

To: Haringey Council. Attn:

- Andy Donald (Chief Executive Officer)
- Robbie McNaugher (Head of Development Management and Planning Enforcement)
- cc: Cllr Peray Ahmet, Cllr Mike Hakata, Cllr Dana Carlin

From:

- Haringey Living Streets
- Haringey Cycling Campaign
- Haringey Clean Air Group

24 October 2022

Dear Andy Donald and Robbie McNaugher,

We are writing in relation to St Ann's Hospital Housing Development to be constructed by Catalyst Housing.

We would like to recommend that this, and indeed, all future housing developments, in the borough, are designed to be largely low car or no car, except for disabled and carers' parking places. We were pleased to see that smaller developments of Woodridings Court and Kerswell Close are car free.

We understand from the planning application that there will be 106 standard parking places at this development. Being a progressive council, we hope Haringey Council will now move to designing car dependency out of housing, in the way that other boroughs are.

We would instead propose alternative transport provisions for the St Ann's development, including:

- enough **safe cycle parking for all residents** (including children's bikes/cargo bikes)
- that Catalyst - using CIL funding, ensure safe cycling infrastructure for families and residents to reach major transport hubs like Finsbury Park - e.g. infrastructure to enable safe crossing over Green Lanes (at the end of Hermitage Road).

Also **the London Plan** suggests low car parking provision, where possible:

- The London Plan says car free should be the starting point for new development in well connected places. While PTAL is not that high, the site is in-between two very well served tube and bus corridors, with relatively fast access to central London. There is high cycling potential for more local trips too, given the proximity of shops, generally quite dense patterns of development etc. Car ownership in that location is low, which could suggest the need to own a car is not essential.
- While the London Plan sets a maximum ratio of parking (i.e. Spaces per home), we feel it is beholden on the council to think of the overall volume of spaces, and that even a low ratio applied to a development of this scale would generate significant

(and our view, unnecessary) congestion, emissions and road danger from the resulting car ownership and use this generates. Our borough is already overrun with private car users. Residents have long suffered increasing noise and air pollution, as well as unsafe and unpleasant conditions for walking and cycling due to the volumes and speed of traffic.

What other boroughs are doing:

In Islington, it's not just a few developments here and there that are car free; they have adopted a blanket car free policy (for new housing) across the borough (as have Camden). While those boroughs are more central, Waltham Forest's draft policy, currently going through examination, applies a car free approach across the whole borough even the bits more suburban/further from central than Haringey (images can be sent). We would ultimately like Haringey to adopt a borough wide policy of car free development, and suggest that this location is an ideal place to start.

We recognise for this approach to be successful it is connected with broader transport interventions that require cross borough and cross agency working (e.g. TFL):

- safe cycle parking at Manor House
 - safe cycle facilities at Finsbury Park to be improved
 - parking removed on Green Lanes to enable speedier bus times
 - spaces for car share vehicles (e.g. Zip Car Share) at St Ann's Hospital
- Development - ranging from electric bikes/cargo bikes, small cars, vans etc with the view to increasing shared car use in our borough.

Finally, less space given to parking, would enable Haringey Council and Catalyst Housing to provide extra housing or green space (or both) preventing the loss of so many mature trees at this site. In an ecological crisis and in a ward that has low canopy cover we need to prioritise green space over car parking.

We look forward to working with you to move towards a low car, low traffic future borough.

Warm regards

Haringey Living Streets
Haringey Cycling Campaign
Haringey Clean Air Group