

London Borough of Haringey

Land at the junction of Partridge Way and Trinity Road, London N22 8DW

Sustainability Statement

For

Land at the junction of Partridge Way and Trinity Road,
London N22 8DW



MLM.

Group

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1 Introduction

MLM Consulting Engineers Ltd have been appointed to prepare a Sustainability Statement on behalf of London Borough of Haringey in support of a planning application for the proposed development at Land at the junction of Partridge Way and Trinity Road, London N22 8DW (the 'proposed development').

The proposed development involves demolition of existing garages along Partridge Way and the erection of a nine-storey residential building containing twenty-three flats, consisting of fourteen one-bed units and nine two-bed units, associated refuse and recycling, cycle storage, plant area and post room. Landscape improvements to the green verge along Bounds Green Road with additional planting and trees. Upgrade of green area towards the west of the site with new play space. New bin store for Finsbury House.

The following planning policy and construction guidance documentation has been considered in detail in the preparation of this Sustainability Statement:

- The National Planning Policy Framework, Department of Communities and Local Government (CLG), 2019;
- The London Plan, Greater London Authority (GLA), 2021;
- Sustainable Design and Construction, The London Plan Supplementary Planning Guidance, GLA, 2014;
- Haringey's Local Plan Strategic Policies 2013 – 2026, Haringey, 2013;
- Development Management Development Plan Document (DPD), Haringey, 2017;
- Sustainable Design & Construction Supplementary Planning Document (SPD), Haringey, 2013;
- Emerging New Local Plan 2022-2037, Haringey, 2021.

This Sustainability Statement has been prepared using information included in several documents that either form part of or are submitted in support of the planning application for the proposed development. The sustainability measures described herein have been developed in consultation with members of the project's design and consultant team.

- This report considers the special character of the proposed development and defines the broad approach that will be implemented for the development to meet the required policy criteria. The specific details and assumptions set out within this Sustainability Statement will be tested and reviewed throughout the detailed design, build and operational phases of the proposed development.
- The remainder of this document is structured as follows:
 - Section 2 provides an overview of the site's context and the Proposed Development;
 - Section 3 outlines the planning policy context;
 - Section 4 sets out the assessment methodology;
 - Section 5 presents the sustainability assessment and details the sustainability features of the Proposed Development;
 - Section 6 presents the conclusions;

2 Overview of the Proposed Development

The site sits to the north east of Bounds Green Road, equidistant between Bounds Green and Wood Green tube stations. The site is located at the junction between Trinity Road and Partridge Way which creates an angular area of land currently occupied by a row of garages and an area of hardstanding. The site for the proposed building is triangular in shape, however the wider site boundary is irregular and covers areas proposed for landscaping improvements.

The site is currently occupied by 18 garages which are proposed to be demolished. Existing communal amenity area with grass and planting to the east of the site. There is an existing refuse facility on the corner of Trinity Road and Partridge Way that is proposed to be moved.

The proposed development involves demolition of existing garages along Partridge Way and the erection of a nine-storey residential building containing twenty-three flats, consisting of fourteen one-bed units and nine two-bed units, associated refuse recycling and cycle storage facilities, plant area and post room. Local environmental and public realm improvements are also proposed as part of the development including new surface treatment and landscaping around the building and new planting and trees on the green verge along Bounds Green Road. In addition, a comprehensive relandscaping of the existing communal amenity area to the west of the site is proposed including the provision of a children's play area.



Figure 1: Proposed Development

3 Planning Policy Context

Rising international and national aspirations on sustainability have led to the strengthening of national planning policies and building control processes that contribute to the Government's long-term commitment to support sustainable development. To ensure compliance with relevant sustainability and wider targets and requirements, the following key policies and documents have been reviewed within the context of the proposed development.

3.1 National Planning Policy Framework (CLG, 2019)

The Government's National Planning Policy Framework (NPPF) was first published in March 2012 with the aim of simplifying the planning system in England to facilitate sustainable development. A revised version of the NPPF was published in February 2019. The National Planning Policy Framework, sets out the Government's planning policies for England and how these are expected to be applied. It must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

The document presents a series of policies that constitute the Government's view of what sustainable development in England means in practice for the planning system. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay.

3.2 Regional Planning Policy

3.2.1 The London Plan (GLA, 2021)

The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out.

This is a new London Plan (also known as a Replacement Plan). This means it is not an alteration or update to previous London Plans. All the other iterations of the London Plan from 2004-2016 have been alterations. This London Plan replaces all previous versions. The Plan provides an appropriate spatial strategy that plans for London's growth in a sustainable way. The housing targets set out for each London Borough are the basis for planning for housing in London.

The London Plan will require developments to contribute towards London's ambitious target to become zero-carbon by 2050 by increasing energy efficiency, including using smart technologies, and utilising low carbon energy sources. Creating a low carbon circular economy, in which the greatest possible value is extracted from resources before they become waste, is not only socially and environmentally responsible, but will save money and limit the likelihood of environmental threats affecting London's future.

Specifically, London Plan's Good Growth objective *GG6 Increasing efficiency and resilience* requires those involved in planning and development to improve energy efficiency and support the move towards a low carbon circular economy, contributing towards London becoming a zero carbon city by 2050. They must ensure buildings and infrastructure are designed to adapt to a changing climate, making efficient use of water, reducing impacts from natural hazards like flooding and heatwaves, while mitigating and avoiding contributing to the urban heat island effect. A safe and secure environment which is resilient the impact of emergencies including fire and terrorism must be created and also take an integrated and smart approach to the delivery of strategic and local infrastructure by ensuring that public, private, community and voluntary sectors plan and work together.

Policy Sustainable Infrastructure (SI) 2 Minimising greenhouse gas emissions requires major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- be lean: use less energy and manage demand during operation

- be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- be seen: monitor, verify and report on energy performance.

Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

- through a cash in lieu contribution to the borough's carbon offset fund, or
- off-site provided that an alternative proposal is identified and delivery is certain.

Boroughs must establish and administer a carbon offset fund. Offset fund payments must be ring-fenced to implement projects that deliver carbon reductions. The operation of offset funds should be monitored and reported on annually.

Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions. Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

Policy SI 4 Managing heat risk requires development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure. Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

- reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure
- minimise internal heat generation through energy efficient design
- manage the heat within the building through exposed internal thermal mass and high ceilings
- provide passive ventilation
- provide mechanical ventilation
- provide active cooling systems.

3.2.2 Sustainable Design and Construction, Supplementary Planning Guidance (GLA, 2014)

In April 2014 the Mayor published the Sustainable Design and Construction Supplementary Planning Guidance (SPG) to provide guidance to developers. This SPG details the Mayor's standards, covering a wide range of sustainability measures that major developments are expected and encouraged to meet.

The SPG provides guidance on to how to achieve the London Plan objectives effectively, supporting the Mayor's aims for growth, including the delivery of housing and infrastructure. It relates to the implementation of London Plan Policy 5.3, but also a range of policies on sustainability as well as those that aim to create a pleasant environment to live in. It also builds on the policies set out in the National Planning Policy Framework, providing specific advice for London.

Notably, the SPG responds to the introduction of the new Building Regulations Approved Document L (ADL) 2013, which requires an overall 6% reduction in CO₂ emissions from new residential buildings and an overall 9% reduction in CO₂ emissions from new non-residential buildings compared to ADL of the Building Regulations 2010. To avoid complexity and extra costs for developers, the Mayor adopted a flat CO₂ improvement target beyond ADL 2013 of 35% for both residential and non-residential developments. This target replaces the previous targets set out under the London Plan Policy 5.2 (B) against ADL 2010.

The SPG sets out a series of Mayor's Priorities, which the Mayor seeks developers to address in all development proposals, and a series Mayor's Best Practice ambitions, which the Mayor strongly encourages be delivered in the appropriate developments.

The Priorities and Best Practice ambitions are organised in the following sections:

- Resource management – land (including basements and lightwells and local food growing), site layout and building design, energy and carbon dioxide emissions, water efficiency, materials (including reuse of waste), nature conservation and biodiversity;
- Climate change adaptation – overheating, heat and drought resistant planting, resilient foundations, urban greening, trees, surface water flooding, flooding and risk management; and
- Pollution management – contaminated land, air pollution, noise pollution, light pollution, water pollution (surface and waste water treatment).

Whilst the guidance in the SPG should be followed to ensure the design enables the fullest contribution to sustainable design and construction objectives, it needs to be tailored to cater for the specific characteristics of each development.

3.2.3 Other Regional Policy Documents

The London Plan and Sustainability SPG are supplemented by a series of regional policy documents that provide further and more detailed guidance relevant to the various aspects of sustainable development, including detailed guidance on preparing energy assessments, strategic guidance on climate change mitigation, as well as policies relevant to environmental impacts associated with the built environment.

3.3 Local Planning Policy

Haringey's development plan is currently made up of the Strategic Policies, Development Management Policies, Site Allocations and Tottenham Area Action Plan, alongside the London Plan. The council is currently preparing two additional plans, the Wood Green Area Action Plan, and the North London Waste Plan, and once adopted will form part of the development plan. The council has started work on a new Local Plan, which is intended to run from 2022 to 2037.

The Local Plan is made up of a series of planning documents that together form an overall set of rules. The council's Planning Committee must normally take these rules into account when making planning decisions on things like new homes, shops and other facilities, so it's important they are right and meet the ambitions of local people.

3.3.1 Haringey's Local Plan Strategic Policies 2013 – 2026 (Haringey, 2013)

Haringey's Local Plan: Strategic Policies was adopted by the council in 2013, to replace the Unitary Development Plan (UDP) - with subsequent alterations adopted on the 24 July 2017. The purpose of the document is to set out the long term vision of how Haringey should develop by 2026 and sets out the council's strategy for achieving that vision including high-level strategic policies used in determining planning applications. It takes forward the priorities of Haringey's Sustainable Community Strategy and other plans and strategies, to identify a vision for Haringey as a place to live, work and visit, and contains key policies and an implementation framework to deliver the vision.

The Local Plan outlines how the Council will address local and strategic development needs including housing, employment, leisure, and retail provision. It goes beyond traditional land use planning and considers other plans and strategies that influence the use of land and the way that places around us look and work. The Local Plan covers the physical aspects of location and land use but also addresses other factors that make places attractive, sustainable and successful, such as social and economic matters.

Haringey's Local Plan gives spatial interpretation to the Council's adopted Sustainable Community Strategy's key outcomes:

- People at the heart of change;

- An environmentally sustainable future;
- Economic vitality and prosperity shared by all;
- Safer for all;
- Healthier people with a better quality of life; and
- People and customer focused.

The Local Plan also takes into consideration new and emerging government policy, the London Plan, local issues and priorities facing the borough and future challenges such as climate change.

Specifically, *Policy SP0: Presumption in favour of Sustainable Development* states that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey. Planning applications that accord with the policies in Haringey's Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Policy SP4: Working towards a low carbon Haringey states that over the life time of the Local Plan, reducing energy use in buildings and working towards a low carbon borough will be one of the key challenges facing Haringey. The Council will promote the measures outlined below to reduce carbon emissions from new and existing buildings. In line with London Plan policy, the Council will promote and require all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation, by incorporating the following measures:

- From 2011 onwards, all new residential development will achieve a minimum 25% reduction in total (regulated) CO₂ emissions in line with Code for Sustainable Homes Level 4 energy standards, and should aim to achieve Level 6. All new residential development shall be zero carbon from 2016 onwards; and
- From 2011 onwards all new non-residential development shall be built to at least BREEAM "very good" standard and should aim to achieve BREEAM "excellent" or the current nationally agreed standard. All new non-residential development shall be zero carbon from 2019.

The Council will promote low- and zero-carbon energy generation through the following measures:

- Requiring all developments to assess, identify and implement, where viable, site-wide and area-wide decentralised energy facilities including the potential to link into a wider network;
- Establishing local networks of decentralised heat and energy facilities by requiring developers to prioritise connection to existing or planned networks where feasible;
- Working with neighbouring boroughs and other partners to explore ways of implementing sub-regional decentralised energy networks including the potential in the Upper Lee Valley Opportunity Area; and
- All new developments are required, where viable, to achieve a reduction in predicted carbon dioxide emissions of 20% from on-site renewable energy regeneration, which can include connections to local sources of decentralised renewable energy.

3.3.2 Development Management Development Plan Document (DPD) (Haringey, 2017)

The council has prepared a Development Management Development Plan Document (DPD) which sets out planning policies to help determine which developments are granted planning permission in Haringey. It was adopted by the council on the 24 July 2017. The DPD gives effect to Haringey's spatial strategy and the key objectives of the Strategic Policies Local Plan by supporting proposals that contribute to the delivery of sustainable development in accordance with the strategy, and providing a clear framework for resisting development that would be at odds with the Local Plan.

The Development Management DPD sets out criteria based policies against which planning applications will be assessed, including policies which give effect to the designations shown on the adopted Policies Map. The Development Management policies will be considered alongside the full suite of Haringey's Local Plan policies.

Specifically *Policy DM21: Sustainable Design, Layout and Construction* states that all new development, including building and landscape works, will be expected to consider and implement sustainable design, layout and construction techniques. Proposals should:

- Apply the energy hierarchy to minimise energy use in order to meet, and if possible exceed, minimum carbon dioxide reduction requirements;
- Apply the cooling hierarchy to reduce the potential for overheating and limit reliance on mechanical air conditioning systems;
- Maximise opportunities to enhance biodiversity on-site, including through appropriate landscaping, Sustainable Drainage Systems, living roofs and green walls;
- Wherever possible, use building materials with high environmental performance ratings; and
- Seek opportunities for locally sourced labour.

The Council will support appropriate measures to sustainably retrofit existing homes and non-residential buildings. Proposals that fail to demonstrate adequate consideration for sustainable design, layout and construction techniques will be resisted. Consideration will be given to the use of carbon offset payments, to be secured by planning obligations, where it can be demonstrated that proposals are unable to meet carbon dioxide emission reduction targets on-site.

Policy DM22: Decentralised Energy (DE) states that subject to other policy requirements, proposals that contribute to the provision and use of Decentralised Energy network infrastructure will be supported.

For communal energy systems, all development that incorporates site-wide communal energy systems should examine opportunities for extending such systems, irrespective of whether it is connected to a DE network. All development that incorporates site-wide communal energy systems should optimise opportunities for extending such systems beyond the site boundary to supply energy to neighbouring existing and planned future developments.

For existing and planned future DE networks, all development proposals should prioritise connection to existing or planned future DE networks. All major development located within 500 metres of an existing DE Network, and minor new-build development located within 25 metres, will be expected to secure connection to that network subject to demonstration of technical feasibility and financial viability. All major development located within 500 metres of a planned future DE Network, which is considered by the Council likely to be operational within 3 years of a grant of planning permission, will be expected to secure connection to that network subject to demonstration of technical feasibility and financial viability.

For DE network 'connection zones', all major development located within 500 metres of a DE network 'connection zone' should be designed for connection to a DE network. All minor new-build development located within 25 metres of a DE network 'connection zone' should be designed for connection to a DE network.

For customer charters, where site-wide communal and district heating systems are operational, the Council will strongly encourage heat and energy service providers to enter into customer charters with domestic and micro-business customers.

3.3.3 Sustainable Design & Construction Supplementary Planning Document (SPD) (Haringey, 2013)

The Sustainable Design and Construction Supplementary Planning Document (SPD), was adopted in February 2013. The document supports the Local Plan: Strategic Policies (adopted March 2013). The SPD is considered in determining planning applications. It does not create new policy but complements the Local Plan and brings together policy requirements and guidance from national, regional and local planning framework that promote sustainable buildings.

The SPD will help the borough move towards its carbon reduction targets. This includes the Council's aspirational target for a reduction in CO₂ emissions in Haringey of 40% by 2020 on a 2005 baseline, as well as the targets and the development of local (decentralised) energy networks as set out in the London and Local Plans. The guidance will also assist in the

implementation of the Biodiversity Action Plan 2009. The measures identified in the SPD will help the Council to meet the various obligations for sustainability, environmental quality and carbon reductions targets set at national, regional and local levels.

Developers can use the following statements to show how their proposals contribute to sustainable design and construction:

- Design and Access Statement
- Sustainability Statement
- Energy Statement

3.3.4 Emerging New Local Plan 2022-2037 (Haringey, 2021)

The council has begun the process of preparing a New Local Plan which will replace the existing Local Plan documents adopted in July 2017. The Local Plan is used to decide on planning applications for new development and buildings in the borough.

The council want to engage and consult with residents, businesses and other stakeholders from the very beginning of the plan-making process therefore as a first step in preparing the Plan they are holding a New Local Plan First Steps Engagement. The New Local Plan First Steps Engagement document sets out the key issues to be addressed by the New Local Plan, asks open questions about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It is intended to begin a conversation about the direction of New Local Plan and as such it does not contain draft policies.

Alongside the New Local Plan First Steps Engagement consultation document an Integrated Impact Assessment (IIA) Scoping Report has also been prepared for consultation which sets out how the council will assess the equalities, sustainability and health impacts of the New Local Plan. The consultation is being held in accordance with Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012 which set out what Local Planning Authorities are required to do in relation to the preparation of a local plan.

4 Assessment Methodology

This Sustainability Statement has been structured around the GLA's and Haringey Council's sustainable development aims and objectives and demonstrates the sustainability features included into the Proposed Development.

Specifically, the Proposed Development has been assessed against the following topics, as these are listed in the London Plan and the Mayor of London Sustainable Design and Construction SPG which ties in with the Haringey Council's Sustainable Design and Construction Supplementary Planning Document:

- Land, Site Layout and Building Design;
- Energy, Carbon Dioxide Emissions and Renewable Energy;
- Water Efficiency;
- Materials and Waste;
- Nature Conservation and biodiversity;
- Adapting to Climate change and greening the city;
- Pollution Management – Land, Water, Noise, Air and Light; and
- Sustainable Transport.

The following sections detail the sustainability credentials of the Proposed Development, against the above topics.

The sustainability measures described in this Sustainability Statement were developed in consultation with members of the project team.

5 Sustainability Assessment

5.1 Land, Site Layout and Building Design

The site sits to the north east of Bounds Green Road, equidistant between Bounds Green and Wood Green tube stations. The site is located at the junction between Trinity Road and Partridge Way which creates an angular area of land currently occupied by a row of garages. There is also public space that sits at the junction of Trinity Road and Partridge Way which is mainly used as a pedestrian access route. The site for the proposed building is triangular, however the wider site boundary is irregular and covers areas proposed for landscaping improvements.

The surrounding area is characterised by post-war housing developments, most notably the 15 storey tower blocks of Finsbury House and Newbury House to the north of the site. Adjacent to the east is a long two-storey row of brick housing with timber panelling to the front and rear elevations. To the south of Bounds Green Road, streets of terrace housing run perpendicular to the main road. They are predominantly late Victorian with red brick façades and white stucco detailing.

The site and wider estate are accessed via Bounds Green Road. This point of access is used by both pedestrians and vehicles and is the only vehicular access into the estate. The estate has several pedestrian access points, namely foot paths along Trinity Road and New River Path. The site is currently occupied by 18 underused garages which are proposed to be demolished. There is an existing communal amenity area with grass and planting to the east of the site. There is an existing recycling facility on the corner of Trinity Road and Partridge Way that is proposed to be moved. The grass verges along Bounds Green Road contain a mixture of mature and semi mature trees that add to both the character and environment of the area.

Following the design process and the consultant reports commissioned Haringey Council are proposing a new residential block to develop the site at Partridge Way, containing 23 new build apartments to be let at council rent. The ground floor consists of a main entrance hall, bin store, cycle store, plant-room, cleaner's store, post room, lift, and staircase to the upper floors. There is a separate entrance for waste removal which is locked and accessed by a waste removal company. The plant room entrance is locked and is accessible on request when required by Homes for Haringey. A separate cycle entrance is proposed. First floor level will contain two residential units. These will consist of two x wheelchair adaptable units. 2nd to 8th floor levels will contain 3 units per floor. These consist of two x one-bed two-person units and one x two bed four-person unit. Each of the units will have an entrance area, cloakroom/store, bathroom, a double bedroom, (the two bed unit will have a double bedroom and a twin room), open plan living/kitchen/diner, and a private built in balcony.

The proposed development makes effective and sustainable use of a brownfield site in an accessible location and would deliver high-quality and affordable rented homes. The development will also significantly improve the quality of the local environment and respect neighbouring residential amenity.

The proposed development is set away from the boundary to reduce the impact to the neighbouring property. The ground floor plan does not contain any habitable accommodation and will be used to service the building. The scheme is designed with a two- storey plinth at a similar height to the neighbouring properties to tie in visually with the adjacent row of terrace houses. The building has been designed at nine storeys having regard to the nature and amenity of the surrounding townscape and to ensure that its height does not compete with the higher existing tower blocks at Newbury House and Finsbury House. The proposed scheme has its own distinct character and proportions, and as a medium rise block defines its own scale within the street scene. The main materials proposed are buff brick, and black powder coated aluminium framed windows.

High-quality detailing and materials are proposed for the scheme and details of key elements should be approved by the consultants, client team and Local Planning Authority prior to construction as per the process in the clients Employers Requirements. Key elements include items such as: projecting brick details, stepped brick details, stacked brick details, flue and extractor penetrations, lighting, parapet capping, balustrade style and fixings, external signage, external gates, and boundary details.

Brickwork will project 100mm where indicated on the plans and elevations to form 'rib' like detailing. The detailing forms a strong aesthetic at the ground and first floor, creating a language for the plinth. The 'ribs' continue up the building, helping to mark out the main entrance. Recessed brick detailing will be offset by 25mm from the plane of the primary elevations, forming shadow lines detailing. Recessed brick detailing helps articulate the vertical architectural language

proposed on the elevations. Triple stacked soldier courses are used throughout the scheme to break up the mass of the elevations. The soldier courses have been used to add detail and interest to the elevations and to indicate floor planes between windows. 50mm flat steel bar to be used for the balustrades and louvred screening. Louvred screening to be angled to control views away from existing residential properties. The colour of these features will be anthracite or black to provide a strong contrast against the buff brick.

A wind microclimate assessment has been undertaken for the site ('Wind Microclimate Assessment', June 2021, BRE) to consider the pedestrian level wind effects around the proposed development. The study has found that the wind conditions around the proposed new building on Partridge Way are expected to be suitable for the pedestrian activities of strolling or standing in all public realm areas around the development.

The wind conditions at the main building entrance and at the fire exit and secondary entrances are expected to be suitable for Entrance/Exit use at these locations. The proposed development is not expected to generate any adverse wind conditions around the adjoining buildings nor in the wider area. It is expected that the wind microclimate around the proposed Partridge Way development will be suitable for the intended pedestrian activities at all ground level locations on footpaths, public realm areas and adjoining areas. There are not expected to be any adverse impacts on the wind microclimate.

Furthermore, a Daylight and Sunlight assessment ('Daylight and Sunlight Study (Neighbouring Properties)', December 2020, Right of Light Consulting) has also been carried out to assess the impact of the development on the light receivable by the neighbouring properties. The assessment demonstrates that all neighbouring windows (that have a requirement for daylight or sunlight) pass the relevant BRE diffuse daylight and direct sunlight tests. The development also passes the BRE overshadowing to gardens and open spaces test. The design of the proposed development has also been informed by careful sunlight and daylight analysis to ensure that neighbouring properties including the nursery receive sufficient daylight and daylight. The study has concluded that the proposed development will have a relatively low impact on the light receivable by its neighbouring properties. The proposed development sufficiently safeguards the daylight and sunlight amenity of the neighbouring properties.

The proposed development also receives satisfactory levels of internal daylight and sunlight as confirmed in the daylight and sunlight internal assessment ('Daylight and Sunlight Study (Within Development)', June 2021, Right of Light Consulting). The study concludes that the proposed development satisfies all the requirements set out in the BRE guide 'Site Layout Planning for Daylight and Sunlight'.

5.2 Energy, Carbon Dioxide Emissions and Renewable Energy

The Energy Strategy for the Proposed Development (Energy Statement for Planning, June 2021, MLM) is structured in accordance with the Energy Hierarchy from the London Plan and Haringey's Energy Policies. Emphasis has been placed on maximising energy demand reduction for the building and reducing carbon emissions.

The energy consumption figures are based on sample SAP modelling in line with Building Regulations Part L1A 2013 Compliant DSM Software. The regulated CO₂ emissions results have been generated using SAP2012 and then converted using the GLA's Carbon Emission Reporting Spreadsheet (v1.1 2018) to estimate emissions under SAP10. The proposed Sustainability Principles and Engineering Concepts incorporate the requirements and guidelines of the relevant British Standards, CIBSE Guides and DfE Building Bulletins.

In line with the requirements of the national, regional and local planning policies, ADL of the Building Regulations and current best practice, the following energy strategy was proposed for the development:

The incorporation of energy efficiency and passive design measures ('Be Lean'), which could bring savings in regulated CO₂ emissions of approximately 13% for the proposed development. The key passive design and energy efficiency measures integrated in the proposed development will include:

- Improved U-values of the thermal elements (wall, floor and roof) and controlled fittings (windows and roof lights) compliant with the Building Regulations Part L1A 2013 requirements;
- Careful design and construction monitoring to create a reasonably air tight building;

- Improved Specific Fan Power (SFP) for mechanical ventilation with heat recovery;
- Low energy lighting including LED technology lighting systems where viable;
- Bespoke thermal bridging values (Y-Value);
- Air Source Heat Pump for space heating and domestic hot water; and
- Mechanical ventilation with heat recovery which also provides a small amount of cooling.

The site is located 1103.36m from an existing/proposed heating network according to the London heat map network. Further investigation will need to be undertaken to establish if it is feasible for the scheme to connect to any of these networks. Discussions with the Council's Carbon Management Team confirmed the scheme is not close enough to any planned or forthcoming District Energy Networks (DENs). Wood Green would be the nearest DEN but it would not be feasible to connect this site to Wood Green. If a District Heating Network (DHN) heat supply connection can be obtained initial predictions are that a considerable reduction in carbon emissions will be achieved. If an ESCO or the London Borough of Haringey can provide a heat connection from new/existing routes the site proposes capped off services to allow for future connect to the network.

CHP has been deemed not feasible for the scheme, due to the scale of the building. As per the London Plan policies CHP should not be considered on developments of less than 500+ units. Additionally, according to the London Plan's hierarchy, a district heating connection is preferable to a CHP system. The proposed development is future proofed by being designed to connect to a DHN. The carbon savings at the 'Be Clean' stage is same as the 'Be Lean' stage.

The installation of on-site renewable technologies, such as Photovoltaic Panels (PVs) and Air Source Heat Pumps, have been identified as feasible for the development. The apartments will be provided with approximately 8.4kWp of photovoltaics and the amounts to each unit will be proportion by floor area. The panels will be located on the roof and are assumed to be south-east facing at a 30-degree tilt. The proposed ASHP system will have a minimum coefficient of performance (COP) of 2.5. The incorporation of the photovoltaic systems and Air Source Heat Pumps ('Be Green') will allow the development to achieve carbon savings of 51%.

Using the measures identified above the site could achieve a 13% carbon reduction via the lean stage and a 51% energy reduction using on-site low and zero carbon technologies. The carbon emissions (DER) of the proposed development can be reduced by 64%. This enables the building to comply with Building Regulation Part L1A.

In addition to the energy statement, an overheating assessment has also been undertaken for the development ('Summer Overheating Assessment in Dwellings – CIBSE TM59 Compliance', December 2020, MLM) which assesses the summertime overheating performance (CIBSE TM 59) of the proposed residential development. The assessment has found that all apartments comply with weather file DSY1, DSY2 and DSY3 in 2020, 2050 and 2080 weather scenarios. This has been based on the chosen overheating mitigation strategy in lieu of the restriction on window openings. In order to avoid the noise risk, the windows are recommended to be closed majority time of the day. The current mitigation strategy deals with tempered air ventilation or a similar system. It is seen to be effective in keeping a good thermal comfort level throughout the summer periods.

Thermal comfort adaptability depends on a range of factors, such as temperature, air speed, air temperature, radiant temperature, clothing and the metabolic rate of the occupants; however, in the case of this project Noise Risk has been seen to be the most important driving factor for choosing the overheating strategy of the project. Hence, MVHR with tempered air/cooling coil or similar system has been considered at a set point of 25 degree Celsius.

It is important to note that most of the apartments of the proposed development have been designed with dual aspect glazing, which provides the potential for cross ventilation, however windows are recommended to be open at very limited times. In addition, the dual aspect, shows very good daylighting levels and distribution.

The development does not present ground floor units, therefore, windows restrictors for security purpose have not been applied on windows openings. The development makes the best use of the floor plate in line with site layout and therefore it minimises internal corridors, consequently, reducing the likelihood of overheating. The strategy proposes measures in line with the London Plan cooling hierarchy and Haringey's summary Key Overheating Planning Application requirements by utilising the building fabric, passive measures and mechanical ventilation with tempered air to avoid overheating risk.

5.3 Water Efficiency

The design of the proposed development will aim to minimise internal potable water consumption. This will be achieved through the specification of low-flow sanitary fittings such as dual flush toilets, low flow taps and showers.

Furthermore, a water meter with a pulsed output will be installed on the mains supply to all buildings to ensure water consumption can be monitored and managed and therefore encourage reductions in water consumption.

Implementation of these measures could provide significant reductions in the water use from the proposed development and will reduce the short-term impact on water supply resources in the area in line with the London Plan policy 5.3.

5.4 Materials and Waste

5.4.1 Materials

The selection and application of the materials comprising the proposed development will respect the scale and setting of the surroundings. On that basis, the materials chosen will be suitable and robust, with durable long-life properties. Suitable durability and protection measures or design features/solutions will be incorporated to prevent damage to the vulnerable parts or exposed elements of the building and surrounding streetscape, therefore minimising the frequency of replacement and maximising materials optimisation.

A high-performance thermal envelope is proposed using traditional construction methods. High quality, durable materials are to be used that will age well and will not need regular maintenance. The main materials proposed are buff brick, and black powder coated aluminium framed windows. Key elements include items such as: projecting brick details, stepped brick details, stacked brick details, flue and extractor penetrations, lighting, parapet capping, balustrade style and fixings, external signage, external gates, and boundary details.

Throughout the design and construction phases of the Proposed Development emphasis will be on preassembly and pre-fabrication of elements, wherever practicable, to minimise on-site waste and improve quality. Wherever feasible, materials employed in key building elements (roof, external walls, internal walls, etc.) and hard landscaping will be selected in line with the Green Guide to Specification with a low environmental impact (including embodied carbon) over the full life cycle of the building. In addition, the contractor will opt for products with Environmental Product Declaration.

The proposal will aim at sourcing materials from responsible sources, for example through suppliers who participate in responsible sourcing schemes such as the BRE BES 6001:2008 Responsible Sourcing Standard. Where timber products are used, they will be obtained from sustainable sources, either Forest Stewardship Council or Programme for the Enforcement of Forestry Certification approved sources.

A healthy internal environment will further be promoted in all areas of the Proposed Development through the specification of internal finishes and fittings with low emissions of volatile organic compounds (VOCs). Specifically, VOCs are emitted from products such as paints and lacquers, paint strippers, cleaning supplies, pesticides, building materials and furnishings, glues and adhesives, Urea-formaldehyde foam insulation (UFFI), pressed wood products (hardwood plywood wall panelling, particleboard, fibreboard) and furniture made with these pressed wood products. Where these products are specified, efforts would be made to ensure that these have been tested against and meet the relevant standards for VOC emissions.

All thermal insulation products used in the building (i.e. external walls, ground floor, roof and building services insulation which includes any insulation required for any water pipes and storage systems) will have a low embodied impact relative to their thermal properties, as determined by the Green Guide to Specification ratings. Furthermore, where feasible, thermal insulation products used in the building will be responsibly sourced.

5.4.2 Waste

The proposed development will provide easily accessible waste and recycling facilities during the construction and operational phases as per Haringey's Local Plan to minimise and manage waste.

A Site Waste Management Plan (SWMP) will be developed for the proposed scheme to identify the types and quantities of waste produced during every stage of demolition and construction. The SWMP will be produced before on-site works begin and will investigate the opportunities to minimise and reduce waste generation, such as:

- Agreements with material suppliers to reduce the amount of packaging or to participate in a packaging take back scheme;
- Implementation of a 'just in time' material delivery system to avoid materials being stockpiled on-site for long periods of time, increasing the risk of their damage and disposal as waste;
- Attention to material quantity requirements to avoid over ordering and generation of wasted materials;
- Reuse of materials on-site wherever feasible,
- Segregation of waste at source where practical; and
- Reuse and recycling of materials off-site where reuse on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct reuse or reprocessing).

Where possible, materials needed for the construction process will be obtained firstly from re-use and recycling schemes before seeking fresh material. Throughout the design and construction phases of the proposed development emphasis will be on pre-assembly and pre-fabrication of elements, wherever practicable, to minimise on-site waste and improve quality.

Once the proposed development is operational, recycling and composting opportunities will be maximised for the good management of waste through the provision of sufficient internal and external space. A bin store is located on the ground floor and is accessed internally for residents. The storage facility is accessed externally for refuse workers via a locked entrance. Waste storage facilities have been designed in accordance with Haringey Local Plan, Sustainable Design and Construction Supplementary Planning Document. Using these documents, the following waste and refuse accommodation is proposed –

- 4 x 1100L Eurobins General Waste - Dims: 985mm D x 1260mm W x 1370mm H
- 3 x 1100L Eurobins Dry Recycling - Dims: 985mm D x 1260mm W x 1370mm H
- 1 x 360L food waste box - Dims: 885mm D x 620mm W x 1100mm H

Access to the bin store for residents will be via the internal corridor at ground floor level. Waste removal will be via a locked external door, accessed from the pavement on Partridge Way. Bins will be collected from Partridge Way as part of existing refuse collection schedules. Bins will be within the industry standard bin transfer distance of 15m from kerbside to refuse vehicle.

5.5 Nature Conservation and biodiversity

The proposed development will utilise land that has limited value to wildlife and will not cause a net loss in the quality and quantity of biodiversity. A Preliminary Ecological Appraisal has been undertaken for the site ('Preliminary Ecological Appraisal Report', June 2021, Indigo Surveys) to determine the presence of any important habitats or species which might be impacted on by the proposed development. The site was concluded to be of negligible value to wildlife, as it consisted largely of hardstanding and building, with only a small section of grass in a raised bed.

No birds were observed on site, nor any old or in-use birds' nests, although common species were observed in the wider area. The garages were not suitable for bat use and were not identified as a bat roost or hibernation site. None of the trees in the surrounding area contained features such as decay cavities, woodpecker holes, fissures and exfoliating bark, that would be considered suitable for bat roosting and/or hibernation.

The site itself was of no value to foraging bats, as it was very small with little vegetation. No evidence of Badgers was found, and the site was unsuitable for Otters and Water Voles. There was no standing water on the site for breeding amphibians, and with very limited foraging opportunities and no suitable refugia or hibernacula, the land was considered unsuitable for them. The site was also considered to be unsuitable for reptiles for the same reason, and they are absent. It was concluded that there was low potential for significant invertebrate assemblages, in particular those species listed as a priority in the UK Biodiversity Action Plan and/or Local Biodiversity Action Plan.

Since all in-use bird's nests and their contents are protected from damage or destruction, any tree or shrub removal or works which may affect a nest will be undertaken outside the period 1st March to 31st August inclusive. Work will not be carried out within a minimum of 5.0 metres of any in-use nest, although this distance could be more depending on the sensitivity of the species. Any in-use nest will be allowed to fledge before it is disturbed.

Despite the presumed absence of breeding amphibians and reptiles on the site, always care will be taken when carrying out earthworks, as small mammals could be present. Any small mammals disturbed or uncovered will either be caught by hand and relocated to a safe area or left to vacate the work site in their own time. The proposed works will not have a lasting or significant impact on wildlife.

A tree survey assessment was also undertaken for the site ('Tree Data Schedule', February 2021, Trevor Heaps Arboricultural Consultancy Ltd) which has found that the proposals will require the removal of several small trees in order to create a new playground area. To mitigate, numerous new trees and shrubs will be planted around the site post-development. Some basic tree protection measures and working methodology (in accordance with BS 5837:2012) will ensure the retained trees are not detrimentally affected during construction. The survey has concluded that the relationship between the proposal and retained trees is sustainable and will not result in any unreasonable pressure to carry out inappropriate tree works.

The existing site has concrete paving and a small circular planter with grass which will be removed. A new landscaping strategy is proposed introducing a natural play area and improved landscaping. The wider site is proposed to introduce additional trees on the grass verges between Bounds Green Road and Trinity Way. The approach has been to consider the wider context and the relationship the site has to it. The main points are the play and sports facilities, but also access to open space and green networks.

The proposed development does not remove any existing trees. The proposal is to incorporate additional tree planting to surrounding open space areas, including the triangular open space to the east, the verge along Bounds Green Road to the south, and the area close to the proposed bin store adjacent to Finsbury House. This is in line with planning policy SP13: Open Space and Biodiversity, which states that there should be 'Protection, management and maintenance of existing trees and the planting of new trees where appropriate'.

The key characteristics of the plant species are low-maintenance requirements, shade-tolerant species, particularly important underneath the tree canopies of the existing trees and evergreens/perennials - providing screening and 'greening' throughout the year with interest at different times of the year (flower colour in Spring/Summer; Autumn leaf colour; stem colour in Winter; scent). In addition, native species will be specified where appropriate, to increase the nature conservation value of the landscape spaces and tie the site in to its wider context. Species will also be wildlife-friendly, following guidance from the Royal Horticultural Society.

There are several proposed enhancements to the wildlife value of the site. These include inclusion of a range of native trees, shrubs, groundcovers and climbers, many as sources of nectar for butterflies and other insects, inclusion of fruit and berry-bearing trees and shrubs as a food source for wildlife and provision of green roofs to roof areas of new Finsbury House bin store, including wildflower plug plants, providing habitat. Furthermore, bird and bat boxes will be incorporated across the site (integrated on existing and proposed trees within the site) and inclusion of bug hotels, mason bee and lacewing boxes as habitat for insects.

5.6 Adapting to Climate Change and Greening the City

The proposed development has been designed to adapt to and mitigate for the effects of climate change through passive design, including improved insulation with enhanced U-values. Additionally, the implementation of high efficiency lighting and low and zero carbon technologies will supply energy at a reduced carbon cost. Refer to the 'Energy, Carbon Dioxide Emissions and Renewable Energy' section above for more details.

The building will be constructed to a high standard to ensure its durability and will be designed to provide for flexibility of uses during their projected operational life. To encourage non-carbon-based transport, secure, safe and weather-proof cycle parking spaces will be provided.

The Site is identified to lie within the Flood Zone 1 according to the GOV.UK flood maps, as detailed in the flood risk assessment ('Flood Risk Assessment', June 2021, Ellis+Moore). The assessment has concluded that the flood risk to the proposed development, from all sources, has been managed by design to a low level. It has been demonstrated that the effect of the proposed development on offsite flood risk is low.

The approach taken for the drainage of all new surfaces is to create a management train from run-off source to site outfall, incorporating attenuation and treatment wherever possible. Permeable surfacing is proposed to be used over 40 m² area. All permeable paving will be underlain by 600mm depth of open graded Type 3 sub-base (4/40 nom. size), lined by an impermeable liner, which will drain by gravity via sub-base drains. The Type C permeable paving construction is lined to prevent percolation of water to ground, in accordance with CIRIA SuDS manual C753. The system is wrapped in an impermeable, flexible membrane placed above the subgrade and once the water has filtered through the sub-base, it is conveyed to the attenuation storage.

The greenfield runoff rate from the site would be extremely low and produce a very small diameter flow control. It is therefore proposed to apply 50% minimum reduction of post development runoff rates. It is proposed to use a Hydro-brake flow control (2.5 l/s) in the surface water manhole upstream the existing demarcation manhole. The surface water then discharges to the surface water public sewer.

The design of the proposed surface water network is based on the extreme 1 in 100-year storm event and climate change allowance of 40% for exceedance, in accordance with the Environment Agency guidance. The attenuation provided at all areas are to provide approximately 14 m³ of effective storage. The existing total site area comprises 572 m² of impermeable surfacing. Post development, the impermeable area will decrease to 510 m² of the total site area. The total site area is 1,277 m² but it will remain unchanged except from the development site. The only change will be replanting the playground and associated green areas and a new bin store area will be introduced for Finsbury House. The wider drainage area would remain unaffected from the above changes.

Discharge of foul water from foul soil stacks will enter a private below ground gravity drainage network, with pipes laid to prescribed gradients to ensure self-cleansing flows. This new network will outfall into the existing public combined sewer manhole on site, which in turn connects to the foul water public sewer in Partridge Road.

5.7 Pollution Management – Land, Noise, Air, Water and Light

A ground contamination assessment ('Desk Study/Preliminary Risk Assessment Report', Jomas Engineering Environmental) has been carried out to assess the risk of contamination posed by the ground conditions at the site. The British Geological Survey indicates that the site is directly underlain by solid deposits of the London Clay Formation, identified as Unproductive Strata.

A review of the Enviro+Geoinsight Report indicates that the site is located within an EA Source Protection Zone 1 (SPZ1). 20No groundwater abstractions are reported within 2km of the site, 18No of which are for potable use. The closest is identified as a as an active potable water abstraction 478m south of the site. 1No detailed river entry and surface water feature is reported within 250m of the site, identified as an inland river 68m east of the site. There are no Environment Agency Zone 2 or 3 floodplains reported within 50m of the site. The risk estimation matrix indicates a moderate to low risk.

A noise assessment has been undertaken for the site ('Noise Impact Assessment', May 2021, MLM) to assess the impact of noise at the proposed residential development site. This report presents an Acoustic Design Statement for the site, including a 'Stage 1: Initial Site Noise Risk Assessment' and a 'Stage 2: Full Assessment', in line with advice on Professional Practice Guidance (ProPG) – Planning & Noise. The assessment in Stage 1 is based on a detailed environmental noise survey undertaken at the Site and the surrounding area. A noise model validated at the monitoring positions has been used to predict the noise levels across the site and to inform the subsequent assessment in accordance with ProPG Stage 2.

The assessment also includes an Initial Site Noise Risk Assessment during Overheating Condition, identifying the risk category due to noise break-in if windows need to be open to mitigate overheating. It also assesses the predicted noise levels across the site and provides outline advice on good acoustic design options to achieve suitable ambient noise levels within habitable rooms and within external amenity areas.

Due to the location the development and restraints of the site, it is considered that placing reliance on the building envelope and ventilation system/strategy to mitigate noise is the most feasible solution to ensure the occupants are provided with suitable internal ambient noise levels during the daytime and night-time periods. In order to achieve the target daytime and night-time internal noise levels, it is necessary to determine the minimum acoustic performance requirements of both the glazing and ventilation system. In this instance it is assumed that the default choice of glazing for the habitable rooms of the proposed development will be thermal triple glazing and the default choice for ventilation across the entire scheme will be via background ventilators.

The proposed development will include private external amenity spaces in the form of private balconies. As a worst case, the proposed external amenity areas overlooking Bounds Green Road are expected to experience daytime noise levels in excess of 60 dB $L_{Aeq, 16 \text{ hours}}$, whilst those areas located on the northern façade are expected to experience noise levels of between 51 and 54 dB $L_{Aeq, 16 \text{ hours}}$. When considered in combination with the fact that the provision of several communal amenity spaces has been included in the proposed scheme along with close access to Trinity Gardens and Avenue Gardens, it is clear that future tenants of the worst-affected private balcony areas will have the opportunity to use one of the communal external amenity spaces as an alternative to their private balcony.

Given the context and setting of the proposed development, this is considered a fair compromise and as such, it is considered that the scheme should not be refused planning permission because of external amenity noise levels. Where necessary, it would be possible to further reduce noise levels in these areas with the provision of taller solid balustrades, and/or absorptive soffit treatments to the balconies, but the ongoing maintenance and general up-keep of such treatments should be carefully considered.

Construction noise will be managed to reduce impacts, and mitigation measures will be documented within the Environmental Management Plan. Measures include, but are not limited to, the following:

- Use of only modern, quiet and well-maintained equipment.
- Use of low impact techniques.
- Use of modern piling rigs with engines.
- Use of electrically powered equipment run from the mains supply.
- Careful planning of the sequence of work in order to minimize the transfer of noise or vibration to neighbours.
- Erection of acoustic screens where necessary.

With appropriate design measures such as glazing specifications and façade insulation design, ambient noise affecting the proposed use of the site will be controlled, ensuring that the site is suitable for the proposed use. Building service plant of the operational proposed development will be designed and installed to operate below the background noise level. The impacts are therefore expected to be of negligible significance.

An air quality assessment has also been carried out for the site ('Air Quality Assessment', May 2021, MLM) which concludes that based on the results of the assessment, it is considered that the Proposed Development complies with national and local planning policy for air quality. Regarding the impact of the proposals on the surrounding area, a screening assessment of the operational phase was undertaken in line with the applicable guidance. The Proposed Development is 'car free', save for two disabled car parking spaces and one visitor space. The Site has good access to public transport. As such, the Proposed Development is not anticipated to generate significant additional vehicle trips on the surrounding road network.

Regarding heating and hot water provision, air source heat pumps are to be installed rather than centralised combustion plant. The overall impact on the surrounding area is therefore considered to be not significant in accordance with the applicable guidance. In addition, the Proposed Development is considered to be Air Quality Neutral for traffic related emissions and building related emissions. No additional mitigation measures are therefore considered necessary.

To determine the suitability of air quality at the Site for its intended use, detailed dispersion modelling has been undertaken. Concentrations of NO₂, PM₁₀ and PM_{2.5} at the Proposed Development are predicted to be below the relevant health-based air quality objectives at all modelled receptors. The future occupants of the Proposed Development would not be exposed to unacceptable air quality and the Site is deemed suitable for its proposed future use in this respect.

In regard to impacts during construction, a qualitative assessment on the construction phase activities has been carried out following the relevant GLA & IAQM guidance. This identified that there is a low to medium risk of dust soiling impacts and low to negligible risk of increases in particulate matter concentrations that could affect human health due to construction activities. However, through good site practice and the implementation of suitable mitigation measures, the effect of dust and particulate matter releases would be significantly reduced. These measures are expected to form part of a construction management plan. The residual effects of the construction phase on air quality are considered to be negligible. The air quality impacts from the Proposed Development during the construction phase would be not significant.

Pre-project planning, implementation and on-site management issues are an essential requirement for effective dust control. This includes, for example environmental risk assessments, method statements, training and satisfying planning requirements. Before the start of a project, it is also important to identify which construction activities are likely to generate dust and to draw up action plans to minimise emissions to the atmosphere. Dust emissions from construction sites will mainly be the sum of a large number of small activities. Therefore, attention to detail is a critical feature of effective management of the total site emissions.

The appointed contractor will consult with London Borough of Haringey to determine whether a Dust Management Plan (DMP), forming part of the Construction Environmental Management Plan (CEMP), will need to be prepared. This will ensure that the construction phase will cause minimal disruption to the surrounding area and neighbours.

Construction related transport, NRMM and construction plant have the potential to increase pollutant concentrations over the duration of the construction works at nearby sensitive receptors. NRMM and construction plant should meet the relevant emissions standards and a travel plan should be implanted for all construction workers accessing the Site. The air quality impacts from the Proposed Development during the construction phase would be not significant. The air quality effect of the Proposed Development is considered to be not significant.

Relevant to water pollution, no significant effects to water resources are expected to occur throughout the demolition and construction phases, provided that standard mitigation measures are applied. Where possible, the development will incorporate a surface water drainage strategy designed to cope with the heaviest of rainfall expected over the building's lifetime (i.e. around 100 years for residential development) and providing on-site attenuation measures with controlled discharge to the adjacent sewers.

During the operation of the proposed development typical sources of pollution may include leaks and spillages. In order to reduce this impact, interceptors will be used to drain high-risk areas. A residual risk of a spillage of contaminating material remains, for example fuels and oils, which could potentially be released to ground and surface waters. The risk of this occurring can be managed by sensible operational measures such as speed limits and road markings and procedures during delivery or movement of materials.

The proposed development will aim to ensure that external lighting (including security lighting, where necessary) is concentrated in the appropriate areas and that upward lighting is minimized, reducing unnecessary light pollution, energy consumption and nuisance to neighbouring properties. The lighting will be energy efficient and 'Dark Sky' compliant, thereby not causing obtrusive light pollution, glare or spillage

5.8 Sustainable Transport

A transport statement has been prepared for the site (Transport Statement, July 2021, Paul Mew Associates) in support of the planning application. The site is located with easy access to a range of local amenities, has a PTAL of 5 and good pedestrian and cycle links. On-site car parking is proposed to be limited to 2 disabled parking spaces, plus on-site cycle parking in excess of London Plan standards.

The site and roads adjoining the site are within the Wood Green (WG) Outer controlled parking zone where regulations apply Monday to Saturday 8am to 6.30pm. Trip generation assessment has shown that the proposed development would have a negligible impact on local roads and public transport services. Surveys have revealed that the average overnight parking stress of Controlled Parking Zone WG where permit holding residents can park within the survey area was found to be 69% or 77% when splitting kerb space into increments of 5 metres or 6 metres respectively. Of the 156 total Zone WG Permit Holder kerb side parking opportunities within the study area (5 metre increments), an average of 108 cars have been observed to be parked leaving 48 available spaces.

Based on the worst case assessment that 18 cars will be displaced from the current site as a result of the proposals, overnight parking stress on Zone WG Permit holder spaces would increase from the current level of 69% to 81% for the 5m bay length assessment, and from 77% to 90% for the 6m sensitivity test bay length assessment. In reality some of the current 'lock-up' garages may be vacant or used for storage.

The London Plan sets out that residential developments in PTAL 5 areas should be car free. It is proposed that the proposed development will be car-free in that no on-site parking is provided (other than 2 electric disabled bays), and permit-free in that residents would not be permitted to apply for on-street parking permits. Under this car-free / permit-free scenario, the development would not increase overnight parking stress on Zone WG Permit holder spaces above the level described above for the worst-case displacement of 18 cars from the current site. Storage spaces for mobility scooters have been provided.

The refuse servicing arrangements and cycle parking arrangements for the proposed development are in accordance with local policy requirements and are satisfactory. On-site cycle parking will be provided in line with London Plan standards and residents will be encouraged to take up 'free' car club membership. The proposed development will provide a secure cycle storeroom at ground level able to accommodate 44 cycles. This provision will be split to provide 16 'Sheffield' stand spaces (8 Sheffield stands) and 28 vertical cycle stand spaces. A 'Sheffield' stand (2 spaces) will be provided externally for short-term visitor provision. A bicycle maintenance area will also be provided adjacent to the internal cycle storeroom.

6 Conclusion

This Sustainability Statement assesses the proposed development against relevant sustainability standards as well as sustainability policies aims and objectives. The key beneficial impacts of the scheme in relation to sustainability can be summarised as follows:

- Use of Brownfield/previously built-on land;
- Provision of high-quality scheme in an area with good access to public transport and local amenities;
- Optimal use of land having regard to character and amenity of surrounding area;
- Development of a range of accommodation, including wheelchair accessible dwelling to cater for local housing need;
- A projected carbon reduction of 60% over the baseline is predicted. This will be achieved by efficient building design and with the use of renewable energy generation;
- Good practice environmental design, including good daylight;
- Provision of water efficient sanitary ware;
- Minimisation of impact on biodiversity and provision of ecological enhancements;
- Maximisation of recycling and implementation of the best practicable environmental options for non-recyclable residual waste;
- Provision of secure, covered bicycle storage; and
- Adherence to sustainable construction site management practices including:
 - Sourcing timber from reclaimed, reused or responsible sources;
 - Developing and implementing a Site Waste Management Plan (SWMP); and
 - Reducing environmental impacts of the construction site.

The sustainability strategy described in this report sets out the proposed measures and commitments that have been and will continue to be incorporated into the design development process, the construction and operation of the buildings in order to optimise its environmental performance and result to a scheme that can be designed, constructed and operated in a sustainable way.



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