



Myddleton Road Neighbourhood Plan
Adopted July 2003

Haringey Council
Planning & Environmental Control Service
639 High Road
LONDON
N17 8BD

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I INTRODUCTION

I.1 Background

- I.1.1 The Myddleton Road area is typical of a number of neighbourhoods in the Borough which lie outside the Government regeneration zones but have declining shopping parades, environmental problems, problems with planning and environmental enforcement, and pressures for residential conversions. The responsibility for change lies with the Council's mainstream services and agencies working with the local community and businesses. The difficulties in the area will almost certainly get worse if the existing dynamics continue.
- I.1.2 In September 2001 the Council formally introduced an integrated management approach to the Bowes Park / Myddleton Road area, as a pilot project to demonstrate how mainstream services, outside agencies and the local community can work together to solve problems in an area that is not eligible for special government funding. This resulted in a number of initiatives been taken by the Council and the local community, particularly in consultation with the Bowes Park Community Association, such as improved street cleaning, commissioning studies in the neighbourhood, taking planning enforcement action and inspecting homes in multi-occupation. The recently opened 'community garden' and tree planting are good examples of what can be achieved through working in partnership. This Plan seeks to build on this work by introducing policies to plan change and proposals that require co-ordinated action and the refocusing of mainstream services in a sustainable way. The lessons learned about problem solving and joined up service delivery could be applied to other areas in the Borough.

I.2 The Vision

- I.2.1 To make Myddleton Road a place where people want to live, work and visit by actively promoting sustainable regeneration, including economic, social, housing and environmental improvements, and for services and agencies to solve existing and future problems in a co-ordinated and joined-up manner.

I.3 The Objectives

- I.3.1 The specific objectives of this plan are:
- To maintain and improve the quality of life for people in the local area
 - To provide a choice of housing that meets the needs of all in the community, and promotes a sustainable and socially mixed community, and ensure that new residential accommodation is well designed.
 - To provide a more balanced housing tenure pattern in the area.
 - To preserve and enhance the character of the Conservation Area.
 - To control unauthorised residential and business uses.
 - To reverse the decline of the local shopping centre.
 - To reduce traffic congestion and parking problems.
 - To reduce crime and the fear of crime in the area.
 - To develop a greater sense of community and common pride.
 - To reduce the need for planning and other enforcement measures.
 - To preserve and develop publicly accessible open spaces, and to undertake environmental improvements.
 - To work in partnership with key stakeholders, including local residents and businesses.

I.4 How the Neighbourhood Plan is set out

- I.4.1 This neighbourhood plan sets out a range of policies, proposals and actions to tackle problems specific to Myddleton Road. It forms the basis for manage change and guides the future development of the area. Historically the primary function of Myddleton Road has been to provide a local shopping centre.
- I.4.2 The plan focuses on the most important issues pertinent to Myddleton Road. Chapter headings and sub-heading identify the most important local issue. Each issue is then explained and the need for change is then analysed. In essence this forms the basis for justifying any policy changes or, and any action points. The relevant objective(s) are then identified, followed by description of the proposed planning policies for Myddleton Road. Action points, other than planning policies, have also been recommended where necessary to help resolve the issue, some of which are based upon work already underway. These action points will be implemented by various departments of the Council and other agencies, and will ensure that local problems are addressed in a holistic and joined-up manner. Lastly, the implementation chapter deals with monitoring the effectiveness of policies and action points, and enforcement.
- I.4.3 Appendix A shows the plan area and proposed land use. Appendix B lists the proposed action points, identifies who is responsible for their implementation and gives a timescale for action.

2 THE POLICY CONTEXT

2.1 Neighbourhood Plans

- 2.1.1 Planning at the neighbourhood level is seen as increasingly important. *The Local Government Act 2000* gives local authorities the duty to promote the social, economic and environmental well being of their communities. Neighbourhood planning can help to ensure the continuous improvement of the environment and foster the engagement of communities in their future.
- 2.1.2 The *Local Government White Paper (2001)* states that Local Government has a key role to play in ensuring that communities receive good quality public services. Local government can make arrangements to reflect the local situation and empower local communities especially in relation to planning.
- 2.1.3 The Social Exclusion Unit Report *Bringing Britain Together (1998)* advocates the idea of neighbourhood management. *The National Strategic Action Plan for Neighbourhood Renewal (2001)* states that neighbourhood management can be used to focus services on residents' priorities.
- 2.1.4 *Towards an Urban Renaissance (1999)* highlights the role of area planning in making regeneration happen. Planning at a neighbourhood level can help to provide an integrated approach to land use and service delivery. The report advocates devolving many of the detail in borough wide development plans to smaller neighbourhood plans
- 2.1.5 The LGA document *Communities and Community Planning* also highlights the benefits of planning at a neighbourhood level. This process provides an opportunity for local people to influence the delivery of services and development in their area. Neighbourhood plans can encompass a range of planning and service delivery processes as well as including detailed land use and development proposals. The LGA advises that such documents should be adopted as SPG. It states that they should not differ significantly from a local authorities development plan, but should allow for discretion on matters that are not of borough wide importance. The document states that neighbourhood plans should cover land use, transport, service delivery issues and community involvement. The benefits of such an approach are seen as:
- Local authorities cover a wide area that not all people can easily identify with.
 - Discussing a topic on a strategic level may be too remote for people to relate to.
 - Easier to engage people on local community issues.
 - Better integration at a neighbourhood level.
- 2.1.6 The Government's Planning Green Paper *Planning Delivering a Fundamental Change (2001)* proposes a new system of plan making. Local Development Frameworks, which would set out the strategic direction for development of the local area, will replace development plans. The green paper also suggests that action plans should be drawn up for neighbourhoods, which would contain more detailed policies and proposals.
- 2.1.7 The Ministerial paper published by the Office of the Deputy Prime Minister *Making The System Work Better-Planning At Regional and Local Levels (July 2002)* sets out in more detail about the Government's plans for the reform of the planning system. This states that Local Development Frameworks should be a key component of delivery plans, setting out the spatial aspects of the local authority's policies. To facilitate this the scope of the development plans system will be broadened to enable policies and proposals to be included which reflect that broader spatial approach. Ultimately the policies and proposals in a spatial plan must be

linked to the achievement of social, economic and environmental objectives concerning the use and development of land. However, the policies may not all be entirely or directly expressed in land use terms. Whilst the policies in the Local Development Framework will be given primacy when decisions are taken on planning applications (Section 54a will apply), there will be scope for the preparation of less formal non-statutory documents similar to the existing supplementary planning guidance. These might include area action plans for a small local area and whilst they will be afforded less weight in the consideration of particular proposals for development, they will be capable of being a material consideration.

2.2 Unitary Development Plan 1998

- 2.2.1 The statutory development plan for the whole borough, including Myddleton Road, is the Unitary Development Plan (UDP) for the London Borough of Haringey, which was adopted in March 1998. The UDP sets out planning policies to control the use and development of land. Haringey is currently reviewing all of the policies contained in this UDP, and the first deposit period is scheduled for September – October 2003.
- 2.2.2 The main policies in the UDP affecting Myddleton Road have been identified in the following chapters. Where necessary additional or amendments to existing policies are proposed that relate specifically to local issues.
- 2.2.3 This Neighbourhood Plan will be adopted by the Council as Supplementary Planning Guidance (SPG), and will supplement planning policies contained in the Haringey Unitary Development Plan (UDP). Although not having the weight or primacy of policies contained in the UDP, under Section 54A of the *Town and Country Planning Act 1990*, an SPG is a material consideration and will be given substantial weight by the Council when determining planning applications. Also, the Planning Inspectorate give policies contained in the plan substantial weight when determining appeals made by applicant against a decision by Haringey, as Local Planning Authority, to refuse planning permission or when undertaking enforcement action. Also, planning policies contained in this Plan will be used to inform the UDP review process.
- 2.2.4 This Neighbourhood Plan also includes actions for matters outside the realm of planning, but which together with the planning framework addresses local issues in an integrated manner.

3 AREA PROFILE

3.1 The Neighbourhood Plan Area

- 3.1.1 The area that this plan covers is that part of Myddleton Road extending from the junction at Palmerston Road to the east and Whittington Road to the west. It also includes Ireland Place and the footbridge giving access to Bowes Park station. It comprises a mix of uses including various types of residential accommodation, retail, leisure, business and health facilities, totalling about 115 properties. The central part of Myddleton Road is characterised by a small local shopping centre. To the west of this centre is the station and to the east the road is bisected by the New River corridor and small areas of open space. The entire Plan area is situated within a conservation area that is essentially Victorian in nature. The boundary of the plan area is outlined in the Proposals Map at Appendix A.

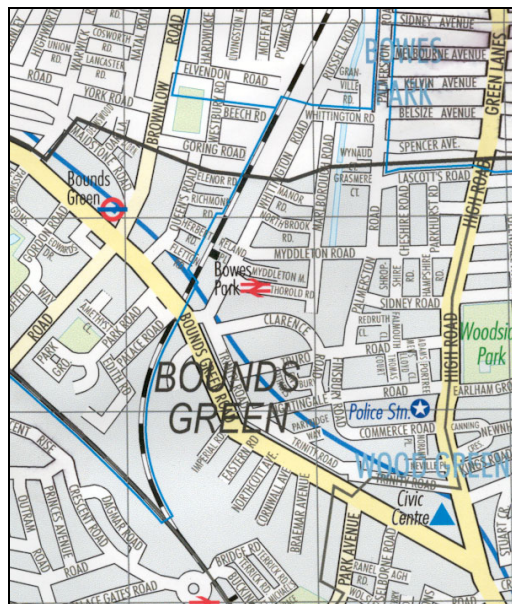


Figure 1: Location plan

3.2 Socio-economic background

In terms of assessing the socio-economic characteristics of the area, ward data for Bowes Park has been used. Myddleton Road is situated relatively centrally within the former Bowes Park ward, and as such, information regarding the socio-economic structure of Bowes Park residents provides a reasonable indicator of the centre's character. Boundary changes in 2002 saw Bowes Park ward become Bounds Green ward after minor boundary changes.

3.2.1 Population

The resident population of Bowes Park in mid 1998 was 12,400 people, 6 per cent of the total population in Haringey. 19 per cent of Bowes Park's population in mid 1998 were aged under 16, 65 per cent were aged between 16 and 59 and 16 per cent were aged 60 and over. This compares with 21, 65 and 14 percent respectively for Haringey as a whole. The road and its surrounding area have, for at least 30 years, been traditionally multicultural and 42.9 of the population are from black and ethnic minority backgrounds.

3.2.2 Employment

There were 4,400 employee jobs in Bowes Park at September 1998, 8 per cent of the Haringey total.

3.2.3 Housing

There are 5071 households in the area. Owner-occupiers represent 50.5% of the housing stock, compared with 49.7% for the borough average. The remaining housing is publicly or privately rented.

3.2.4 Crime

The crime figures for 2000 showed that Bowes Park was ranked 7th out of 23 for burglaries, 10th for robberies and 3rd for car crime. The table below shows Bowes Park in relation to other wards in Haringey, in respect of residential burglary and street crime, two important aspects of crime deprivation:

Residential Burglary		
Ward	Haringey Rank	% Haringey Crime
Crouch End	1	8.0%
Harringay	2	6.5%
South Hornsey	3	6.0%
Noel Park	4	5.4%
South Tottenham	5	5.2%
Bruce Grove	6	5.0%
Tottenham Central	7	4.9%
Bowes Park	8=	4.5%
Green Lanes	8=	4.5%
Woodside	8=	4.5%

Street Crime		
Ward	Haringey Rank	% Haringey Crime
Noel Park	1	14.3%
Harringay	2	8.8%
South Tottenham	3	8.3%
Tottenham Central	4	7.0%
Bruce Grove	5	6.8%
Woodside	6	5.4%
Bowes Park	7	4.8%
Crouch End	8	4.5%
Muswell Hill	9	4.2%
High Cross	10	4.0%

Figures for pre-2002 electoral wards.

3.2.5 Income Support

In August 1998 there were 1395 Income Support claimants in Bowes Park. This represents 14 per cent of the resident population aged 16 or over. For Haringey the proportion was 15 percent compared with an average of 8 per cent for Great Britain.

3.2.6 Indices of Deprivation

The DETR Index of Multiple Deprivation 2000 combines measures such as income, employment, health, education, housing and access deprivation to identify the most deprived wards in England. This Index (with rank 1 being the most deprived ward in England) gave Bowes Park the rank of 1,388 out of 8,414 English wards, which is amongst the top 20 per cent most deprived wards in England.

The table below shows the Index of Multiple Deprivation 2000 ranks for the top 20 pr cent most deprived wards relative to the other 8,414 wards in England. It also lists the wards according to their rank within Haringey, highlighting Bowes Parks as the 16th most deprived ward in Haringey.

Index of Multiple Deprivation 2000 Rankings of Haringey Wards in the 20% most deprived wards in the borough			
Ward	Haringey Rank	Rank in England	Relative Position in England
Coleraine	1	115	Amongst 1.5% most deprived
White Hart Lane	2	136	Amongst 2% most deprived
Park	3	170	Amongst 2.5% most deprived
Tottenham Central	4	197	Amongst 2.5% most deprived
Bruce Grove	5	207	Amongst 2.5% most deprived
High Cross	6	254	Amongst 5% most deprived
South Tottenham	7	426	Amongst 10% most deprived
Seven Sisters	8	440	Amongst 10% most deprived
Noel Park	9	564	Amongst 10% most deprived
West Green	10	857	Amongst 15% most deprived
Green Lanes	11	882	Amongst 15% most deprived
Woodside	12	950	Amongst 15% most deprived
Harringay	13	1118	Amongst 15% most deprived
South Hornsey	14	1143	Amongst 15% most deprived
Hornsey Central	15	1383	Amongst 20% most deprived
Bowes Park	16	1388	Amongst 20% most deprived

Figures for pre-2002 electoral wards.

3.3 Historical Background

- 3.3.1 In the north Bowes Park borders Palmers Green in the Borough of Enfield. The area derives its name from Bowes Farm or Bowes Manor, which was mentioned as early as 1384. Around the old Manor House there used to be a hamlet and a pub, the "Cock Inn". Not many changes took place until development started in the mid-nineteenth century. The old house disappeared in 1900. The first roads laid out in this area were Bounds Green Road, Truro Road, Nightingale Road, Clarence Road and Commerce Road, although the latter street is not included in the Conservation Area because of recent redevelopment.
- 3.3.2 These streets contained in 1859 about 20 large houses and gardens and some summerhouses and gardens for the first affluent Londoners to move into the area. The area also contained nurseries. This built up area bordered on the countryside and even in 1920 one could have walked from Wood Green northwards past Bowes Park and on to Enfield Chase and into Hertfordshire without traversing another built up area. It was a proud area, one of the first not to have servants accommodation and they were "looking happy with it" (T Burke, 1921). The fact that servants did not have to stay in the house meant that small rooms in the attic were not necessary. In its early days Bowes Park was highly respectable and one of the most desirable suburbs in North London.
- 3.3.3 The railway from Kings Cross to Enfield was opened in 1871, but Bowes Park station did not open until 1880. On Bacon's Ordnance Survey Map which appeared in 1888 developments of the terraced houses in Shropshire Road, Hampshire Road and Cheshire Road were already completed (these are not part of the Conservation Area). All the other streets had been laid out, but only in the upper part of Palmerston Road (large villas) and Queens Road (terraced) had houses actually been built. On the east side of the station, Whittington Road and the shopping street Myddleton Road were built. The other streets followed in a piecemeal fashion.

4 THE REVIEW PROCESS

4.1 Pre-Draft Consultation

- 4.1.1 The issues identified in the Myddleton Road area are the result of inter-departmental meetings, discussions with the Bowes Park Community Association and public consultation carried out in the preparation of the Myddleton Road Regeneration Study by Renaisi on behalf of the Council in August 2000.

4.2 Public Consultation

- 4.2.1 A leaflet summarising the Neighbourhood Plan was circulated to households and businesses in the area in April 2003. This included a response sheet and pre-paid envelope to encourage local people to reply with their views and comments on the plan – over 260 of these were returned to the Council.
- 4.2.2 Three public consultation events were also held in the Myddleton Road area. Responses from these events and the summary leaflet are detailed in a separate report. A number of amendments have been made to the Neighbourhood Plan as a result of comments received.

4.3 The Committee Process Timetable

- 4.3.1 The plan has undertaken a lengthy journey through the various stages of Committee, consultation and Executive before its adoption as Supplementary Planning Guidance.

Committee Process and Public Consultation	Date
Planning Applications Sub-Committee (Approval to conduct public consultation)	4 th March 2003
Public Consultation Start Date	10 th March, 2003
Public Consultation End Date	18 th April, 2003
Planning Applications Sub-Committee (Approval to proceed towards adoption)	3 rd June 2003
CEMB	June 2003
Executive Committee (Adoption as SPG)	8 th July 2003

- 4.3.2 The plan has been modified to take into account comments and corrections received during the consultation and committee process.

5 THE BUILT ENVIRONMENT

5.1 The Bowes Park Conservation Area

5.1.1 Special Historical Character

The Myddleton Road area lies within the Bowes Park Conservation Area. Bowes Park itself contains a variety of mid 19th century or early Victorian semi-detached villas as well as small and large terraced houses. The mid-Victorian houses were built for those wealthy Londoners who had their own means of transport. After the coming of the railway the housing was smaller and area development was more rapid. Thomas Burke, a traveller through the Northern parts of London in the 1910s, wrote that “Bowes Park seems to be the work of one builder”, but the different styles and periods in which the area was built up put this in perspective. Bowes Park had a reputation of being “Wood Green with its Sunday clothes on” and to be there was described by Burke in 1921 as “the excitement of being at once on the edge of London and the beginning of England”.

The older houses have a definite early- or mid-Victorian character marked by the size of the houses, the quality of materials, the use of simple (often classically-derived) styles and the use of yellow stock bricks (which in later development were replaced by the then-fashionable soft reds inspired by the so-called ‘Queen Anne Revival’). Nearly all such houses in Haringey have been protected from demolition and insensitive alteration by Conservation Area designation. The Council is protecting these houses to the standard already set across the Borough. In Bowes Park there are a number of architectural features which add to the area’s appearance and character for example, wooden porches of good quality which are worth retention and provide a contribution to local character. However, there are no Listed or Locally Listed Buildings in the plan area.

Myddleton Road includes probably the best-preserved Victorian shopping centre in the Borough, and has been likened by local people to a jewel in decline. It includes a number of shops that retaining their original Victorian and Edwardian shop fronts. In the centre of the area, the shopping street of the neighbourhood, it is the last complete Victorian shopping street of the Borough. Unfortunately competition from the Wood Green Metropolitan Centre has taken some shops out of business.

Some shop fronts are original and reasonably well preserved, containing original tiling that is still intact. These should be preserved and encouragement should be given to reinstate shop fronts of an original design where these are lost. Six gables in the street have written on them, respectively ‘Market Stores Myddleton Road Bowes Park’. Gables in the street have variety – there are Flemish gables, parapets and plain gables with finials, but there is also a variation in height. Most gables in the street need repair, but they do still have original features and detailing like decorated brickwork and finials. Unfortunately PVCu has replaced some original wooden windows. Further such replacements should be resisted and encouragement should be given to the reinstatement of windows of an original design.

The station has been much altered but its original character remains through its layout, the footbridge and surviving features. The property at no. 63 Whittington Road, used as a children’s nursery, also retains some of its original character.

A rectangular green zone marks the line of the New River where it passes under Myddleton Road of the river on its way to the Hornsey Waterworks. The area provides an attractive green core that contributes to the character of the Conservation Area and to the appearance of the street scene.

5.1.2 Local Issues and Analysis

The buildings of Myddleton Road within this plan area fall within the Bowes Park Conservation Area; within the plan area this comprises the following addresses:

- Ireland Place (formerly Station Road): complete, including Bowes Park station and the footbridge.
- Myddleton Mews: complete.
- Myddleton Road: 49-143, 46-136a (inclusive).

The Council will impose strict design criteria when considering applications for planning permission and will refuse permission where development proposals have an adverse effect on the character or appearance of the Conservation Area.

In conservation areas there is a requirement to preserve and enhance buildings and a presumption in favour of the retaining buildings that positively contribute to their character and appearance. Conservation Area Consent is required for the complete or substantial demolition of buildings within conservation areas, which the Council will normally refuse. If demolition or partial demolition is acceptable then the site must be developed in a manner that preserves or enhances the character of the conservation area. The Retail chapter gives details on what properties can be demolished in principle.

Myddleton Road has suffered from insensitive minor works, which do not require planning permission, but nevertheless cumulatively have had a detrimental impact upon the character and appearance of the Conservation Area. Therefore the Council will consider introducing an Article 4 Direction at Myddleton Road to protect it from inappropriate development and protect traditional character.

5.1.3 Objectives

- To maintain and improve the quality of life for people in the local area
- To preserve and enhance the character of the Conservation Area.
- To develop a greater sense of community and common pride.
- To reduce the need for planning and other enforcement measures.
- To preserve and develop publicly accessible open spaces, and to undertake environmental improvements.
- To work in partnership with key stakeholders, including local residents and businesses.

5.1.4 Planning Policies

MRNP 5.1

The Council will refuse planning permission for development proposals which fail to preserve or enhance the character or appearance of the Bowes Park Conservation Area. When considering development proposals the Council will give special consideration to advice contained in Supplementary Planning Guidance Note 3.3 *Bowes Park Conservation Area: Character Assessment and Policy Statement*.

MRNP 5.2

The Council will refuse consent for the demolition or substantial demolition of buildings within Bowes Park Conservation Area that make a positive contribution to its character or appearance. Where demolition is acceptable

the site must be developed in a manner, which preserves or enhances its character and appearance.

MRNP 5.3

Conservation Area Consent for demolition of buildings in the Bowes Park Conservation Area will not be granted in the absence of acceptable proposals for the redevelopment of the site. In those cases where demolition is approved, consent will be linked by condition to the implementation of an approved redevelopment scheme.

Haringey's UDP detailed policies DES 1.11 (*Extensions and alterations*), DES 2.2 (*Preservation and enhancement of conservation areas*), DES 2.3 (*Applications in conservation areas*) DES 2.4 (*Demolition or partial demolition and changes to the appearance of buildings in conservation areas*), DES 2.5 (*Alterations and extensions in conservation areas*), DES 2.6 (*Materials*) and DES 5.3 to 5.8 (*Housing alterations and extensions*) also apply.

The Council's Supplementary Planning Guidance Note 2.4 *Standards required for the conversion of residential properties* (May 2000), gives more detailed advice about the standards required for the conversion of residential properties in conservation areas.

5.1.5 Specific Action Points

- Update Supplementary Planning Guidance Note 3.3 *Bowes Park Conservation Area/Character Assessment and Policy Statement*, and distribute copies to local traders.
- Encourage owners to repair buildings.
- Raise awareness that Myddleton Road is part of a conservation area and promote civic pride.
- Seek higher standards of design regarding the pavement, street furniture and lamp post renewals to meet the roads conservation area status.

5.2 Shop Fronts

5.2.1 Local Issues and Analysis

An attractive environment can help attract shoppers and contribute to the commercial and retail vitality of the shopping centre. Buildings and their shop fronts can have an important effect on the appearance and character of conservation and shopping areas.

Myddleton Road contains a number of original shop fronts. However, the appearance and character of the road has been significantly harmed by poorly designed and unsympathetic shop fronts. Traditional shop fronts in Myddleton Road have been removed and replaced with new shop fronts which are little more than a sheet of glass with a name panel above, paying little regard to the building as a whole, the shopping centre or the conservation area. Existing original shop fronts need to be protected and new shop fronts proposals controlled to ensure that they are reinstated to the original design.

A number of shops have installed solid roller shutter doors that are particularly unattractive. They attract graffiti, stop light reaching the street and create a forbidding atmosphere at night. This can encourage crime and vandalism in the area. Solid shutters are therefore unacceptable. There are a number of grille shutters or a combination of solid and grille shutters on the market that can protect goods and preserve the character of the conservation area. The best solution is an internal grille mesh immediately behind the in front of display areas which permit "window shopping" when the shop is not opened while still protecting the shop.

With regards to the installation of roller metal shutters in Myddleton Road existing policies need to be stronger. Disabled access also needs to be designed into new shop fronts.



Figure 2: Traditional shopfront in need of improvement

5.2.2 Objectives

- To maintain and improve the quality of life for people in the local area
- To preserve and enhance the character of the Conservation Area.
- To reverse the decline of the local shopping centre.
- To reduce crime and the fear of crime in the area.
- To develop a greater sense of community and common pride.
- To reduce the need for planning and other enforcement measures.
- To work in partnership with key stakeholders, including local residents and businesses.

5.2.3 Planning Policies

MRNP 5.4

The Council will ensure that shop fronts conserve and enhance the character of traditional shop fronts, shop-buildings and streets, and display a high standard of design.

MRNP 5.5

External roller shutters are detrimental to the appearance of the street scene and detract from the character of the conservation area. Planning permission for this type of shutter will not be granted.

MRNP 5.6

The Council will require that new shop fronts be designed to be accessible for people with disabilities.

In Haringey's UDP detailed policies DES 6.1 to DES 6.5 apply. These policies relate to the detailed design of shop fronts and shop front security, and their relationship with the existing building, the appearance of conservation areas and townscape.

5.2.4 *Specific Action Points*

- Produce supplementary planning guidance on design, including shop fronts.

5.3 **Advertisements & Signs**

5.3.1 *Local Issues and Analysis*

Signs need to inform and attract customers. However, excessive, cluttered, oversized or brightly-lit signs can create “high street mess” and downgrade a shopping centre.

Currently, the general standard of advertisement signs in Myddleton Road is poor and does not preserve or enhance the character of the conservation area. Advertisements and signs should be designed so that they are sensitive to the character of the conservation area, preserve or enhance the quality of the surroundings and contribute colour and variety to the appearance of the street scene.

Advertisements and signs should not distract passing traffic or prejudice the safety of pedestrians.

5.3.2 *Objectives*

- To maintain and improve the quality of life for people in the local area
- To preserve and enhance the character of the Conservation Area.
- To reverse the decline of the local shopping centre.
- To develop a greater sense of community and common pride.
- To reduce the need for planning and other enforcement measures.
- To work in partnership with key stakeholders, including local residents and businesses.

5.3.3 *Planning Policy*

MRNP 5.7

The Council will ensure that the design and location of illuminated shopfront fascias, hanging signs, and other advertisements preserve or enhance the character or appearance of the conservation area and are not detrimental to amenity or public safety.

Detailed policies DES 7.1 – DES 7.5 in Haringey’s UDP are applicable. These policies relate to the detailed design in relation to design and safety, hoardings and large poster displays, design in conservation areas, illuminated signs and projecting signs.

5.3.4 *Specific Action Points*

- Produce supplementary planning guidance on design including advertisements.

5.4 **Crime and Community Safety**

5.4.1 *Local Issues and Analysis*

Crime, or the fear of crime, prevents people from enjoying the full use of their environment and reduces the quality of people’s lives. Also, it can have a negative impact on the local

economy by making business less attractive to customers and dissuade investment. The design and layout of buildings, open spaces, roads and footpaths can influence opportunities to commit crime and also affect people's feeling of safety and security. Appropriate landscaping and lighting in an area can also play a role in reducing crime and the fear of crime.

From the crime statistics for Myddleton Road it is not apparent that there is a particular problem with this regards to crime. However, feedback from local residents suggests that this may be due to the under-reporting of crime. Residents are also concerned about the lack of police presence in the area and perceived threat to community safety at Bowes Park station. The security at the entrance to the station via Ireland Place and the footbridge across the railway line is perceived as being unsafe and the environment threatening. This is divisive since residents living at the western side of the railway line are dissuaded from using the shopping facilities at Myddleton Road. Improving security at the Station will help encourage its use and attract customers to shop at Myddleton Road.

Some surveillance and overlooking of the entrance to the station is provided by the windows facing the highway at the households situated on the southern side of Ireland Place. However, during the evening and in winter curtains to this window are closed and this natural surveillance is lost. The hot food take-away situated at the junction of Myddleton Road also aids security by virtue of the activity created by this use in the public realm and the 'eyes on the street' it provides, but the footbridge across the railway line is obscured from view.

A well-designed environment cannot stop all crime, but it can help to reduce the real and perceived risk of crime in an area.



Figure 3: Ireland Place leading onto Bowes Park station footbridge

5.4.2 Objectives

- To maintain and improve the quality of life for people in the local area
- To develop a greater sense of community and common pride.
- To reverse the decline of the local shopping centre.
- To reduce crime and the fear of crime in the area.
- To develop a greater sense of community and common pride.
- To work in partnership with key stakeholders, including local residents and businesses.

5.4.3 Planning Policy

MRNP 5.8

The Council will require all new development, including the installation of new shop fronts, to be designed to

provide safety and security in the environment and reduce opportunities for crime. Particular regard shall be given to:

- i. ensuring that public areas are overlooked by buildings;
- ii. increasing natural surveillance in public areas at different times by promoting a mix of uses in the area;
- iii. ensuring that main entrances are visible from the street or other public places;
- iv. ensuring that streets and paths are well and appropriately lit;
- v. ensuring that buildings, landscaping and planting do not create dark or secluded areas; and
- vi. creating clear boundaries between public and private space.

5.4.4 *Specific Action Points*

- Use the findings of the crime survey to identify any further actions required to design out crime.
- Encourage residents and business to report crime so that data collected by the police reflects the true situation on Myddleton Road and identify any crime spots.
- Enhance the security at Bowes Park Station by introducing new design measures at the footbridge and refurbishing the buildings therein.
- Seek to improve the street lighting at Myddleton Road, the station and the entrance to it.
- Work with young offenders to deter them from committing crime.
- Engage Haringey Arts Council to organise a scheme of public art at the Station.
- Seek the introduction of CCTV to tackle the problem of crime.
- Produce supplementary planning guidance on design including designing out crime.
- Also, refer to action points set out in section 11.2.3 (*Monitoring and Implementation* chapter)

6 THE OPEN ENVIRONMENT

6.1 Urban Green Space, Green Chains, Ecological Corridor

6.1.1 Local Issues and Analysis

There are two small pockets of open space situated on either side of Myddleton Road, where the New River passes under the road. These areas of open space and the aqueduct are the responsibility of Thames Water.

Haringey's UDP designates these spaces as being an ecological corridor and also where a Green Chain should be established adjacent to the river. The values of Green Chains include nature conservation, public access, recreation, linear footpath walks, the provision of breaks in urban areas and marking the boundaries between separate communities. Ecological Corridors are recognised as valuable for the movement of wildlife.

Since the introduction of the UDP a public footpath (part of the New River Walk) has been created adjacent to the northern section of the river, running from Myddleton Road to Whittington Road. However, the proposed southern section of the walk has not been implemented. The area of open space situated at the north side of the road is not available for use by the general public, but the south side has recently being opened for use as a 'community garden'. This garden is an example of how the local community, working in partnership with the Council and other key stakeholders can make a positive contribution to the area.

The green spaces and the New River Walk should be protected from development which adversely impacts on their open character, since they provide valuable recreational space for the local community, promote nature conservation, improve access and contribute to the character of the conservation area. The river itself also needs to be protected from neighbouring development that may adversely impact on its water quality. The 'community garden' forms an important area of urban green space needs, which needs to be protected from inappropriate development through planning policy. The New River Walk should be extended to the south of the river, but any scheme must protect the integrity of the allotment land. This would serve to connect the existing walks at New River to the north and Truro Road to the south.

The Proposals Map shows the location of existing and proposed Green Chains, and the Urban Green Space, including the Community Garden.



Figure 4: The New River Walk

6.1.2 Objectives

- To maintain and improve the quality of life for people in the local area
- To preserve and enhance the character of the Conservation Area.
- To develop a greater sense of community and common pride.
- To preserve and develop publicly accessible open spaces, and to undertake environmental improvements.
- To work in partnership with key stakeholders, including local residents and businesses.

6.1.3 Planning Policy

MRNP 6.1

The Council will protect existing areas of open space on Myddleton Road and will not permit development that does not maintain their open character, which harms visual amenity or is detrimental to the character of the conservation area.

MRNP 6.2

The Council will not permit any development that will have an adverse impact on the water environment of the New River.

MRNP 6.3

The Council will not permit development adjacent to the New River unless there will be no adverse effect on the value of the ecological corridor caused by the development or its subsequent use.

MRNP 6.4

The Council will not permit development in existing or proposed Green Chains that will break up existing pathways for the public or inhibit their provision or extension.

6.1.4 Specific Action Points

- Ensure that the Community Garden is protected from inappropriate development as part of the UDP review.
- Liase with Thames Water with a view to increasing the use and care of the New River Walk.

6.2 Trees

6.2.1 Local Issues and Analysis

Trees make an important contribution to the character and appearance of the conservation area. They help reduce air pollution by converting carbon dioxide into oxygen, and by trapping particles of dust and fumes on leaves and branches, and also support wildlife.

Myddleton Road contains a number of trees having important amenity value. Some trees have recently been planted outside nos. 65 to 109 Myddleton Road, where the width of the pavement could accommodate this. There are also trees of value fronting the road at New

River. It is important to protect existing trees having amenity value, irrespective of whether they are sited on the public highway or on private property.

Consent is required to cut down, top or lop trees that are protected by Tree Preservation Orders (TPOs). There is a requirement to inform the Council and give 6 weeks notice, before cutting, topping or lopping a tree in the Conservation Area which is not subject to a TPO. This requirement does not apply to small trees and ones that are dead, dying or dangerous.

Development proposals requiring planning permission which affect those trees should therefore be accompanied by a tree survey. This survey should identify the siting, species and size of all existing trees: set out the trees that will be retained, and any proposals to cut down, top or lop any trees, and proposals to plant new trees.

6.2.2 Objectives

- To maintain and improve the quality of life for people in the local area
- To preserve and enhance the character of the Conservation Area.
- To reverse the decline of the local shopping centre.
- To develop a greater sense of community and common pride.
- To preserve and develop publicly accessible open spaces, and to undertake environmental improvements.
- To work in partnership with key stakeholders, including local residents and businesses.

6.2.3 Proposed Planning Policy

MRNP 6.5

Trees that are of public amenity value, and contribute to the appearance and character of Myddleton Road will be protected. Persons wishing to cut down, lop or top a tree must give the Council 6 weeks notice of their intent to do so. For trees with a tree preservation order persons must obtain consent from the council before cutting down, lopping or topping a tree.

7 RETAIL

7.1 The Local Centre

7.1.1 Local Issues and Analysis

Currently the UDP designates nos. 64 to 136a (even) and 65 to 143 (odd) Myddleton Road as a Local Shopping Centre. In total there are 73 units. The Councils policy for such areas is to encourage local convenience shops and services.

Myddleton Road as a shopping centre has declined steadily in recent years since the larger centres, particularly at Wood Green Shopping City and Brent Cross Shopping Centre, and car-based shopping has taken over much of the market. The nearby local shopping centre in Green Lanes, Palmers Green has also adversely affected local trade. Consequently, this has resulted in the loss of key shops and services, and now there is no chemists, post office or bank at the centre. The centre's catchment area is very limited. Vacancy rates over the last ten years have varied from between 20 per cent to 30 per cent, which is indicative of a shopping centre that is economically not viable. A survey carried out in September 2002 revealed that 32 per cent of the shops were vacant. The type of uses in the shopping parade is illustrated below.

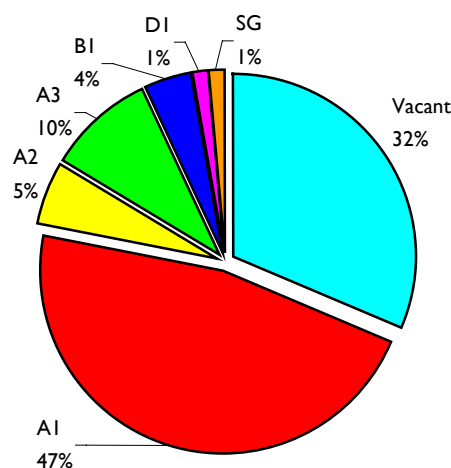


Figure 5: Types of uses and vacancy rates, September 2002

These vacancy rates have made it difficult to refuse planning permission for proposals to change the use of the ground floors from uses considered appropriate in shopping centres, to residential. Also, it has made it difficult to defend such refusals of planning permission at appeal. Consequently the front part of the ground floors at nos. 105 and 120 has been converted into residential use, and also the rear part shops at a number of properties. A survey of retailers reported a decrease in trade in recent years. Some shops that are occupied are either struggling or opened on a part time basis. However, landlords, who buying low value properties speculatively and keeping them empty in order to promote the case for conversion to residential uses, may be exacerbating the downturn of the shopping centre.

It is evident that there is insufficient demand for the traditional shopping centre in Myddleton Road in its current form. The vitality and viability of the shopping centre is declining and it is likely that the ground floors of properties at this centre will continue to be subject to

pressures to change to residential in an unplanned way. Further, the outlook for any kind of economic up-turn, or restoration of key services is unlikely. The high vacancy rates need to be addressed.

Certain types of non-retail uses on the ground floors including, financial and professional services (Class A2), food and drink (Class A3), community uses such as doctors and dentist surgeries, and leisure are complimentary to the retail function of the centre and can contribute to overall vitality. In particular nos. 64 to 72 (even) are considered appropriate for food and drink uses, given the wide pavement at this point. However, an excess of non-retail uses can cause problems if they result in a net loss of retail units, since this will reduce the choice available to shoppers, with the possibility of the disappearance of particular types of retail shops and a decline in the attractiveness of the centre. On the ground floor, residential uses, industrial (Class B2) and warehousing (Class B8) are not acceptable. Where appropriate and in order to protect neighbouring residential amenities conditions will be imposed on any planning permission few new commercial uses, limiting the hours of use, and ensuring the adequacy and appearance of refuse collection and storage facilities. In all cases proposals for a change of use must preserve the vitality and viability of the centre.

Haringey Art Council has a waiting list of artists and crafts people requiring studios and show rooms. Attracting these uses to Myddleton Road would help regenerate the area and rehabilitate shop fronts. These types of uses are classed as light industrial (Class B1) and by definition they do not adversely impact on the amenities of neighbouring residential occupiers by reason of noise, activity and disturbance. Consequently these uses will also be acceptable in the centre, but conditions will be imposed on any planning permission requiring that the front most part of the property provide a window display. Also, where necessary conditions will be imposed on permissions for light industrial uses to prevent changes of use to warehousing under permitted development rights.

Currently there is no community centre serving the area, which if provided could meet some of the needs of the transient population in the area. The retail policy ensures that community uses will be acceptable in the shopping centre.

7.1.2 Objectives

- To maintain and improve the quality of life for people in the local area
- To preserve and enhance the character of the Conservation Area.
- To control unauthorised residential and business uses.
- To reverse the decline of the local shopping centre.
- To develop a greater sense of community and common pride.
- To work in partnership with key stakeholders, including local residents and businesses.

7.1.3 Planning Policies

MRNP 7.1

When considering proposals for changes of use within the Myddleton Road local shopping centre, at ground floor level, the Council will take the following criteria into account in order to encourage a range of appropriate local shops and services:

- i. Changes of use to retail (Class A1), financial and professional services (Class A2), food and drink (Class A3), light industrial (Class B1) and community uses will be supported.
- ii. Changes of use to residential, industrial (Class B2) and warehousing (Class B8) will be unacceptable.
- iii. The proposal should not cause significant harm to the convenience, attractiveness, vitality and viability of the local centre.
- iv. The proposal should not cause an unacceptable increase in disturbance from noise, smell or other environmental harm.
- v. The proposal should not result in an unacceptable increase in traffic or parking problems.
- vi. The proposal should not lead to the creation of a blank façade, and should preserve or enhance the character and appearance of the shopping frontage.
- vii. Marketing evidence regarding the demand for premises will be taken into account when considering change of use applications.

UDP policies STC 2.2 (street markets), STC2.3 (changes of use to financial and professional service [Class A2]), STC 2.4 (changes of use to food and drink [Class A3]), STC 2.6 (changes of use to mini cab offices), STC 2.7 (changes of use to car showrooms), STC 2.8 (changes of use to amusement centre) and STC 2.9 (changes of use to launderettes) are relevant to this topic.

7.1.4 Specific Action Points

- Liase with Haringey Arts Council with a view of encouraging them to take up properties in Myddleton Road.
- Revise the boundary of the Local Shopping Centre and identify on the UDP Proposals Map.
- Carry out enforcement activity against unauthorised use and/or development.
- Seek the introduction of litter bins in the local shopping centre.

8 EMPLOYMENT

8.1 Myddleton Road's Employment Role

8.1.1 Local Issues and Analysis

It is clear that the most important source of local employment and opportunity in the plan area is located in the local shopping centre. Retail is the most significant source of employment, but also important are the light industrial, professional and leisure uses situated on Myddleton Road. The Retail chapter recognises this and supporting the centre, in its revised form, is one of its key objectives. Policies and actions in the retail chapter aims to protect employment and encourage new employment opportunities in so far as they fall within the centre itself.

This chapter essentially deals with the other employment generating sites, which are situated in and around Myddleton Road on an ad hoc basis. For example, on the upper floors of properties situated on that part of the road which falls within the defined centre, in properties on the road located outside the centre at nos. 46 – 60 (even) and 49 – 63 (odd), and the backland employment sites situated at the rear of the road.

The Plan area is characterised by a mixture of residential and employment use, with narrow roads. Consequently it is important that new commercial uses do not adversely impact on neighbouring residential amenities or cause conditions prejudicial to the free flow traffic or highway safety. Light industrial uses (Class B1), by definition, do not adversely impact on residential and can appropriately be located in residential areas. Providing they do not result in an unacceptable increase in traffic, cause parking problems, or conditions prejudicial to highway safety, these uses will be acceptable in principle. Conditions will be imposed on any planning permission for light industrial uses preventing them from changing their use to warehousing in the future under permitted development. For the above reasons general industrial uses (Class B2) and warehousing (Class B8) will be unacceptable.

Currently, some commercial uses operating in the Plan and neighbouring area, particularly those involving the distribution of bulk goods and using heavy vehicles, are presently causing a serious nuisance in terms of their impact on the highway. These types of uses are clearly inappropriate in residential areas with narrow roads. Some 'bad neighbour' uses do not have the benefit of planning permission and here the Council will seek to carry out enforcement action in accordance with the policy set out in the chapter on Implementation. In other cases where the uses are legitimate, the Council will allow the loss of these employment-generating uses to more appropriate forms of development such as residential, or seek to relocate them.

8.1.2 Objectives

- To maintain and improve the quality of life for people in the local area.
- To control unauthorised residential and business uses.
- To reduce traffic congestion and parking problems.
- To reduce the need for planning and other enforcement measures.
- To work in partnership with key stakeholders, including local residents and businesses.

8.1.3 Planning Policy

MRNP 8.1

Employment generating uses, for which there is a clear demand, will be retained. Where the employment generating use ceases, permission for non-employment uses will only be given if:

- i. The proposed use would not have any adverse impact on local amenity or traffic conditions.
- ii. The existing premises is not considered suitable on amenity, or transport grounds for continued employment use, or the existing use is industrial (Class B2) or warehousing (Class B8) or,
- iii. There is no realistic prospect of the existing premises being used for employment generating uses in the foreseeable future.

MRNP 8.2

The Council will seek to relocate firms where their operations give rise to substantial nuisance by way of noise, smells, fumes, vibration or other pollution or by traffic generation, and where their uses are authorised. The Council will seek to ameliorate conditions in consultation with the individual firm and local residents.

8.1.4 Specific Action points

- Where appropriate enforcement action, including the use of stop notices, will be carried out against unauthorised uses.
- Where necessary alternative sites will be identified for firms to be relocated.

Also, refer to the action points set out in the Retail chapter.

9 TRANSPORT

9.1 Getting to and around Myddleton Road

9.1.1 Local Issues and Analysis

Public transport access to Myddleton Road is good, with Bowes Park railway station situated immediately west of the road and Bounds Green underground station less than ten minutes' walking distance from the centre. Whilst there are no bus routes running along Myddleton Road or the adjacent roads, Green Lanes and Bounds Green Road nearby are well served.

Traffic congestion is a key problem for Myddleton Road in attracting new investment. This congestion is predominately caused by commercial premises through the use of heavy vehicles and deliveries of bulk goods. A number of 30-minute observations on weekdays have revealed the complete blockage of the road, caused by the loading and unloading of goods. Pavements are regularly obstructed and this endangers pedestrians. These problems are exacerbated by the fact that Myddleton Road is a one-way street at its western end. In terms of the use of premises the policies set out in the other chapters in this plan, particularly on Retail and Employment, and the section on Enforcement, will help alleviate these problems. Essentially the approach here is that proposed uses that will have an adverse impact on local traffic conditions will be unacceptable, and the loss of existing uses that are causing problems on the highway will be permitted.

Myddleton Road and the neighbouring roads are used as 'rat-runs' by vehicles seeking to avoid traffic on the North Circular Road. The residential roads situated at the eastern side of Green Lanes all have speed humps to alleviate this problem, but no measures have been installed to the western side of west side of the Green Lanes, including Myddleton and the neighbouring streets. Currently Transport for London are considering proposals to upgrade the North Circular Road from Green Lanes to Bounds Green, which may or may not help alleviate 'rat-running'. Part of these proposals involve examining the junction with the North Circular Road at Palmerston Road and Bounds Green Road at Whittington Road, which may or may not help alleviate the problem of rat-running in the area.

At present there are no parking controls on Myddleton Road or the neighbouring roads; this causes congestion as local businesses/employees and commuters (who leave cars parked all day) frequently occupy parking spaces from early in the morning. Consequently, there no spaces for loading and unloading when necessary, and vans double park and block the road. Retailers and shoppers view the absence of parking restrictions as an advantage to some extent, but most appreciate that traffic controls in some form to reduce congestion would be an advantage. The issue regarding parking controls needs to be investigated further and will require a separate public consultation exercise with businesses and the local community. However, it is envisaged that some form of control is needed during the day to prevent parking by commuters, which will strike a balance between the needs of business and shoppers.

It is an objective of this Plan to reduce the need to travel, particularly by car. Limiting the supply of private non-residential parking provided as part of a new development, including changes of use, can help to restrain car use. However, restricting on-site parking alone can cause amenity and safety problems if people are simply able to park on-street. Car parking standards therefore need to take into account the presence of controlled parking and the ability to reach the site by public transport.

The lack of secure, convenient and sheltered cycle parking is a disincentive to cyclists. Bowes Park Station may be a suitable location to provide such parking, which will be even more important if parking controls restrict the on-street spaces available to commuters.

The builders' supply merchant situated at nos.78 to 82 Myddleton Road is a legitimate use, but nevertheless is causing serious problems associated with its operations. No. 78 has a roller door fronting the road that allows servicing from the frontage. Loading and unloading from this point obstructs the highway and endangers pedestrians using the public footway. Action needs to be taken to control these activities and, if possible, relocate this business to a more suitable location.



Figure 6: Congestion caused by heavy vehicles at Myddleton Road.

9.1.2 Objectives

- To maintain and improve the quality of life for people in the local area
- To control unauthorised residential and business uses.
- To reverse the decline of the local shopping centre.
- To reduce traffic congestion and parking problems.
- To work in partnership with key stakeholders, including local residents and businesses.

9.1.3 Planning Policies

MRNP 9.1

Planning applications will be assessed against the parking standards set out in Appendix C on the Unitary Development Plan and proposals which do not have regard to these standards will normally be refused.

9.1.4 Specific Action Points

- Investigate the merits of introducing a controlled parking zone or, and on-street parking controls in consultation with the local community, the London Borough of Enfield and Transport for London.
- Negotiate with the builders supply business at nos. 78 to 82 Myddleton Road with a view to relocating them. In the meantime, examine ways of minimising traffic disruption caused by their suppliers and customers.
- Consider the merits of installing bollards on pavements and changing kerblines to protect pedestrians from vehicles.
- Liase with Network Rail / WAGN with a view of providing a cycle parking facility at Bowes Park Station.

- Ensure that street wardens monitor any obstruction to the public footway and where possible act to prevent this problem.

10 RESIDENTIAL

10.1 Housing around Myddleton Road

10.1.1 Local Issues and Analysis

The area has experienced a changing pattern of residential use. In particular the increased demand for residential use and the conversion of premises into smaller units accommodating significantly larger numbers of people. There is a fragmented pattern of land ownership with a significant rate of residential conversions of different types behind and above the retail/business units on the road frontage. The types of residential conversions include self-contained flats, Houses in Multiple Occupation (HMOs), hostels, and bed-sits.

Notwithstanding the fact that in some cases the difference between these uses is blurred they are nevertheless distinct in planning terms. Changes of use from a non-residential use to any one of these residential uses, or from any one type of residential use to another, is capable of constituting a material change of use and thus requiring planning permission.

The conversion of properties into residential uses of different types has to an extent been driven by market opportunities arising from supplying temporary accommodation. One of the demand pressures has been driven from local authorities, including Haringey as well as other local authorities, and registered social landlords, driven by the need to allocate housing for homeless families, refugees and asylum seekers.

Some conversions do not have the benefit of planning permission and as a result are of poor standard. Such developments have to be dealt with using planning enforcement regulations, which are considered in chapter 11. Providing proposals for residential use acquire all the legally necessary statutory requirements, including planning permission, building regulations, environmental health standards and the Housing Act, there is no reason why poor quality forms of residential development should prevail.

An important objective of the planning system is to ensure that there is a greater choice of housing to reflect the needs of all in the community and socially mixed communities, to ensure that new housing is well designed, and contributes towards improving the quality of urban life and promoting urban renaissance. Hostels and HMOs provide an important form of housing where there is an identified need. However, in Myddleton Road there is an over-concentration of hostels for the homeless, HMOs, bed-sits and homes for use as temporary accommodation. There is also an issue about the level of population transience / turnover and the impact this has on community cohesion. These issues are over burdening local support services, adversely impacting on the character of the Conservation Area and are raising other issues in respect of increasing noise, activity and disturbance. Consequently, planning permission will not normally be granted for these types of uses.

10.1.2 Objectives

- To maintain and improve the quality of life for people in the local area
- To provide a choice of housing that meets the needs of all in the community, and promotes a sustainable and socially mixed community, and ensure that new residential accommodation is well designed.
- To provide a more balanced housing tenure pattern in the area.
- To preserve and enhance the character of the Conservation Area.
- To control unauthorised residential and business uses.
- To develop a greater sense of community and common pride.
- To reduce the need for planning and other enforcement measures.

- To work in partnership with key stakeholders, including local residents and businesses.

10.1.3 Planning Policy

MRNP 10.1

The Council will not grant any further planning permission for a hostel for the homeless, bed-sits or for houses in multiple occupation in the Myddleton Road Neighbourhood Area.

MRNP 10.2

All proposals for residential development should include adequate arrangements for, servicing, storage and disposal of refuse.

In Haringey's UDP detailed policies HSG 1.3 (*Changes of use to residential*), HSG 2.2 (*Residential densities*), HSG 2.3 (*Backland housing*), HSG 2.5 (*Houses suitable for conversion*), HSG 2.7 (*Layout for conversions*), HSG 2.8 (*Extensions as part of conversions*), HSG 2.11 (*Gardens for conversions*) and HSG 2.12 (*Soundproofing and dustbin enclosures for conversions*) are most relevant.

10.1.4 Specific Action Points

- Ensure that Haringey Council does not use any additional properties at Myddleton Road as temporary accommodation and encourage other placing authorities to do the same.
- Compile an action plan and recommendations to improve the management of temporary accommodation, minimise the numbers of moves and lessen the effects of temporary accommodation on Myddleton Road.
- Monitor the location of temporary accommodation to ensure that Haringey and other placing authorities do not make excessive use of Myddleton Road and avoid over-concentration.
- Target enforcement activity on temporary accommodation where it fails to meet the expected standards.
- Extend HMO registration scheme to Myddleton Road
- Use the community development worker, to support hard-to-reach local residents and businesses, and provide support for refugee children.
- Prepare and distribute guidance note on how to dispose of rubbish in the proper manner.
- Carry out a property audit at the road.
- Investigate the scope for joint development with a registered social landlord.
- Ensure that affordable / key worker housing targets are enforced in new development permissions.

Also refer to action points relating to enforcement in the *Monitoring and Implementation* chapter.

11 MONITORING AND IMPLEMENTATION

11.1 Monitoring

The policies and actions in the plan are considered to be realistic and achievable. The Table in Appendix B sets out the action plan for the area, which indicates the actions proposed, who will be leading, and approximate timescale (short, medium and long term). The Council will monitor the plan to ensure that its aims and policies are being implemented successfully. A monitoring report will be produced annually to indicate progress on Myddleton Road and update the situation. Policies in the plan will be updated and amended when necessary.

11.2 Enforcement

11.2.1 Local Issue and Analysis

Government guidance in PPG1 *General Policy and Principles* states that the purpose of planning enforcement is to “protect the integrity of the planning system and development control process, by enabling local planning authorities to remedy any harm to amenity or other interest of acknowledged importance which may result from unauthorised development”. The importance of effective enforcement procedures is underlined in PPG18 *Enforcement Planning Control* which states that “public acceptance of the development control process is quickly undermined if unauthorised development, which is unacceptable on planning merits, is allowed to proceed without any apparent attempt by the local planning authority to intervene before any serious harm to amenity results from it”.

The policies contained in the plan require effective enforcement action if they are to achieve their purpose. Effective communication and co-operation with the appropriate Council departments and external agencies is required for effective enforcement action.

Unauthorised uses are having a detrimental impact on Myddleton Road. The economic situation of the centre and financial concerns has prompted some landlords to convert their properties into more economically viable residential uses. Evidence suggests that the rear part of a number of shops have been converted into poor quality forms of residential accommodation without the benefit of planning permission. Further, rear extensions and the upper floors of these premises are being used for multiple-occupancy, unplanned flat conversions and bed-sits, also without the benefit of planning permission. This has resulted in residential accommodation occupied at a high density that is of an extremely poor standard/sub-standard. Alterations to shop fronts and physical alterations to the frontage of buildings have adversely impacted on the character and appearance of the Conservation Area. Contraventions in relation to unauthorised uses have also caused traffic congestion, obstructed the public footpath and have adversely affected the amenities of neighbouring occupiers.

The Council is currently instigating enforcement action on the most harmful contraventions, but unfortunately some have taken place so long ago as to be immune from such action.

11.2.2 Objectives

- Effective enforcement will help meet all the objectives of this Plan.

11.2.3 Enforcement Policy

MRNP 11.1

The Council will integrate the approach to implementing enforcement action by the Planning, Building Control, Engineering, Housing, Environmental Health, Street Scene, Waste Regulation departments and where appropriate other outside agencies.

MRNP 11.2

In the plan area the following issues will be given the highest priority;-

- i. Any unauthorised development which causes immediate, irreparable and serious harm to the neighbourhood.
- ii. Any unauthorised development causing severe disturbance to neighbours from sleeping during the night.
- iii. Unauthorised demolition of a building within the Conservation Area.
- iv. Unauthorised felling or lopping of a tree protected by a Tree Preservation Order.
- v. Breaches where the time limits for enforcement action are about to expire.

11.2.4 Specific Action Points

- Ensure that part of the Street Wardens' role is to take a proactive approach to enforcement and report contraventions, including abandoned vehicles and the dumping of rubbish, and to reduce the incidence of anti-social behaviour in Bowes Park.
- Include an enforcement policy in Haringey's UDP as part of its review in order to demonstrate that enforcement action is plan led at appeal or when seeking an injunction.
- Produce a leaflet to explain the Council's approach to enforcement and distribute to local residents and traders. This needs to include a strong warning that action will be taken against dumping offenders.
- Carry out an audit of previous and proposed planning enforcement activity at Myddleton Road.
- Develop an enforcement strategy around houses in multiple occupation, focusing on those premises with the worst conditions.
- Increase the number investigations in respect of Houses in Multiple Occupation by planning and environmental health teams.

11.3 Funding

11.3.1 Funding needs in the area

Bowes Park as a ward does not have as high an incidence of deprivation as some other wards in Haringey and does fall under the Neighbourhood Renewal Fund bracket. However, on Enumeration District scale, it has been demonstrated that Myddleton Road itself scores highly on the Index of Multiple deprivation scale. Two indicators in particular are notable: it has a high ratio of 'Households Lacking Basic Amenities' and 'Percentage of Children Under 16 of benefit Dependent Parents'.

Myddleton Road experiences many of the types of problems that exist across the Borough, and as such, a workable, realistic intervention here could be seen as a pilot scheme that could benefit the whole Borough. However, the Road does not fall within an area that can attract central government capital funding. The Government's Index of Multiple Deprivation ranks it 1,388th out of 8,000 wards in England. Therefore it is far from the 10% most deprived

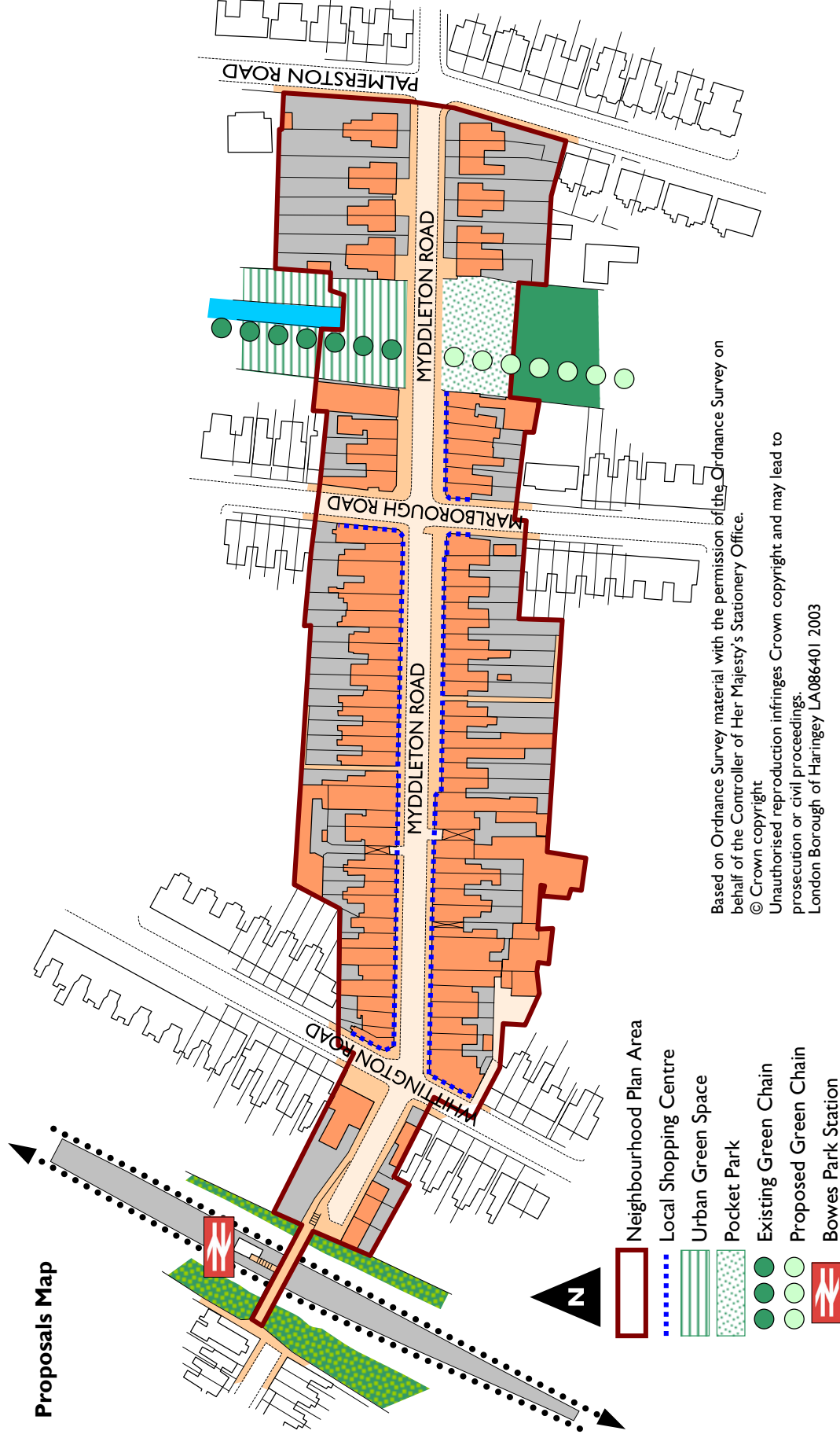
wards in England eligible for Neighbourhood Renewal funding. Also, Bowes Park is not defined as a Single Regeneration Budget Area. Hence, the objectives of this plan will need to be met within Council budgets and other agency budgets.

11.3.2 Action Points

- Investigate the potential of raising funding from the Townscape Heritage Fund.
- Investigate the development of a project to provide grants for housing improvements.

APPENDIX A

Proposals Map



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APPENDIX B

Schedule of Actions

ACTION POINT	LEAD DIRECTORATE / DIVISION	TIMESCALE
<i>The Built Environment</i>		
Update SPG 3.3 on “Bowes Park Conservation Area”	Environment / Planning Policy	Medium
Encourage Owners to repair buildings.	Environment / Neighbourhood Management	Medium
Raise Awareness that Myddleton Road is part of a conservation area and promote civic pride.	Environment / Neighbourhood Management	Medium
Seek higher standards of design regarding the pavement and lamppost renewals.	Environment / Planning Policy	Long
Produce supplementary planning guidance on design, including shop fronts, advertisements and designing out crime.	Environment / Planning Policy	Medium
Use the findings of the crime survey to identify any further actions required to design out crime.	Environment / Neighbourhood Management	Short
Encourage residents and business to report crime so that data collected by the police reflects the true situation on Myddleton Road and identify any crime spots.	Environment / Neighbourhood Management	Short
Enhance the security at Bowes Park Station by introducing new design measures at the footbridge and refurbishing the buildings therein.	Environment / Street Scene	Short
Seek to improve the street lighting on Myddleton Road, at the station and the entrance to it.	Environment / Highways Design Group	Short
Work with young offenders to deter them from committing crime.	Environment / Neighbourhood Management	Medium
Engage Haringey Arts Council to organise a scheme of public art at the Station.	Environment / Neighbourhood Management	Short
Seek to introduction of CCTV to tackle the problem of crime.	Environment / Neighbourhood Management	Short

<i>The Open Environment</i>		
Designate the 'community garden' as public open space and identify on the on the UDP Proposals Map.	Environment / Planning Policy	Medium
Liase with Thames Water with a view to increasing the use and care of the New River Walk.	Environment / Neighbourhood Management	Short
<i>Retail</i>		
Liase with Haringey Arts Council with a view of encouraging them to take up properties in Myddleton Road.	Environment / Neighbourhood Management	Medium
Revise the boundary of the Local Shopping Centre and identify on the UDP Proposals map.	Environment / Planning Policy	Short
Carry out enforcement activity against existing unauthorised uses and / or development.	Environment / Development control	Short / medium
<i>Employment</i>		
Where appropriate enforcement action, including the use of stop notices, will be carried out against unauthorised uses.	Environment / Development control	Short / medium
Where necessary alternative sites will be identified for firms to be relocated.	Environment / Neighbourhood Management	Short / medium
<i>Transport</i>		
Investigate the merits of introducing a controlled parking zone or, and on-street parking controls in consultation with the local community, the London Borough of Enfield and Transport for London.	Environment / Street Scene	Medium
Negotiate with the builders supply business at nos. 78 to 82 Myddleton Road with a view of relocating them.	Environment / Neighbourhood Management	Short
Consider the merits of installing bollards on pavements and changing kerb lines to protect pedestrians from vehicles.	Environment / Street Scene	Medium
Liase with WAGN with a view of providing a facility for cycle parking at Bowes Park Station.	Environment / Neighbourhood Management	Medium
Ensure that street wardens monitor any obstruction to the public footway.	Environment / Neighbourhood Management	Short
<i>Residential</i>		
Ensure that Haringey do not use any additional properties as temporary accommodation and encourage other placing authorities to do the same.	Housing / Strategy & Needs	Medium
Compile an action plan and recommendations to improve the management of temporary accommodation, minimise the numbers of moves and lessen the effects of temporary accommodation on Myddleton Road.	Housing / Strategy & Needs	Short
Monitor the location of temporary accommodation to ensure that Haringey and other placing authorities do not make excessive use of Myddleton Road and avoid over-concentration.	Housing / Strategy & Needs	Medium

Target enforcement activity on temporary accommodation where they fail to meet the expected standards.	Environment / Housing	Medium
Extend HMO registration scheme to Myddleton Road.	Environment / Environmental Health	Medium
Use the community development worker, to support hard-to-reach local residents and businesses, and provide support for refugee children	Environment / Neighbourhood Management	Short
Prepare and distribute guidance note on how to dispose of rubbish in the proper manner.	Environment / Neighbourhood Management	Medium
Carry out a property audit at the road.	Environment / Planning Policy	Medium
Investigate the scope for joint development with a registered social landlord.	Housing / Environment Strategy & Needs / Neighbourhood Management	Long
<i>Monitoring And Implementation</i>		
Ensure that part of the Street Wardens role is to take a proactive approach to enforcement and report contravention's, including abandoned vehicles and the dumping of rubbish, and to reduce the incidence of anti-social behaviour in Bowes Park.	Environment / Neighbourhood Management	Short
Include an enforcement policy in Haringey's UDP as part of its review in order to demonstrate that enforcement action is planned at appeal or when seeking an injunction.	Environment / Planning Policy	Medium
Carry out an audit of previous and proposed planning enforcement activity at Myddleton Road.	Environment / Development Control	Short
Produce a leaflet to explain the Council's approach to enforcement and distribute to local residents and traders.	Environment / Development Control	Short
Develop an enforcement strategy around houses in multiple occupation, focusing on those premises with the worst conditions.	Environment / Planning Policy	Medium
Increase the number investigations in respect of Houses in Multiple Occupation by planning and environmental health teams.	Environment / Environmental Health	Medium
Investigate the potential of raising funding from the Townscape Heritage Fund.	Environment / Neighbourhood Management	Short
Investigate the development of a project to provide grants for housing improvements.	Environment / Housing	Short

* Short term ≈ 1 year

* Medium term ≈ 2 – 3 years

* Long term ≈ 3 – 5 years