

Clarendon Gas Works, Wood Green

Briefing Note – Phase 3 Condition 32

Date: 21st June 2023

Client Name: St William

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This document has been prepared and checked in accordance with Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

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1. Introduction

- 1.1. An Air Quality Assessment was submitted as part of the 2017 Environment Statement, for a residential-led hybrid scheme at the Clarendon Gas Works site, Wood Green. Hereafter, this is referred to as the 2017 Environmental Statement. The Applicant secured planning consent in April 2018 (Reference HGY/2017/3117), subject to planning conditions being met. Planning Condition 32 of HGY/2017/3117 pursuant to air quality comprised of:

“Part A - Prior to the submission of any reserved matters, an updated air quality assessment shall be submitted and approved by the Council in line with best practice guidance and other guidance provided by the Council. The air quality assessment will:

- Identify how the building works and related activities and the future operation and use of the development site may impact upon local air quality.*
- Model the impact of the development on local air quality using ADMS Urban, agreed traffic data, include surrounding developments, all site-wide emission sources (CHP, gas boilers, energy centres) and include scenarios of pre-agreed years and worst case,*
- Identify mitigation measures that are already part of any planned development and should any risk of exposure to poor air quality be determined, mitigation measures shall be included, where applicable, in the buildings design*
- Identify possible additional mitigation measures that may be implemented to maintain and where possible improve air quality in the vicinity of the development.*
- Provide full details of measures that will be implemented to maintain and where possible improve air quality in the vicinity of the development.*

- Provide full details of measures that will be implemented to protect the internal air quality of buildings; and
- Identify measures that will be implemented or continue to be implemented after the completion of the development with clear timescales of when information will be provided.

Part B: All measures identified within the approved air quality assessment that are to be installed during the course of the development will be fully implemented. No occupation will take place until a report demonstrating that each measure is fully implemented has been provided to the satisfaction of and approved in writing by the Planning Authority.

Part C: All measures identified within the approved air quality assessment that will be implemented or continue to be implemented after the completion of the development will be completed within agreed timescales. A report demonstrating that all such measures set out within the approved air quality assessment have been installed will be provided to the satisfaction of and approved in writing by the Planning Authority.

Part D: No development works will take place for the outline element, until a detailed site –wide Air Quality Assessment in line with guidance from the GLA has been submitted and approved in writing by the Local Planning Authority.

Reason: To protect air quality and people's health by ensuring that the production of air pollutants, such as nitrogen dioxide and particulate matter, are kept to a minimum during the course of building works and during the lifetime of the development. To contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.'

- 1.2. An air quality assessment was submitted in January 2019 to satisfy Part A and Part D of Planning Condition 32 of Permission HGY/2017/3117 and to assess the detailed elements now available of the previous outline application. Hereafter, this is referred to as the January 2019 Air Quality Assessment.

2. January 2019 Air Quality Assessment

- 2.1. The air quality assessment submitted in January 2019, had the following measures for the entire Development:

Inherent – Measures included in the design of the Development

- All residential units would be located away from road traffic sources
- Limited number of car parking spaces provided – only 425 parking spaces
- Provision of 2,783 cycle parking spaces (1.65 spaces per unit)
- Provision of trees and plants – all of which are native species. Where possible species would be selected that are known to benefit air quality.

Operational Development

- Provision and monitoring of Travel Plan and Delivery and Servicing Plan
- Provision of 85 electric charging points as per the London Plan (20% of spaces)
- Implementation of cycle route/ pedestrian routes/ bus serves/ car clubs

- a minimum of three car club spaces
- future proofing Mary Neuner Road design to accommodate bus stops
- pedestrian and cycle routes through the Eastern and Northern Quarter

3. January 2022 Briefing Note and Subsequent Correspondence

- 3.1. A Briefing Note covering Condition 32 was prepared by Waterman and dated 12th January 2022, hereafter referred to as the January 2022 Briefing Note. The January 2022 Briefing Note listed the mitigation measures above and concluded that as there were no specific measures for Phase 3, Part B of Condition 32 was not applicable to Phase 3A/B and measures are not required for Phase 3 prior to occupation.
- 3.2. Following the submission of the January 2022 Briefing Note to the London Borough of Haringey (LBH), further correspondence was undertaken between the Pollution Officer at LBH and St. William (the Applicant) between March and June 2023. On the 7th June 2023, the Pollution Officer clarified LBH's position by stating the following:

“the applicant will need to produce an updated report providing explicit confirmation that the air quality mitigation methods listed in the previously submitted Air Quality Assessment do not apply to Phase 3 of the development before we can consider the partial discharge of Condition 32. This confirmation could be in the form of summary extracts of relevant information previously submitted and approved by the council that support the discharge of the conditions listed by the applicant in their response”.

4. Further Information

- 4.1. Subsequently, the Applicant has provided further information on the air quality mitigation measures. Further information on the mitigation measures, set out in the January 2022 Briefing Note, are provided in italics below. The further information provides:
- relevant information previously submitted and approved by the council; and
 - where applicable, information on mitigation measures that apply to Phase 3 of the Development.

Inherent – Measures included in the design of the Development

- All residential units would be located away from road traffic sources.
 - *The general parameters and principle of the blocks and road layout has been set out in the approved hybrid application (HGY/2017/3117). Detail is provided on the exact height and footprint of each building at Reserved Matters application stage.*
 - *The detail for Phase 3A was approved under Reserved Matters application (HGY/2019/0362 & HGY/2019/1775).*
- Limited number of car parking spaces provided – only 425 parking spaces.

- *The total number of parking spaces across the masterplan is 425. The detail and layout of these spaces is detailed at Reserved Matters application for each phase and under Condition (20).*
- *Phase 3A is car free. There will be no car parking spaces provided in Phase 3A. This has been approved under Condition 20 (HGY/2021/2256).*
- Provision of 2,783 cycle parking spaces (1.65 spaces per unit).
 - *The total number of cycle parking spaces across the masterplan is 2,783. The detail and layout of these spaces is detailed at Reserved Matters application for each phase and under Condition (56).*
 - *There are 341 cycle spaces in Phase 3A, which equated to 1.7 spaces per unit. This has been approved under Condition 56 (HGY/2021/2261).*
- Provision of trees and plants – all of which are native species. Where possible species would be selected that are known to benefit air quality.
 - *The provision of trees and plants is covered in detail at Reserved Matters application and under condition (61). This has been approved under Condition 61 (HGY/2023/0802)*

Operational Development

- Provision and monitoring of Travel Plan and Delivery and Servicing Plan
 - *Covered under condition 4.7 and 4.8 of the S106. Residential and commercial travel and delivery & servicing plans have been submitted to LBH*
- Provision of 85 electric charging points as per the London Plan (20% of spaces)
 - *Covered under Condition 20;*
 - *Phase 3A is car free. There will be no car parking spaces provided in Phase 3A.*
- Implementation of cycle route/ pedestrian routes/ bus serves/ car clubs
 - *Covered under individual transport assessments submitted at reserved matters application;*
 - *There will be the implementation of the Moselle Walk, within Phase 3, which will be pedestrian walkway which will run alongside the eastern boundary of the D Blocks.*
 - A minimum of three car club spaces
 - *Covered under Condition 4.6 of the S106*
 - *There is provision for 3 car club spaces sitewide, these have already been installed on Mary Neuner Road as part of the Phase 1 works.*
 - Future proofing Mary Neuner Road design to accommodate bus stops.
 - *Future proofing Mary Neuner Road design to accommodate bus stops has been completed - covered under the executed S278 agreement;*
 - *There is provision for two bus stops on Mary Neuner Road.*
 - Pedestrian and cycle routes through the Eastern and Northern Quarter
 - *These routes are included within the relevant reserved matters applications. The Northern Quarter Reserved Matters application has not been submitted.*

- *There will be the implementation of the Moselle Walk, within Phase 3, which will be pedestrian walkway which will run alongside the eastern boundary of the D Blocks.*

5. Conclusions

- 5.1. It is considered, the further information provided by the Applicant above, including information on mitigation measures that apply to Phase 3 of the Development, is sufficient to allow LBH to discharge Condition 32.