Q7
23	Bowes Park	22.28	H5
24	Campsbourne Cottage Estate	6.06	H8
25	Hillfield	4.91	J9
26	Seven Sisters/Page Green*	7.55	Q10

<b>Number</b>	<b>Name</b>	<b>Area (hectares)</b>	<b>Map Ref.</b>
27	South Tottenham High Road*	4.74	Q11
28	Stroud Green Conservation Area	72.54	J12

\* Tottenham High Road Historic Corridor

**SCHEDULE 13: HISTORIC PARKS, GARDENS AND LANDSCAPES**  
**(POLICY OS7)**

<b>National Register of Parks and Gardens of Special Historic Interest</b>			
<b>Number</b>	<b>Name</b>	<b>Address</b>	<b>Map Ref</b>
2.	Alexandra Park	Alexandra Palace Way N22	G7
10.	Finsbury Park	Seven Sisters Road N4	L13
<b>Register of Public Parks, Gardens, Squares, Cemeteries and Churchyards of Local Historic Interest</b>			
<b>Number</b>	<b>Name</b>	<b>Address</b>	<b>Map Ref</b>
1.	All Hallows Churchyard	Church Lane N17	P6
3.	Avenue Gardens	Park Avenue N22	H7
4.	Bruce Castle Park	Church Lane N17	P6
5.	Chapman's Green	Lordship Lane/Perth Road N22	L6
6.	Crescent Gardens and Memorial Garden	High Road N22	J6
7.	Downhills Park	Downhills Park Road N17	N8
8.	Ducketts Common	Green Lanes N8	L9
9.	Finsbury Gardens	Finsbury Road N22	J5
11.	The Grove	Alexandra Palace Way N22	F8
12.	Grove Lodge Garden	Muswell Hill N10	F9
13.	Highgate Wood	Muswell Hill Road N6	D10
14.	Highpoint	North Hill N6	D12
15.	Lordship Recreation Ground Model Traffic Area	Lordship Lane N17	M8
16.	Nightingale Gardens	Bounds Green Road N22	J6
17.	Page Green Common	High Road N15	Q10
18.	Priory Park	Priory Road N8	G9
19.	Queen's Wood	Muswell Hill Road N10	E10
20.	Rectory Gardens	High Street N8	H9

<b>Number</b>	<b>Name</b>	<b>Address</b>	<b>Map Ref</b>
21.	Riversdale Gardens	White Hart Lane N22	K6
22.	St Luke's Hospital	Woodside Avenue N10	D9
23.	St Mary's Churchyard	High Street N8	J9
24.	Seven Sisters Gardens	Seven Sisters Road N15	N11
25.	Southwood Hall Estate	Muswell Hill Road N6	E11
26.	Southwood Hospital	Southwood Lane N6	D12
27.	Southwood House Estate Communal Garden	Southwood Lane N6	D11
28.	Southwood Park	Southwood Lawn Road N6	D12
29.	Tottenham Cemetery	Church Lane N17	P5
30.	Tottenham Green and Tottenham Green East	High Road N15	Q9
31.	Tower Gardens	Risley Avenue N17	N6
32.	Trinity Gardens	Trinity Road N22	J6
33.	West Green Memorial Garden	Spur Road N15	N9
34.	White Hart Lane Estate and The Roundway	The Roundway N17	N6
35.	Wood Green Common	Station Road N22	J7
36.	Woodside Park	High Road N22	J5

# GLOSSARY

<b>ACCESSIBILITY</b>	Ability of people or goods and services to reach places and facilities.
<b>ACCESSIBLE DEVELOPMENT</b>	A building, facility etc. and its wider environment which can be reached and used, in particular by people with disabilities.
<b>ACCESSIBLE TRANSPORT</b>	Transport services and vehicles designed and operated to be usable by people with disabilities and other transport disadvantaged people, with characteristics possibly including affordable fares, wheelchair user accessibility and easy reach of trip end.
<b>AFFORDABLE HOUSING</b>	Housing which is attainable to buy/rent for those people whose incomes are insufficient to allow them to afford to buy/rent locally on the open market. Affordable housing comprises social housing, intermediate housing and in some cases, low-cost market housing.
<b>AMENITY</b>	A positive element or elements which contribute to the overall character of an area, for example open land, trees, historic buildings and the inter-relationship between all elements in the environment.
<b>ANCILLARY USE</b>	A use subsidiary and connected to the main use of a building or piece of land, such as storage floorspace within a factory.
<b>AREAS OF ARCHAEOLOGICAL IMPORTANCE</b>	Areas with known archaeological potential where the Council's archaeology policies will normally be strictly applied.

**AREAS FOR INTENSIFICATION**

These are areas which have significant potential for increases in residential, employment and other uses through development for regeneration of available sites and exploitation of potential for regeneration, through higher densities and more mixed and intensive use. These areas have good existing or planned public transport.

**ARTICLE 4 DIRECTION**

A power available under the 1995 General Development Order allowing the Council, in certain instances, to restrict permitted development rights.

**BACKLAND DEVELOPMENT**

Development of land-locked sites, such as rear gardens, private open space or old lock up garages, usually within predominantly residential areas.

**BEST PRACTICABLE ENVIRONMENTAL OPTION (BPEO)**

The outcome of a systematic and consultative decision-making procedure, which emphasises the protection of the environment across land, air and water. The BPEO procedure establishes for a given set of objectives, the option that provides the most benefits or the least damage to the environment as a whole, at acceptable cost, in the long term as well as the short term (12th Report of the Royal Commission on Environmental Pollution).

**BIODIVERSITY**

Biodiversity encompasses the whole variety of life on earth (including on or under water) including all species of plants and animals and the variety of habitats within which they live. It also includes the genetic variation within each species.

**BIODIVERSITY ACTION PLAN - HARINGEY**

This is the Biodiversity Action Plan for the borough and reflects the structures and priorities in the London Biodiversity Partnership's Plan published in 2000-2001. It includes policies and actions that will contribute towards conserving, enriching and celebrating the wildlife in Haringey.

<b>BOROUGH ROADS</b>	Roads for which the Borough is the Highway Authority.
<b>BUILDING LINE</b>	The line formed by frontages of buildings along a street.
<b>CARE IN THE COMMUNITY</b>	This enables people in need of care, whether because of old age, disability, illness or other reasons, to continue to live in their own homes or in homely settings within the community.
<b>CENSUS OF EMPLOYMENT</b>	A new two-yearly nation-wide sample survey of employers with the aim of monitoring trends and changes in employment.
<b>CENSUS OF POPULATION</b>	A ten-yearly comprehensive nation-wide survey of population, housing and socio-economic data. The latest one was conducted in April 2001: its findings will become available during the early years of the Plan.
<b>CLUSTERS</b>	Geographic concentrations of interconnected companies, specialised supplies, service providers in related industries, and associated institutions (for example universities, standard agencies, and trade associations) in particular firms that compete but also co-operate
<b>COMMUNITY TRANSPORT</b>	A range of voluntary sector, non profit-making transport services designed to meet the needs of people who do not have access to private transport and for whom public transport is unsuitable.
<b>COMPARISON GOODS</b>	Goods for which the purchase involves comparison by the customer and which while not being purchased frequently must nevertheless be stocked in a wide range of size, style, colours and fabrics, jewellery, furniture and goods normally sold at specialist shops and general store.

**COMPULSORY PURCHASE ORDER**

An order which enables a statutory authority to purchase an area of land compulsory for an approved project.

**CONSERVATION AREA**

Areas designated by the Council under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historical interest. The Council will seek to preserve and enhance the character and appearance of these areas.

**CONTAMINATED LAND**

Land which contains potentially harmful substances as a result of human activity or from natural causes may be regarded as contaminated land. Because substances in or on the land may be hazardous and likely to affect its proposed development, a quantitative risk based assessment is required to determine whether the proposed development should proceed and whether some form of remedial action is required.

**CONTEXT**

In urban design terms, the character and setting of the immediate local area within which a building or site is situated or to be sited. The context will take into account any local distinctiveness of an area i.e. the particular positive features of a locality that contribute to its special character and sense of place and distinguishes one local area from another.

**CONTROLLED PARKING ZONE**

An area in which all kerbside space is controlled by both waiting and loading restrictions or by designated parking spaces such as meter or resident bays.

**CONTROLLED WATERS**

Controlled waters are any waters in, under or adjoining the borough subject to statutory control (usually exercised by the Environment Agency) for example;

- Surface waters (e.g. rivers, streams, lakes, reservoirs)
- Potable water supplies
- Source protection zones

- Groundwater – private abstractions
- Groundwater – major and minor aquifers

**CONVENIENCE GOODS**

Goods bought on a regular basis which meet the day to day needs of local residents. They require minimum effort in selection and buying e.g. food tobacco, newspapers and other goods of a standardised type of which there is a wide sale.

**CONVERSIONS**

The sub-division of residential properties into self-contained flats or maisonettes.

**CURTILAGE**

The area attached to a dwelling house or building as part of its enclosure.

**DENSITY**

The number of habitable rooms per hectare.

**DESIGN STATEMENT**

A document explaining why a scheme looks the way it does.

**DEVELOPMENT (Meaning of)**

Development is defined under the Town and Country Planning Act as:

*"the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material changes in the use of any building or other land"*

Most forms of development require planning permission before they can be carried out.

**DEVELOPMENT CONTROL**

The process through which the Council determines whether a proposal for development should be granted planning permission, taking into account material considerations such as any relevant development plans for the area.

**DEVELOPMENT FRAMEWORK**

A document that covers a specific area and provides guidance about the future planning direction for land and buildings within that area.

**DISTRICT CENTRE**

District centres have traditionally provided convenience goods and services for more local communities. Some have developed specialist shopping functions, often as a result of their lower rent. Developing the capacity for convenience shopping is critical to ensure good access and service. Many have a linear nature, which may need to be consolidated to make efficient use of land and transport capacity. According to the London Plan (2004) there are 156 District centres in London.

**DURABLE GOODS**

Goods bought infrequently, usually through comparison between different types of product e.g. furniture, electrical goods.

**DWELLING**

A self contained residential unit, occupied by (i) a single person or group or people living together as a family or (ii) by not more than six residents living together as a single household (including a household where care is provided for residents).

**ECOLOGICAL CORRIDORS**

Linked green spaces, not necessarily with public access and including elements such as railway embankments, rivers, open land which play a valuable role in the movement of wildlife in the urban area.

**ENERGY EFFICIENCY**

The construction of buildings and their arrangement on sites so that the resources involved are minimised. This term can also refer to the operation of machines and engines such as the car. A result of energy efficiency should be a reduction in both demand for resources and damage to the environment due to energy generation.

**ENFORCEMENT**

The Council has powers to take enforcement action where there has been a breach of planning control such as buildings work undertaken without the necessary planning permission.

**ENVIRONMENTAL IMPACT ASSESSMENT (EIAs)**

The process by which information about the likely environmental effects of major projects is gathered, evaluated and taken into account by the local authority in considering whether or not planning permission should be granted.

**ESSENTIAL ROAD USERS**

Road users in terms of transport mode usually given priority consideration in traffic management programmes or traffic restraint measures.

**FAMILY HOUSING**

Dwellings or flats comprising 2 or more bedrooms.

**FORM**

The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscaping of development.

**FLOODPLAIN**

All land adjacent to a watercourse, as defined in the Land Drainage Act 1991, or the coast over which water flows in time of flood or would flow but for the presence of flood defences where they exist.

**GENERAL DEVELOPMENT ORDER**

Identifies the certain types of usually minor development for which planning permission is not required and which therefore do not require a planning application to be submitted to the Council.

**GREATER LONDON AUTHORITY (GLA)**

The GLA is a unique form of strategic citywide government for London. It is made up of a directly elected Mayor and a separately elected Assembly.

**GREEN BELT**

Green Belt is an area of land which has been given special status to restrict inappropriate development. The four main purposes of green belt in London are:

- restrict urban sprawl
- safeguard the countryside from further encroachment
- prevent neighbouring towns from merging
- assist in urban regeneration

The Lee Valley is Haringey's single area of designated Green Belt.

**GREEN CHAINS**

Linked green spaces composed of such elements as open land, footpaths, canals and rivers which provide public access and play valuable recreational, conservation, ecological and general amenity role. Links can extend across Borough boundaries to the wider countryside.

**HABITABLE ROOM**

Includes bedrooms, living rooms, dining rooms, spare rooms usable for these purposes and kitchens with a floor area of 13m<sup>2</sup> (140ft<sup>2</sup>) or above. Large rooms over 20m<sup>2</sup> (215ft<sup>2</sup>) which are capable of sub-division will be taken to mean that the resultant rooms each have an external window and are not substandard in terms of room size. It excludes bathrooms, toilets, closets, landings, lobbies, halls and kitchens below 13m<sup>2</sup>.

**HERITAGE LAND**

Heritage Land is open land of strategic importance to London of significance for its landscape, historical and nature conservation interest. The only Heritage land in Haringey at the present time is Highgate Golf Course which forms part of the wider area of Hampstead Heath.

**HIGHWAY AUTHORITY**

An authority responsible for a highway, whether or not maintainable at public expense.

**HISTORIC PARKS AND GARDENS**

Parks and gardens containing historic features dating from 1939 or earlier and registered by English Heritage. These parks and gardens are graded I, II or II\* in the same way as Listed Buildings. Only Alexandra Park and Finsbury Park are registered in Haringey. A full list with more detail on the list of criteria is available on English Heritage's website at [www.english-heritage.org.uk](http://www.english-heritage.org.uk)

**HOUSEHOLD**

One person living alone or a group of people (who may or may not be related) living at the same address with common

housekeeping, sharing at least one meal a day or occupying a common living or sitting room.

**HOUSE IN MULTIPLE OCCUPATION (HMO)**

A single family dwelling house or self contained flat in a house organised in such a way that it becomes occupied by a number of separate households that share certain facilities in common.

**HOUSEHOLDER DEVELOPMENT**

Householder developments are defined as those within the curtilage of residential property which require an application for planning permission and are not a change of use. Included in householder developments are extensions, alterations, garages, swimming pools, walls, fences, vehicular accesses, porches and satellite dishes. Excluded from householder developments are applications to change the number of dwellings within an existing building and applications for the erection of a separate dwelling.

**HOUSING ASSOCIATION (also known as Registered Social Landlord)**

A non profit-making organisation registered with the Housing Corporation whose purpose is the provision, construction improvement and/or management of houses for sale or rent.

**HOUSING RENEWAL AREA**

Areas can be declared as Housing Renewal Areas where action is concentrated over 10 years to improve both housing and environmental conditions.

**HOUSING STRATEGY STATEMENT**

A yearly document setting out the Council's strategy for tackling the Borough's housing needs and assessing the resources required.

**INTEGRATED TRANSPORT SYSTEM**

Networks of links (bus, rail, road etc.) rather than individual routes, connected in terms of physical access, ticketing, service frequency, timing and capacity.

**INTERMEDIATE HOUSING**

Intermediate provision is sub-market housing, where costs, including service charges, are above target rents for social

housing, but where costs, including service charges, are affordable by households on incomes of less than £49,000 (as at September 2005).

## **LANDSCAPE**

The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these elements combine.

## **LARGE (OR MAJOR) DEVELOPMENTS**

Residential developments (whether by conversion or new build), involving the creation of 10 or more units, or where number of units is not known, those with a site area of 0.5 hectares or more; or other developments with a floorspace of 1000m<sup>2</sup> or more or with a site area of 1 hectare or more.

## **LIFETIME HOMES**

Homes that are designed in such a way that people with disabilities or impaired mobility bought on by age can continue to live in their home for life instead of having to move to specialist accommodation.

## **LISTED BUILDINGS**

Buildings of historical or architectural importance that are on the Department of Culture, Media and the Sports statutory list. These buildings are strongly protected and can not be altered, demolished or extended without Listed Building Consent (internally or externally). Buildings are graded as follows:

- Grade I Buildings of exceptional interest
- Grade II\* Particularly important buildings of more than special interest
- Grade II Buildings of special interest

## **LOCALLY LISTED BUILDINGS**

A building or structure of architectural or historic interest which does not qualify for inclusion in the statutory list but which in the opinion of the Local Authority make a valuable contribution to the character of the area.

## **LOCAL NATURE RESERVES (LNRs)**

Sites which offer special opportunities for people to see and learn about wildlife in

natural surroundings. Local authorities have exclusive statutory powers to set up and manage LNRs under the National Parks and Access to the Countryside Act 1949.

**LOCAL SHOPPING CENTRE**

Provide services for local communities and are of cumulative strategic significance. They have a key role to play in addressing the problems of areas lacking accessible retail and other services.

**LOCAL VIEWS**

Views within the Borough considered to be of importance.

**LONDON DEVELOPMENT AGENCY (LDA)**

An organisation that is part of the GLA group and works with business to sustain and improve London's role as a business centre, while increasing economic opportunity for all Londoners.

**METROPOLITAN OPEN LAND (MOL)**

Open Land within the built-up area which has a wider than Borough significance and which receives the same presumption against development as the Green Belt.

**METROPOLITAN CENTRE**

Metropolitan centres mainly in the suburbs, serve wide catchment area covering several boroughs and offer a high level and range of comparison shopping. They typically have over 100,000 square metres of retail floorspace. Including multiple retailers and department stores. They also have significant employment, service and leisure functions. The London Plan (2004) has identified 10 such centres in London.

**MICRO BUSINESS**

Businesses with up to 10 employees.

**MIXED USES**

Provision of a mix of complementary uses, such as say residential, community and leisure uses, on a site, within the same building or within a particular area.

**NEIGHBOURHOOD RENEWAL FUND**

A 10 year funding programme from the Government to enable the 88 most

deprived authorities to improve services in their area and narrow the gap between deprived areas and the rest of England.

**NEW DEAL FOR COMMUNITIES (NDC)**

New Deal for Communities (NDC) is a key programme in the Government's strategy to tackle multiple deprivation in the most deprived neighbourhoods in the country, giving some of our poorest communities the resources to tackle their problems in an intensive and co-ordinated way.

**NEW RESIDENTIAL DEVELOPMENT**

Residential accommodation provided through redevelopment of a site, as opposed to through conversion, rehabilitation etc. of existing properties.

**NON CONFORMING USE**

Any use which is out of character with the predominant use of an area, such as an industrial use in a primarily residential area.

**NON RETAIL USE**

Any use within a shopping centre not falling within the definition of a shop under Class A1 of the Town and Country Planning (Use Classes) Order 1987.

**NON FAMILY HOUSING**

Dwellings and flats comprising one bedroom or bedsitting flats.

**OPPORTUNITY AREAS**

Areas where a development framework should be prepared that sets out a sustainable development programme for each Opportunity Area so as to contribute to the overall strategy of the London Plan to:

- Seek to exceed the minimum figures for housing and guidelines for employment set out in the sub-regional tables
- Maximise access by public transport
- Promote social inclusion and relate development to nearby Areas for Regeneration
- Take account of the community, environment and other distinctive local characteristics of each area.

**PEOPLE WITH DISABILITIES**

People with a physical impairment or

mental disability which adversely affects their sight, hearing, mobility or other faculty.

## **PLANNING BRIEF**

A statement regarding the Council's views on the opportunities and constraints for the development of a particular site, intended to guide potential developers. It will generally give details of the favoured land uses for the site and the standards which any development should meet.

## **PLANNING CONDITIONS**

Restrictions which apply to the granting of planning permission. The Town and Country Planning Act empowers local planning authorities to "attach such conditions as they think fit" to the granting of planning permission. There are constraints on the use of conditions which should only be imposed where they are necessary, relevant to planning and the development in question, enforceable, precise and reasonable in all other respects.

## **PLANNING OBLIGATIONS**

Under Section 106 of the Town and Country Planning Act a "planning obligation" can be entered into regarding the use or development of land. An obligation can either be made by agreement between the local planning authority and a developer or by a unilateral undertaking by the developer. Obligations may be used to ensure that the environment is safeguarded and that the necessary infrastructure, facilities and amenities are provided.

## **PLANNING PERMISSION**

Formal approval by the Council, often with conditions, allowing a proposed development to proceed. Full permissions are usually valid for five years: outline permissions, where details are reserved for subsequent approval, are valid for three years.

## **PLANNING POLICY GUIDANCE**

Planning Policy Guidance is produced by the Office of the Deputy Prime Minister (ODPM) and provides national planning

policy guidance on a wide variety of topics including, among others, housing, open space and transport. Individual PPGs can be viewed on the ODPM website at [www.odpm.gov.uk](http://www.odpm.gov.uk)

**PRECAUTIONARY PRINCIPLE**

Taking action now to avoid possible environmental damage when the scientific evidence for acting is inconclusive but the potential damage could be great. The use of the precautionary approach can reduce the environmental impact and improve the safety of people and property, despite the existence of risk.

**PRIMARY CARE**

Health care provision at local level, mainly by doctors, dentists and local health centre services.

**PRIVATE NON RESIDENTIAL PARKING**

Parking ancillary to a non-residential development and available only to users and visitors to the development.

**PUBLIC OFF-STREET PARKING**

Parking where any member of the public can park without notice, usually with an hourly charging structure.

**PUBLIC TRANSPORT ACCESSIBILITY**

The ability to reach places and facilities by public transport.

**RECYCLING**

The re-use of materials from a finite source, such as metals, glass and plastics, which would otherwise be thrown away. The purpose of recycling is to reduce waste, the depletion of natural resources and the cost of disposal.

**RENEWABLE ENERGY**

Energy from a source which is not depleted as a result, such as wave, tidal, wind or solar power.

**RESOURCES CONSERVATION**

The use of materials and products which have been recycled or obtained from a sustainable source. Energy efficiency and the use of renewable energy can also contribute to resource conservation.

**RHTYHM**

In urban design terms, the predominant

pattern in building frontages including any gaps and open spaces.

**ROAD CAPACITY**

The maximum rate that traffic can pass along a road within a particular set of conditions.

**ROAD HIERARCHY**

Categorisation of roads by function and intended traffic management treatment.

**SCALE**

The impression given of a building or development in relation to its surroundings or the size of parts of a building or its details.

**SECTION 106 AGREEMENT**

See Planning Obligations.

**SEQUENTIAL APPROACH  
(Housing)**

Using an existing previously developed urban site close to public transport for new housing development, before any greenfield site is released for development.

**SEQUENTIAL APPROACH  
(Retail)**

That if there is a need or capacity for further retail development that “the first preference should be for town centre sites, where suitable site or buildings suitable for conversions are available, followed by edge of centre sites and only then out of centre sites in locations that are accessible by a choice of means of transport” (para. 1.11 of PPG6).

**SHELTERED HOUSING**

Housing designed to meet the needs of the elderly, including a range of support services, such as an emergency alarm system, communal facilities and a resident warden.

**SHOPPING HIERARCHY**

The Council has developed a classification of shopping centres within the Borough according to the role played. There are four categories, these being the metropolitan centre, district centres, local shopping centres and small parades and isolated shops.

<b>SOCIAL HOUSING</b>	Housing provided by a landlord where access is on the basis of housing need, and rents are no higher than target rents set by the government for housing association and local authority rents.
<b>SIGNIFICANT LOCAL OPEN LAND (SLOL)</b>	Significant Local Open Land (SLOL) is land which, although not important at a strategic level, has an important local function and so its open nature should be essentially preserved. A SLOL designation reflects this local importance.
<b>SMEs</b>	Small and Medium Enterprises (SMEs) comprise businesses with more than 11 but less than 250 staff.
<b>SRB</b>	Single Regeneration Budget – a Government funding stream for regeneration programmes.
<b>SITES OF NATURE CONSERVATION IMPORTANCE</b>	Sites designated by the London Ecology Unit as having significant wildlife and ecological value and granted according to a hierarchy ranging from local to metropolitan importance.
<b>SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)</b>	Sites of particular value for their flora, fauna or geographical or physiographical features, notified by the Nature Conservancy Council under the Wildlife and Countryside Act 1981.
<b>SKILLS MISMATCH</b>	A disparity between the skills possessed by the local workforce and those sought by local employers.
<b>SPECIAL NEEDS HOUSING</b>	Housing aimed at meeting the particular needs of identified priority groups, including the provision of residential care and support for people who would otherwise require long-term hospital care.
<b>STATUTORY UNDERTAKERS</b>	Organisations defined under Section 262 of the Town and Country Planning Act 1990, including gas, electricity, water and sewerage suppliers as well as those organisations legally authorised to carry on road, rail and water transport

<b>STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)</b>	<p>undertakings.</p> <p>A generic term used internationally to describe the European Directive regarding the environmental assessment of policies, plans and programmes. An environmental assessment is a tool for integrating environmental considerations into decision making by ensuring that significant environmental effects of the decision are taken into account. An environmental report is produced which identifies, describes and evaluates the likely significant effects on the environment of implementing a plan.</p>
<b>STRATEGIC/HISTORIC VIEWS</b>	<p>10 views of St. Paul's Cathedral and the Palace of Westminster, crossing Borough boundaries, which have been identified by the Secretary of State for the Environment as warranting protection from intrusive development because of their historical importance.</p>
<b>STREET FURNITURE</b>	<p>All structures in and adjacent to the highway which contribute to the street scene, such as bus shelters, seating, lighting and signage.</p>
<b>SUI GENERIS</b>	<p>A use which does not fall into any of the categories defined within the Town and Country Planning (Use Classes) Order 1987.</p>
<b>SUPPLEMENTARY PLANNING GUIDANCE</b>	<p>Additional advice, provided by the Council on particular topic or policy areas and related to and expanding upon statutory policies e.g. guidance on the design of roof extensions in a specific locality.</p>
<b>SUSTAINABLE DEVELOPMENT/ SUSTAINABILITY</b>	<p>Development which meets the needs of the present without damaging the ability of future generations to meet their needs and does not reduce the global stock of environment capital.</p>
<b>SUSTAINABLE URBAN DRAINAGE SYSTEMS (SUDS)</b>	<p>A means for avoiding wastage of water and overloading of drainage systems. SUDS use techniques to control surface</p>

water run-off as close to its origin as possible, before it enters the watercourse. This involves moving away from traditional piped drainage systems to engineering solutions that mimic natural drainage processes. There are a wide range of sustainable drainage options, from which developers, planners, drainage specialists and civil engineers may choose in preference to piped drainage systems, including preventative measure of rainwater recycling.

**SUSTAINABILITY STATEMENT**

A document outlining the elements of the scheme that address sustainable development issues. In terms of submissions to Haringey Council this can follow the format of the Council's sustainability checklist.

**TEMPORARY ACCOMMODATION**

Short-term accommodation used to house homeless people/people on the Housing waiting list until they can be permanently housed. This includes hostels and Bed & Breakfast.

**TOWN CRAMMING**

An increase of development, especially housing at higher densities, within town boundaries often resulting in less car parking and smaller gardens.

**TRAFFIC CALMING**

Traffic management measures specifically designed to reduce vehicular speed along routes or through areas. Usually associated with improving the local environment and reducing road accidents.

**TRAFFIC MANAGEMENT**

The process of adjusting or adapting the use of a highway to meet specified objectives without resorting to substantial new road construction.

**TRAFFIC RESTRAINT**

Discouraging the use of road vehicles at certain times and/or in certain areas e.g. through parking restrictions, road pricing or area licences.

**TRANSPORT FOR LONDON**

Road for which the Greater London

<b>ROAD NETWORK</b>	Authority is the highway authority.
<b>TRAVEL PLAN</b>	A plan produced by any organisation in order to decrease the number of people travelling to work by car using charging for parking, car sharing, car pools and encouraging the use of public transport, cycling and walking.
<b>TREE PRESERVATION ORDER</b>	Made under the Town and Country Planning Act 1990 by the local planning authority to protect trees of importance for amenity, landscape and nature conservation.
<b>TREE SPINE/COPSE</b>	A small area, dense in growth of shrubs and trees.
<b>UNITARY DEVELOPMENT PLAN</b>	The development plan providing the land use planning policy framework for the control of development across the entire Borough, taking into account where necessary any relevant economic, social and other considerations.
<b>URBAN GRAIN</b>	The pattern of arrangement and size of buildings and their plots and the size of street blocks and junctions.
<b>URBAN WASHLANDS</b>	Area of flood plain where water is stored in time of flood. Such an area may have its effectiveness enhanced by the provision of structures to control the amount of water stored and the timing of its release to alleviate peak flood flows downstream.
<b>USE CLASSES ORDER</b>	The Town and Country Planning (Use Classes) Order 1987, as amended, lists 11 classes of use. A change of use within the same Class does not constitute development and thus does not require planning permission. The most commonly used Classes include:
<b>USE CLASSES ORDER</b>	<b>Class A1</b> Shops <b>Class A2</b> Financial or Professional Services (except health and medical services), where the use is appropriate to a shopping area and where the service provided is mainly aimed at visiting

members of the public.

**Class A3** Restaurant and cafes.

Use for the sale of food and drink for consumption on the premises.

**Class A4** Drinking establishments.

Use as a public house, wine-bar or other drinking establishment.

**Class A5** Hot food takeaways.

Use for the sale of hot food for consumption off the premises.

**Class B1** Business use:

(a) As an office other than one falling within Class A2;

(b) For research and development of products and processes;

(c) For any industrial process which can be carried out in a residential area without detriment to amenity through noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

**Class B2** General Industrial use, other than one falling within Class B1.

**Class B8** Storage and Distribution.

**Class C1** Hotels and hostels, where no significant element of care is provided.

**Class C2** Residential Institutions, providing residential accommodation and care for people in need of care (other than those falling within Class C3), or use as a hospital or nursing home, a residential school, college or training centre.

**Class C3** Dwelling houses with:

(a) A single person or people living as a family;

(b) Not more than six people living as a single household (including a household where care is provided for residents).

**Class D1** Non Residential Institutions, Places of Worship etc.

**Class D2** Assembly and Leisure uses, including cinemas, sports halls, museums etc.

## **VIEWING CORRIDORS/VIEW POINTS**

A precise viewpoint has been identified for each strategic view. From each viewpoint a wedge-shaped viewing corridor extends to a maximum width at either St. Paul's Cathedral as

appropriate.

**VITALITY**

Level of activity, how busy an area is at different times and in different parts, vitality feeds into viability.

**VIABILITY**

How robust an area is, can it adapt to change and attract new investment to maintain its fabric.

**WHEELCHAIR HOUSING**

Housing needed by people permanently confined to wheelchairs. Generally it needs to be on one level and in addition to easy access, it has above average space standards in order to allow for full wheelchair manoeuvre throughout.

**WIDER SETTING  
CONSULTATION AREA**

Many of the viewpoints for strategic views are within wider viewing areas from which St. Paul's Cathedral or Palace of Westminster may be seen. In order to afford these viewing areas some protection from intrusive development. Wider Setting Consultation Areas have been defined for eight of the views.

## **REFERENCES**

### **NATIONAL/GOVERNMENT DOCUMENTS**

The Town & Country Planning Act 1990  
Planning & Compensation Act 1991  
Planning & Compulsory Purchase Act 2004  
A Better Quality of Life: a strategy for sustainable development in the UK (1999)  
Towards an Urban Renaissance (1999)  
Our Towns & Cities: the future delivering an urban renaissance (2000)  
Sustainable Communities Plan (2003)  
Making Connections: linking people to places and services (2003)  
A New Commitment to Neighbourhood Renewal: A National Strategy Action Plan (2002)  
Housing Bill: consultation on draft legislation (2003)  
The Disability Discrimination Act 1995  
Urban Green Spaces Taskforce  
NHS Plan  
Learning and Skills Council Strategic Framework to 2004 Corporate Strategy  
Strategic Environmental Assessment Directive: Guidelines for Planning Authorities (2004)  
Consultation Draft – Creating Local Development Frameworks (2003)  
A Draft Practical Guide to the Strategic Environmental Assessment Directive (2004)  
The Relationship between Community Strategies and Local Development Frameworks (2003)  
Streets for All (2000)

### **Planning Policy Guidance Notes (PPG) & Planning Policy Statements (PPS)**

The National Planning Policy Framework (2012)

#### **Other documents:**

A Report on the Demolition Protocol, commissioned by London Remade (2003)

#### **Government Circulars**

##### **01/02: The Town & Country Planning (Residential Density) (London & South East England) Direction 2002**

01/01: Arrangements for Handling Heritage Applications – Notification and Directions by the Secretary of State

02/99: Environmental Impact Assessment

04/99: Planning for Telecommunications

09/98 The Town and Country Planning (Playing Fields) (England) Direction 1998

06/98: Planning & Affordable Housing

05/05: Planning Obligations

11/95: The Use of Conditions in Planning Permission

05/94: Planning Out Crime

## **Good Practice Guidance**

By Design (2000)

Better Places to Live: By Design (2001)

## **REGIONAL DOCUMENTS**

The London Plan (2004)

The Mayor's Air Quality Strategy: Cleaning London's Air (2002)

The Mayor's Biodiversity Strategy: Connecting with London's Nature (2002)

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

London Economic Development Strategy: Success through diversity (2001)

The Mayor's Ambient Noise Strategy (2004)

The Mayor's Transport Strategy (2002)

The Mayor's Municipal Waste Management Strategy (2003)

The Mayor's Energy Strategy (2004)

The Mayor's Draft Industrial Capacity SPG (2003)

Strategic Planning Guidance for London RPG3 (1996)

Regional Planning Guidance for the South East RPG9 (2001)

London Housing Statement: Delivering Solutions (2002)

Learning and Skills Council Needs Analysis

## **HARINGEY DOCUMENTS**

A Local Improvement Finance Trust for Barnet, Enfield and Haringey (NHS) (2003)

Best Value Performance Plan - Year 5 2004 - 2005 (2004)

Community Strategy (2003)

Conservation Area Character Appraisals (2003)

Employment Study (2003)

Finsbury Park Master Plan (2002)

Haringey Neighbourhood Renewal Strategy: Narrowing the Gap (2002)

Haringey Housing Strategy (2003/2006)

Haringey Council Housing Needs Survey (2001)

Haringey Unitary Development Plan 1998

Haringey Interim Local Implementation Plan (2002-2003)

Haringey Economic Redevelopment Plan (2001-2002)

Haringey Cultural Strategy (2002-2007)

Haringey City Growth Strategy (2003) Open Space and Indoor Sports Study (2003)

Retail Capacity Study (2003)

Haringey Biodiversity Action Plan (Draft 2002)

Haringey LA21 Action Plan (2001)

Haringey Licensing Policy Statement (Draft 2004)

Haringey Health Improvement and Modernisation Plan (2002 – 2005)

Haringey School Organisation Plan (2002 – 2007)

Haringey Draft School Organisation Plan (2003 – 2008)

Haringey Best Value Performance Plan (2002 – 2003)

Haringey Regeneration Strategy (2000)

The Delivery Plan for The Bridge New Deals for Communities (2003)

Tottenham High Road Strategy (2002)  
Draft Upper Lee Valley Regeneration Framework (2002)  
Air Quality Management Area: Action Plan October 2004

## LIST OF SUPPLEMENTARY PLANNING GUIDANCE

### Urban Design

#### SPG TITLE

- SPG1a Design Guidance
- SPG1b Parking in front gardens
- SPG1c Strategic views
- SPG1d Telecom equipment (including satellite dishes)

### Conservation & Archaeology

- SPG2 Conservation and Archaeology

### Residential Standards

- SPG3a Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes
- SPG3b Privacy/overlooking, aspect/outlook, daylight/sunlight
- SPG3c Backlands development

### Access

- SPG4 Access for All – Mobility Standards

### Designing Out Crime

- SPG5 Safety by Design

### Commercial Design

- SPG6a Shopfronts, Signage and Security
- SPG6b Advertisements
- SPG6c Restaurants/Hot Food Premises (Use Class A3): Ventilation and Extraction

### Sustainable Transport

- SPG7a Vehicle and Pedestrian Movement
- SPG7b Travel plans
- SPG7c Transport Assessments

### Greener Resources

- SPG8a Waste and recycling
- SPG8b Materials
- SPG8c Environmental performance
- SPG8d Biodiversity/landscaping/trees
- SPG8e Light pollution
- SPG8f Land contamination
- SPG8g Ecological Impact Assessments
- SPG8h Environmental Impact Assessments
- SPG8i Air quality

### Sustainability

- SPG9 Sustainability Statement

**Planning Obligations**

- SPG 10a The negotiation, management and monitoring of planning obligations
- SPG 10b Affordable Housing
- SPG 10c Educational Needs generated by new housing development
- SPG 10d Planning obligations and open space
- SPG 10e Improvements to public transport infrastructure and services

**Use related**

- SPG 11a Car repair workshops and garages
- SPG 11b Buildings Suitable for Community Use
- SPG 11c Town Centre Retail Thresholds