

Planning Report

Sustainability Statement

Boyton Road



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Executive Summary

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Overview

Redevelopment of the car park adjacent Wat Tyler House to provide 15 new Council rent homes in a part-4, 5 and 7-storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boyton Road and enhancement of existing communal areas and play space to the rear on the Campsbourne Estate.

The proposal is located on land adjacent Wat Tyler House - Boyton Road, Hornsey, London, N8 7AU, in the London Borough of Haringey. The development has an internal GIA of approximately 950 sqm.

This Sustainability Statement will be provided as evidence to the London Borough of Haringey to demonstrate the development's holistic approach to sustainable design and construction. It summarises the contribution that the design will make to create a more sustainable development, drawing on information provided by specialist consultants and design reports, and identifying key features intrinsic to achieving low carbon developments.

Key sustainability features within the development will include:

- The development will reduce total carbon emissions by 75.9% over Building Regulations using SAP 10.0 carbon dioxide emission factors;
- A water consumption target of ≤ 105 litres/person/day through the implementation of water efficiency measures;
- The inclusion of sustainable transport options such as secure cycle storage;
- A sustainable materials procurement policy and an efficient waste strategy on site;
- The implementation of health and wellbeing measures through design and operational procedures, including daylight, optimum indoor air quality and thermal comfort; and,
- Protection of ecology on site during construction and biodiversity enhancement measures.

Key Sustainability Measures

In summary, the key measures incorporated to meet planning requirements and to achieve a low carbon development address the following key areas of sustainable design and construction:

- Energy and CO₂
- Adaptation to climate change
- Flood risk mitigation and SuDS
- Waste
- Water efficiency
- Transport and connectivity
- Materials
- Health and wellbeing
- Land use and ecology

Introduction

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Sustainability Introduction

The design team has significant experience in delivering schemes that are considered highly sustainable, either through application of formal green building rating systems, such as BREEAM, Home Quality Mark as well as applying benchmarks from standards such as Passivhaus Design and adopting precedents from industry exemplary sustainable developments.

The scheme will reflect the holistic nature of sustainable development in the London Borough of Haringey. The development will provide much needed high-quality, private and affordable housing in an area of need and will seek to use local labour to boost employment. Health and wellbeing will be incorporated in the design by maximising daylighting, utilising healthy materials and contributing to the alleviation of fuel poverty in the region. The site currently has low ecological value but enhancement measures, such as native planting and potentially bird and bat boxes, in addition to providing habitat for small mammals and invertebrates, will be implemented.

Description of Development

The proposed development is to be located on land adjacent to Wat Tyler house - Boyton Road, Hornsey, London, N8 7AU, in the London Borough of Haringey. The site is currently an area of previously developed car park land.

The proposed project consists of the redevelopment of the car park adjacent to Wat Tyler House to provide 15 new Council rent homes in a part-4, 5 and 7-storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boyton Road and enhancement of existing communal areas and play space to the rear on the Campsbourne Estate. The development is situated in the London Borough of Haringey. The proposed site layout is illustrated in Figure 1.

The aspiration for the scheme is to significantly improve the existing site and its immediate environment by providing an efficient and inclusive development, which meets the policy recommendations of the London Borough of Haringey.



Figure 1: Site layout and proposed ground floor plans.

Policy Context

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National Context: The 2008 Climate Change Act

The UK Government is committed to reducing the UK's carbon emissions by 100% over 1990 levels through the Climate Change Act 2008. Achieving truly sustainable design and construction and forwarding the green agenda within the construction industry across the UK is inherent to meeting these emission targets. This development aims to do both of these.

To help monitor carbon reductions and to plot progress being made for future plans and investments in the UK's low-carbon economy, intermediary targets have been established to ensure that the UK remains on course for meeting the 100% reduction by 2050.

Concurrent with reducing CO₂ emissions by 100% by 2050 is the European Climate Change Policy targets. It sets the objective of ensuring 20% of energy consumption is generated from renewable sources by 2020 whilst also reducing Europe's carbon footprint by 20%. Ensuring a fabric first approach with consideration to renewable energy production fits both the climate change act and the European Commission's 2020 targets for reducing greenhouse gas (GHG) emissions.

National Context: National Planning Policy Framework 2021

The National Planning Policy Framework (NPPF) published in 2021 sets out the UK Government's planning policies for England. Planning law requires that applications for planning permission must be determined in accordance with the local development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

Regional Context: The London Plan 2021

The London Plan (March 2021) is the overall strategic plan (Spatial development Strategy) for London and replaces the previous (2016) iteration. This document, therefore, plays a key role in the planning process in all the 32 London Boroughs and the City of London.

The London Plan aims to shape the planning process and sets out an integrated economic, environmental, transport and social framework for the 32 London Boroughs, the City of London and the Mayoral Development Corporations (MDCs) over the next 20-25 years (2019-2041), including the following key aspects of the Mayor of London's other strategies:

- Transport;
- Economic Development;
- Housing;
- Culture;
- Social issues (such as children and young people, health inequalities and food); and
- A range of environmental issues (such as climate change, air quality, noise and waste).

Within the London Plan there are a number of key targets for 'major developments', not applicable to this scheme:

- Policy SI 2: Development should be net zero-carbon and should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy; and,
- A minimum on-site reduction of at least 35% over Target Emission Rate identified in Building Regulations is required.

The London Plan (2021) also sets out the following targets for major developments. This has been followed as guidance for 'best practice':

- Efficient use of natural resources (including water);
- Minimising pollution (including noise, air and urban runoff);
- Minimising the generation of waste and maximising reuse or recycling;
- Avoiding impacts from natural hazards (including flooding);
- Ensuring developments are comfortable and secure for users;
- Securing sustainable procurement of materials, using local supplies where feasible; and
- Promoting and protecting biodiversity and green infrastructure.

(Continued Overleaf)

Policy Context

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Regional Context: The London Plan 2021 (continued)

Of particular relevance to this report are the following policies required by the Plan:

- Policy D6 - Housing Quality and Standards
- Policy G4 - Open Space
- Policy G5 - Urban Greening
- Policy G6 - Biodiversity and Access to Nature
- Policy SI1 - Improving Air Quality
- Policy SI2 - Minimising Greenhouse Gas Emissions
- Policy SI3 - Energy Infrastructure
- Policy SI4 - Managing Heat Risk
- Policy SI5 - Water Infrastructure
- Policy SI12 - Flood Risk Management
- Policy SI13 - Sustainable Drainage
- Policy T1 - Strategic Approach to Transport
- Policy T3 - Transport Capacity, Connectivity and Safeguarding
- Policy T5 - Cycling
- Policy T6 - Car Parking

Local Context: The London Borough of Haringey's Local Plan

Haringey's development plan consists of Strategic Policies, Development Management Policies, Site Allocations and Tottenham Area Action Plan, alongside the London Plan. Of particular relevance to this report is the Sustainable Design and Construction SPD, which provides detailed guidance on these policies. Together these documents provide a clear guidance on how to sustainably develop the Borough. At a minimum, the following policy requirements will be demonstrated in this Sustainability Statement:

Strategic Policies (2013-2026)

- SP4 - Working towards a Low Carbon Haringey
- SP5 - Water Management and Flooding
- SP6 - Waste and Recycling
- SP7 - Transport
- SP11 - Design
- SP13 - Open Space and Biodiversity
- SP14 - Health and Well-being
- DM6.5 - Landscaping, Trees and Biodiversity

Development Management DPD (2017)

- DM1 - Delivering High Quality Design
- DM2 - Accessible and Safe Environments
- DM4 - Provision and Design of Waste Management Facilities
- DM19 - Nature Conservation
- DM10 - Open Space and Green Grid
- DM21 - Sustainable Design, Layout and Construction
- DM22 - Decentralised Energy
- DM23 - Environmental Protection
- DM24 - Managing and Reducing Flood Risk
- DM25 - Sustainable Drainage Systems
- DM31 - Sustainable Transport
- DM32 - Parking
- DM35 - Cycle Storage in Front Gardens

Energy and CO₂

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Energy Strategy

The energy strategy for the scheme is detailed in the Energy Assessment report issued by Eight Versa in January 2023. As shown in Table 1, the whole development will reduce carbon emissions by 18.3% from the fabric energy efficiency measures described in the ‘Be Lean’ section using SAP 10.0 carbon dioxide emission factors. Total carbon emissions will be reduced by 75.9% over Building Regulations using SAP 10.0 carbon dioxide emission factors, with the further inclusion of an air source heat pump and photovoltaic panels. Therefore, the scheme meets and exceeds the target of overall 35% carbon reduction over Part L 2013 building Regulations as set out in the London Plan Policy SI2 and Haringey Policy SP4.

The Energy Hierarchy

The proposed scheme has followed the energy hierarchy, illustrated in Figure 2 below.

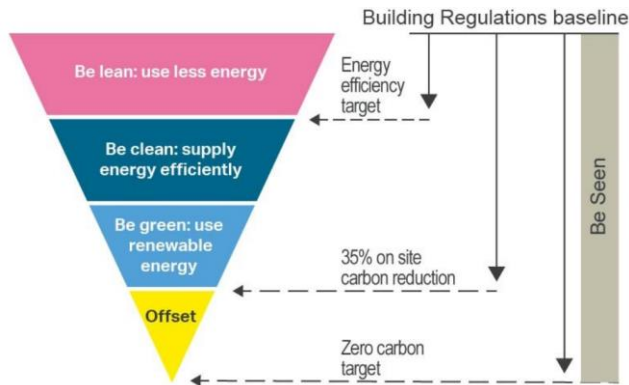


Figure 2: This methodology, widely used in accordance with the Sustainable Design and Construction Supplementary Planning Document (SPD), has been adopted for the scheme using a ‘Lean’, ‘Clean’, and ‘Green’ approach.

Table 1: GLA Energy Hierarchy for the whole development.

GLA’s Energy Hierarchy: Regulated carbon emissions - Whole scheme Calculated using SAP10.0 carbon dioxide emission factors				
	Baseline:	Be lean:	Be clean:	Be green:
CO ₂ emissions (tCO ₂ /yr)	17.30	14.14	-	4.17
CO ₂ emissions saving (tCO ₂ /yr)	-	3.16	-	9.98
Saving from each stage (%)	-	18.3	-	57.7
Total CO ₂ emissions saving (tCO ₂ /yr)	13.14			
75.9% total CO ₂ savings over 2013 Building Regulations Part L achieved				

Energy and CO₂

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GLA's Energy Hierarchy - Regulated Carbon Emissions

As demonstrated in Figure 3, the proposed scheme will reduce carbon emissions by 18.3% from the fabric energy efficiency measures described in the 'Be Lean' section and will reduce total carbon emissions by 75.9% over Building Regulations, using SAP 10.0 carbon factors.

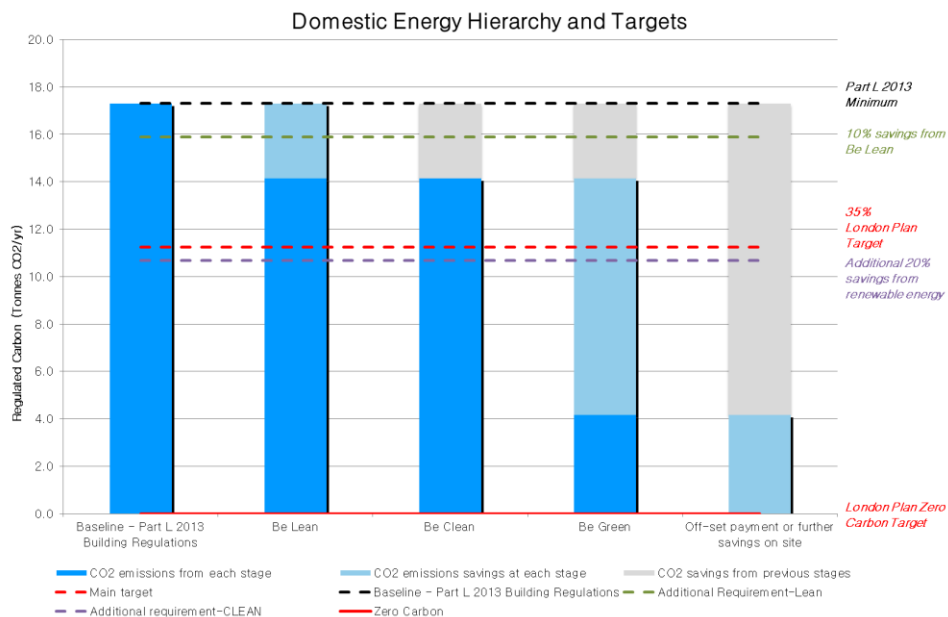


Figure 3: The performance of the scheme in relation to Building Regulations and the Energy Hierarchy. Carbon dioxide emission factors for **SAP 10.0** have been used for the calculations.

Energy Efficiency Strategies

Energy efficiency measures that will be applied to Boyton Road include:

- High insulation standards to reduce transfer of heat through the building fabric.
- Use of a communal air source heat pump system with a CoP of 2.80 to provide heating and hot water for the whole development. Heat will be distributed through underfloor heating.
- 20% of the hot water demand will be met through a top-up electric immersion heater.
- A photovoltaic panel system of 15.18 kWp (46 panels of 330W each) has been specified for the whole development, PV panels will be placed with 30° tilt, oriented south, covering approximately 90m² of the roof.
- Mechanical ventilation with heat recovery for all apartments.
- Envelope air tightness to reduce unnecessary air infiltration.
- Daylighting and well-planned floor layouts to reduce the need for artificial lighting; and,
- High efficacy lighting of 75 lumens per watt has been specified for the scheme.

Thermal Comfort and Overheating Risk

To minimise energy loss, the building fabric performance will be designed to achieve a balance between retaining heat during winter and allowing the building to dissipate heat during the summer months. Further measures to reduce overheating and the need for cooling include:

- Energy efficient design to minimise internal heat generation. Energy efficient appliances and lighting will be preferred where specified;
- Direct solar gains will be controlled through specifying appropriate location, size and type of windows. Windows with specific properties designed to let a low percentage of solar heat in are to be specified. The windows will have a g-value of 0.45.
- Reduced air permeability rate and maximised insulation levels.
- Passive ventilation measures will include openable windows.

Adaptation to Climate Change

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Climate Change Mitigation

The proposed development will utilise an air source heat pump, photovoltaic panels and mechanical ventilation with heat recovery. Passive design measures, including openable windows and night-time cooling, will be integrated into the design of the development. Mechanical ventilation using fans will remove heat from the building during summer months.

Flood Risk and Sustainable Drainage

Boyton Road is located within Flood Zone 1 of the Environment Agency's Flood Map for Planning, as shown in Figure 4. This is defined as an area with little or no risk to flooding where the annual probability of river, tidal and coastal flooding (with defences where they exist) is <0.1% i.e. less than 1 in 1,000 years.

As per the drainage report produced by Eight Versa issued in September 2022, a number of SuDS components and features are proposed as part of a surface water drainage strategy for the site, specifically:

- Pervious paving with a surface area of approximately 173.9m², with attenuation storage in the sub-base.
- Extensive green roof with an area of approximately 160.5m².
- A bioretention system with an area of 22.4m². Existing Rain Gardens (404.8m²) located adjacent to the north of the site should be maintained and preserved for future use.
- Soft landscaping of about 74.4m².
- An attenuation storage tank with a volume of 15m³ for controlled discharge rate (to achieve greater than 50% betterment against the pre-development runoff rates).
- Flow control device to limit rate of discharge from site.

As such, it is reasonably expected that the proposal will lead to no increase to surface water run-off from the site and aims to provide a reduction in surface water run-off.

The proposal is therefore in line with Policy SP5 of Haringey's Strategic Policies, DM24 and DM25 of Haringey's Development Management DPD, 2017, as well as The London Plan (2021).

Flood Map

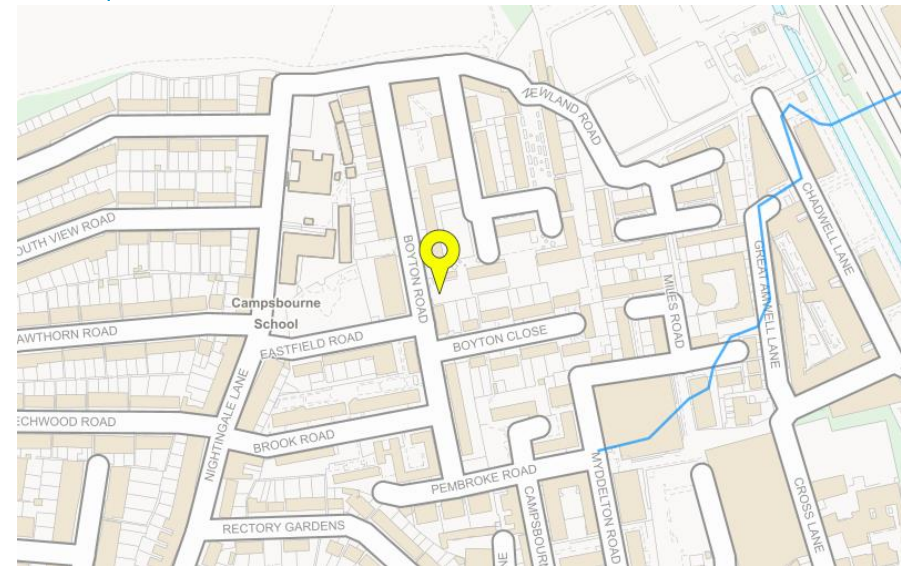


Figure 4: Flood map showing the approximate location of the development within Flood Zone 1.

Waste

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Construction Waste Management

Resource efficiency will be promoted through effective and appropriate management of demolition and construction site waste.

In line with the waste hierarchy, during the construction phase, the approach will be the following:

- Use reclaimed materials;
- Use materials with higher levels of recycled content; and,
- Use new materials.

For any demolition, the following approach will be adopted:

- Prioritise the on-site reuse of demolition materials;
- Adopt on site recycling and, where required, use off site recycling; and,
- The least preferred option – disposal to landfill.

A site waste management plan will be developed which adopts best practice benchmarks for resource efficiency, details procedures and commitments to minimise non-hazardous and hazardous waste at the design stage and monitors/measures waste production on site. The plan will apply to the location of the building.

The site waste management plan will also include procedures and commitments to sort and divert waste from landfill through the following:

- Re-use on site;
- Salvage/ reclaim for re-use off-site;
- Return to supplier via a 'take-back' scheme;
- Recovery and recycling using an approved waste management contractor; and,
- Compost.

Operational Waste

The London Borough of Haringey provides a bi-weekly collection service for communal general waste and a weekly collection for recyclable waste which is sorted post-collection. In addition, the borough provides a collection for food waste which is collected weekly.

All households in the borough now have access to convenient and comprehensive recycling facilities, with facilities at a number of community centres and on-street recycling points on high streets and around transport hubs. The Western Road, Wood Green refuse and recycling centre accepts a wide range of items not covered by the regular collection service.

A collection service for bulky waste is also available in the area, which can be booked for a collection fee as required.

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Construction Environmental Management

Environmental impacts of the construction works will be mitigated as far as possible. This will include the incorporation of the following:

- Contractor following environmental management system processes (under ISO14001), including the development of a construction environmental management plan (CEMP) specific to the sites;
- Training and site induction of all site operatives;
- Monitoring of energy, water and transport to and from site during construction;
- Management of waste on site;
- Following best practice pollution guidance from the Environment Agency;
- Ensuring all site timber is responsibly sourced in line with the UK Government's Timber Procurement Policy;
- Vehicle emissions would be minimised through the use of catalytic converters and the regular maintenance of vehicle engines;
- Damping down of brick walls etc. during any building demolition;
- Regularly inspecting and wet suppressing materials/soil stockpiles where necessary (including wind shielding or completely enclosing, storing away from site boundaries, and restricted height of stockpiles);
- Appropriate orientating of material stockpiles;
- Providing wheel washing and wet suppressing during the loading of wagons vehicles;
- Covering vehicles carrying dry soil and other wastes;
- Shielding of dust-generating construction activities;
- Providing suitable site hoarding;
- Restricting vehicle speeds on haul roads and other unsurfaced areas of the site; and,
- Inspecting unsurfaced haulage routes, and wet suppressing should this be necessary (in times of prolonged dry periods).

Considerate Constructors

The scheme will seek to adopt the principles of the Considerate Constructors Scheme (CCS). The CCS scheme aims to recognise and encourage construction sites that are managed in an environmentally and socially considerate, responsible and accountable manner.

Water Efficiency

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Water Management Introduction

The development proposal recognises the need to create a scheme that is efficient and adaptable to future climatic scenarios.

Water Conservation

The design team is committed to achieve a significant reduction in internal water use for the development over typical performance, equating to a water consumption target of ≤ 105 litres per person per day, in line with Policy SP5.

Water consumption will be reduced through the use of water efficient components for all specified domestic water-consuming components (including low-flow showerheads and taps, dual flush toilets and low water consuming washing machines and dishwashers), water meters for each dwelling, water recycling systems where appropriate and flow control devices that regulate the supply of water to each facility according to demand.

In addition, the design team has proposed the incorporation of external water butts for the purpose of harvesting rainwater. Water collected will then be used to offset the demand for external water use to water planting, further reducing the water demand from the proposed development.

A permanent automated water leak detection system that alerts the building occupants to a major water leak on the mains water supply within the building and between the building and the utilities water meter will be installed.

Transport and Connectivity

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A transport statement was produced by Caneparo Associates as issued in November 2021 to address highways aspects, including proposed access arrangements, existing on-street parking demand and associated development related parking, cycle parking and servicing arrangements.

Public Transport

The development has a PTAL rating of 2, which represents poor connectivity. There are however several bus stops within a 10 minute walk of the development. The nearest bus stop, Myddelton Road, which is approximately 450m away, serves the bus route 144 which connects to bus routes to Lower Edmonton. Nightingale Lane, approximately 600m away, also serves bus route W3, providing routes to Muswell Hill and Northumberland Park.

Hornsey and Alexandra Palace railway stations are within a 1,050 m walking distance of the Site, just beyond the 960m cut off for inclusion in the PTAL measure, but still within a reasonable distance. These stations provide access to regular Great Northern services to Stevenage, Welwyn Garden City and Moorgate.

Cycling Provision

Cycle parking will be provided in accordance with the London Plan, as mentioned in Policy DM32 of the London Borough of Haringey's Local Plan. A total of 28 secure cycle spaces will be provided for the proposed dwellings, with access from the entrance lobby.

Haringey has a network of cycle routes across the borough including cycle lanes on main roads, cycle tracks and special fully signed quiet routes. Haringey is also part of the London Cycle Network. The site is in close proximity to Cycle Superhighway 1, which runs from Tottenham to Liverpool Street and the City.

Car Parking Provision

No on-site parking will be provided as part of the proposals, which represents a reduction from the existing 24 parking spaces. Considering the site is located close to a number of public transport options and within a suitable walking distance to a number of everyday local amenities, a car-free scheme is deemed appropriate in this location. Additionally, compliance is demonstrated to Haringey's policies of SP7, DM31 and DM32.

There is sufficient capacity on-street for the cars currently parked on the existing site, as well as for the predicted total of 6 new cars resulting from the development. Additional on-street parking of the order of one new disabled bay will result from the proposed reinstatement of the Site's crossover as a footway.

Accessibility and Security

Creating a secure but fully accessible development is a key part of the proposed development, in line with Policies SP11 and DM2. To ensure this is achieved, the design team will adopt, where feasible, the key principles of 'Secured by Design' within all elements of the scheme. An Architectural Liaison Officer (ALO) or a Crime Prevention Design Advisor (CPDA) will be consulted at an early stage to achieve the targeted Silver SBD Certification. The recommendations of the CPDA will be implemented within the development's design and layout.

Materials

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Materials and Waste Introduction

Sustainable material sourcing and waste management will be considered throughout the life of the building to ensure the scheme's environmental footprint is minimised as far as possible. The scheme will also ensure low embodied carbon is employed throughout the procurement, transport and construction of building materials, together with end of life emissions.

Materials Selection and Sourcing

The design team has confirmed that efforts will be made to reuse materials where feasible and that where required, new materials will be responsibly sourced. New construction materials will be selected, where feasible, with a low environmental impact. In addition, the project will aim for new materials to come from a recycled or reused source, including a high-recycled content in steel. Minimum standards apply to new timber, which must be sourced in accordance with the UK Government's Timber Procurement Policy.

In addition, all timber will be FSC/ PEFC certified, all concrete will be BES 6001 certified and any other material will be ISO 14001 certified for both key processes and supply chain/ extraction processes where feasible to do so.

The Green Guide for Specification is a reference tool, providing guidance on the relative environmental impacts for a range of different building elemental specifications, based on Life Cycle Assessment and the Environmental Profile Methodology. The design team will reference the Green Guide to Specification to help specify materials with a low environmental impact, where feasible. The design will incorporate at least 5 build-up elements that will be A-C rated on the Green Guide.

Insulation specifications will eliminate hydrochlorofluorocarbons (HCFCs) and ozone depleting materials, wherever possible. All insulation specified will have a Global Warming Potential (GWP) of less than 5 and be responsibly sourced to have a low embodied impact.

Embodied Carbon Analysis

The development will utilise a number of opportunities to cut embodied carbon, as follows:

- A materials efficiency strategy will be followed throughout the design, procurement and construction stages of the development, to ensure the scheme produces less waste on site. For example, adjustment of some sizes will be made to minimise offcuts of materials, and some bespoke materials will be developed off-site;
- Materials will be procured from the local area where possible, to reduce carbon through transportation;
- Materials and products with a higher recycled content will be preferentially procured where feasible, as these have a low embodied carbon;
- Consideration has been made to use timber as a low embodied carbon alternative to steel and concrete where possible.

Health and Wellbeing

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Occupant Wellbeing

The development has been designed to ensure the wellbeing of occupants in terms of levels of fresh air, thermal comfort and reduction of overheating, access to natural light, good lighting levels internally and externally and acoustic performance.

The building services strategy has been carefully considered in order to balance the need for energy-smart, low carbon technologies with the need for adequate and controllable ventilation, heating and cooling.

Internal Air Quality

The design team will specify only low volatile organic compounds (VOC) finishing products, including sealants and paints. All composite wood products will contain no added urea formaldehyde.

Daylight

The design has been developed to allow the use of daylight within the dwelling to be maximised as far as practical, in line with Policy DM1.

Thermal Comfort

As per the overheating analysis produced by Eight Versa in September 2022, the proposed scheme has been assessed in accordance with CIBSE TM59 requirements relating to overheating. As a result of the passive design measures incorporated throughout the development, the modelling results indicate that the scheme is compliant with the overheating requirements as set out in CIBSE TM59 for the current weather file (2020 DSY1).

The overheating risk has also been investigated for DSY2 and DSY3. All habitable rooms (living rooms and bedrooms) meet criterion 1 of CIBSE TM59 related to the occupied hours overheating. All habitable rooms meet criterion 1 (daytime) for DSY2 and DSY3.

Inclusive Design

The guidance in the Approved Document M (March 2016) will be incorporated to achieve an inclusive built environment that enables users to maximise their individual abilities and enjoy a safe and independent participation, in accordance to Policies SP2 and DM1. Where feasible, the dwellings will demonstrate compliance to Part M4(3): Wheelchair user dwellings, and Part M4(2): Accessible and adaptable dwellings.

Land Use and Ecology

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Protection of Biodiversity

The proposed development will promote the protection of all the existing trees from damage during site demolition and the completion of the construction works.

The design team is committed to protecting biodiversity on site and will implement the following measures:

- Confirm that all relevant UK and EU/international legislation relating to protection and enhancement of ecology has been complied with during the design and construction process;
- Ensure that any affected trees and shrubs are cleared out of bird breeding season (March-August inclusive). Alternatively, a suitably qualified ecologist should check for the presence of active nests prior to the commencement of works;
- Implement working methods in line with best practice to manage dust and water runoff; and,
- During the construction phase a Biodiversity Champion will be appointed to monitor and limit environmentally detrimental activities. They will also train the workforce on the project to raise their awareness of environmental impacts during construction.

Ecological Enhancements

The design team is also committed to enhancing biodiversity on site.

The proposed development will aim to incur no negative change in ecological value and a suitably qualified ecologist will provide early design stage advice on:

- How to improve the ecological value of the site;
- Confirm that all relevant UK and EU/international legislation relating to protection and enhancement of ecology has been complied with during the design and construction process; and,
- Produce a landscape and habitat management plan to cover at least the first five years after project completion, if applicable.

Preliminary Ecological Appraisal

Eight Versa was commissioned to undertake a Preliminary Ecological Appraisal (PEA), including desk study and Phase 1 habitat survey and protected species risk assessment in July 2021. The purpose of this study was as follows;

- To identify likely ecological constraints associated with the project;
- To identify mitigation which may be required;
- To identify any additional surveys which may need to be undertaken; and,
- To identify any ecological enhancement which can be carried out.

The site was found to have low ecological importance, providing habitat for nesting birds, foraging and commuting bats and invertebrates. The development is expected to have negligible impact on designated statutory and non-statutory sites within the zone of influence.

Recommendations have subsequently been provided with the aim of mitigating any negative impact from the development and to ensure that the site is enhanced for wildlife and a gain for biodiversity is achieved in line with national and local policy. These recommendations are as follows:

- Installation of bat boxes on the site;
- External lighting in line with Bat Conservation Trust guidelines;
- Installation of nesting boxes on the site;
- Stag beetle loggery;
- Hedgehog corridors;
- Invertebrate houses; and,
- Native planting.

It is considered that if all recommendations within the PEA are implemented, the development will have a benefit to protected and priority species, will result in a biodiversity net gain and a positive urban greening factor score, all in line with national and local policy and legislation. As a result, no further surveys have been recommended.

Conclusions

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Conclusions

This Sustainability Statement has responded to the London Borough of Haringey's local planning policy requirements.

In summary the scheme will adopt the following sustainable features:

- The whole development will reduce total carbon emissions by 75.9% over Building Regulations using SAP 10.0 carbon dioxide emission factors.
- Reduce energy consumption by targeting improved U-values and airtightness. Low energy lighting will be specified.
- Implement a site waste management plan and stringent resource efficiency benchmarks.
- Follow best practice policies in terms of air, water and ground pollution and appoint a contractor who will register for the Considerate Constructors Scheme.
- Achieve a water consumption target of ≤ 105 litres/person/day through the implementation of low water-consuming fittings.
- Utilise sustainable transport, including access to public transport and inclusion of cycle storage facilities.
- Minimise embodied carbon through efficient design, procurement of materials from a local source, or with a high-recycled content.
- Be of high build quality, surpassing the minimum Building Regulations.
- Ensure all materials are responsibly sourced and of low environmental impact where feasible.
- Consider health and wellbeing through design and operational procedures, including daylight, optimum indoor air quality and thermal comfort.
- Protect and enhance the ecological value of the site by introducing native planting and potentially bird and bat boxes, in addition to providing habitat for small mammals and invertebrates.