

SUSTAINABILITY STATEMENT

RELATING TO

YLCAN CROUCH END

1.0 Executive Summary

This Sustainability Statement has been prepared in support of the proposed redevelopment of 184 Tottenham Lane, Crouch End, London Borough of Haringey, on behalf of YMCA London City and North (YLCAN). The proposal comprises demolition of the existing hostel buildings and erection of a new, improved facility providing bedspaces, ancillary office, training and communal facilities, and commercial/community space at ground floor.

This Statement draws together the findings and commitments of the various technical reports prepared in support of the application, demonstrating how the proposed development responds to the sustainability requirements of the London Plan (2021) and the London Borough of Haringey's development plan. It covers, among other matters: energy and carbon performance; overheating risk and thermal comfort; circular economy and waste management (including demolition and operational waste); and biodiversity net gain.

The London Plan sets out a strategic framework for sustainable development across Greater London, with policies addressing climate change mitigation and adaptation, minimising waste, promoting the circular economy, protecting and enhancing biodiversity, and managing heat risk. The London Borough of Haringey's adopted, and emerging Local Plan policies reflect and build on this framework, including through borough-specific requirements such as Site Waste Management Plans, Circular Economy Statements, and adherence to the North London Waste Plan targets for construction, demolition and excavation waste.

A review of the key consultant reports has also been undertaken that guide and inform the sustainable objectives which includes:

- Energy Report
- Sustainable Drainage Strategy
- Daylighting Report
- Overheating Report
- Ecology Report
- Waste Strategy
- Transport
- Acoustic Report
- Air Quality Report

Each of these reports can be found summarised in the body of this report forming the overall sustainable strategy for the site, alongside other measures.

The scheme consultants have worked closely together to ensure a balance of all environmental and sustainable aims for the project. It should also be noted that the scheme will undertake a BREEAM assessment with the aim of achieving 'Excellent'.

2.0 Site Description

The proposed development comprises the demolition of the existing YMCA Crouch End building and the erection of a new, improved hostel facility with ancillary office, training and communal facilities, within a part four to part six storey building, at 184 Tottenham Lane, London Borough of Haringey.

3.0 Key Requirements and Policy

3.1 National and GLA Policy

i. Building Regulations

The building regulations set out the statutory standards that developments are required to meet. Those sets of regulations that set parameters for sustainable measures include:

Part L – Conservation of Energy

Part G – Water efficiency

Part F – Ventilation

Part E – Acoustics

Part L of the building regulations covers energy efficiency in the built environment and is split into two parts. Part L1 is relevant to the site. It sets the energy efficiency requirements to be demonstrated across five criteria, with the primary focus on the reduction of CO2 emissions rates against the target, as well as setting limiting standards for fabric performance and other passive control measures.

ii. London Plan 2021

The London Plan (2021) sets out the requirements for all major developments within Greater London. It remains the current statutory Spatial Development Strategy for London; a draft new London Plan is out for consultation until October 2026 but is not expected to be adopted until early 2028. Those policies which are applicable to the 184 Tottenham Lane development are:

Policy SI 1 – Improving air quality

Policy SI 2 – Minimising greenhouse gas emissions

Policy SI 4 – Managing heat risk

Policy SI 5 – Water infrastructure

Policy SI 7 – Reducing waste and supporting the circular economy

Policy SI 12 – Flood risk management

Policy SI 13 – Sustainable drainage

Policy G 4 – Open spaces

Policy G 5 – Urban greening

Policy G 6 – Biodiversity and access to nature

Policy T 2 – Healthy Streets

Policy SI 1 – Improving air quality

- Developments should not lead to further deterioration of existing poor air quality or delay compliance in areas currently exceeding legal limits
- Should be at least Air Quality Neutral
- Should use design solutions to prevent or minimise increased exposure to existing air pollution, in preference to retrofitted mitigation
- Must submit an Air Quality Assessment demonstrating no new areas of exceedance are created
- Where the site is in an Air Quality Focus Area, or likely to be used by vulnerable groups such as children or older people, design measures to minimise exposure should be demonstrated

Policy SI 2 – Minimising greenhouse gas emissions

- All major developments should be net zero-carbon, reducing greenhouse gas emissions in operation and minimising annual and peak energy demand through the energy hierarchy: be lean, be clean, be green, be seen
- A minimum on-site reduction of at least 35% beyond Building Regulations is required for major development; 10% for residential and 15% for non-residential should be achieved through energy efficiency measures alone
- Where the zero-carbon target cannot be fully achieved on-site, any shortfall should be met through a cash-in-lieu contribution to the borough's carbon offset fund, or an off-site alternative with certain delivery
- Unregulated emissions (e.g. plant and equipment not covered by Building Regulations) should be calculated and minimised
- Referable developments should calculate whole-life-cycle carbon emissions and demonstrate actions to reduce them

Policy SI 4 – Managing heat risk

- Development should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and green infrastructure
- Major developments should demonstrate through an energy strategy how they will reduce internal overheating and reliance on air conditioning, in accordance with the cooling hierarchy: reduce heat entering the building; minimise internal heat generation; manage heat within the building through thermal mass and high ceilings; provide passive ventilation; provide mechanical ventilation; provide active cooling only as a last resort

Policy SI 5 – Water infrastructure

- Water supplies and resources should be protected and conserved to minimise the use of mains water
- Development should achieve mains water consumption of 105 litres or less per head per day (residential), via planning condition
- Should achieve at least BREEAM Excellent for the water category, or equivalent
- Should incorporate smart metering, water-saving and recycling measures to lower consumption and support futureproofing

Policy SI 7 – Reducing waste and supporting the circular economy

- Development should promote a more circular economy, improve resource efficiency and keeping materials at their highest use for as long as possible
- Should encourage waste minimisation and prevention through reuse of materials
- Should meet or exceed targets of 95% reuse/recycling/recovery for construction and demolition waste, and 95% beneficial use for excavation waste
- Should provide adequate, flexible and accessible storage and collection systems supporting separate collection of dry recyclables and food waste

Policy SI 12 – Flood risk management

- Flood risk from all sources should be managed sustainably and cost-effectively, in collaboration with the Environment Agency and Lead Local Flood Authority
- Flood risk should be minimised and mitigated, and residual risk addressed, including making space for water where possible
- Development adjacent to flood defences should protect their integrity and allow for future maintenance and upgrades

Policy SI 13 – Sustainable drainage

- Development should utilise sustainable drainage systems (SuDS) unless demonstrated to be inappropriate, and manage surface water as close to source as possible
- Drainage should be designed to reduce the causes and impacts of flooding, and contribute to improved water quality

Policy G 5 – Urban greening

- Development should contribute to London's Urban Greening Factor targets through measures such as green roofs, green walls, trees and other soft landscaping
- Boroughs should set local Urban Greening Factor targets appropriate to the site context

Policy G 6 – Biodiversity and access to nature

- Development should result in a net gain in biodiversity where possible, and should not adversely affect designated sites of importance for nature conservation
- Proposals should incorporate features that support biodiversity, such as integrated bird and bat boxes, and provide access to nature for residents

Policy T 2 – Healthy Streets

- Development should deliver the ten Healthy Streets Indicators, reduce car dependency and promoting walking, cycling and public transport
- Design should support active, inclusive and safe streets

Policy T 5 – Cycling

- Development should provide secure, accessible and sufficient cycle parking in line with the London Plan's minimum standards
- Should support the promotion of cycling as a mode of transport through supporting infrastructure

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Haringey Local Plan (2017)

Haringey's Local Plan: Strategic Policies (2013–2026, consolidated with alterations since 2017), together with the Development Management DPD (2017), sit alongside the London Plan and are of relevance to the 184 Tottenham Lane development. The following local policies correspond to the London Plan policies identified above:

LONDON PLAN POLICY	CORRESPONDING HARINGEY LOCAL PLAN POLICY
SI 1 – Improving air quality	SP4 – Working towards a Low Carbon Haringey
SI 2 – Minimising greenhouse gas emissions	SP4 – Working towards a Low Carbon Haringey; DM21 – Sustainable Design and Construction
SI 4 – Managing heat risk	SP4 – Working towards a Low Carbon Haringey; DM21 – Sustainable Design and Construction
SI 5 – Water infrastructure	SP5 – Water Management and Flooding
SI 7 – Reducing waste and supporting the circular economy	SP6 – Waste and Recycling; DM9 – Waste Management for All Development
SI 12 – Flood risk management	SP5 – Water Management and Flooding
SI 13 – Sustainable drainage	SP5 – Water Management and Flooding
G 4 – Open spaces	SP13 – Open Space and Biodiversity
G 5 – Urban greening	SP13 – Open Space and Biodiversity; SP11 – Design
G 6 – Biodiversity and access to nature	SP13 – Open Space and Biodiversity
T 2 – Healthy Streets	SP7 – Transport; DM40 – Sustainable Transport
T 5 – Cycling	SP7 – Transport; DM44 – Cycle Storage

4.0 Sustainable Measures

The design and assessment of the site has been undertaken by specialist consultants to review and enhance the sustainable outcomes of the development, working collaboratively resulting in a balanced and viable scheme. Whilst the body looks at the specific reports for the detailed application there is also some reference to the outline application to the school.

4.1 Air Quality

GEM Air Quality Ltd has undertaken an Air Quality Assessment (June 2026) assessing the impact of the proposed development on local air quality during both construction and operation, in accordance with the London Plan (2021) and Haringey's Local Plan. Dispersion modelling using ADMS-Roads predicts that concentrations of NO₂, PM₁₀ and PM_{2.5} at all modelled receptors will remain below the relevant UK Air Quality Objectives in all assessed years, placing the development within Air Quality Positive Effect Category (APEC) Category A — the category indicating no air quality grounds for refusal. The proposed development is assessed as Air Quality Neutral in relation to both building and transport emissions, meaning no additional building mitigation (such as enhanced mechanical ventilation) is required. Construction dust impacts are assessed as low-to-medium risk and can be reduced to negligible through standard best-practice mitigation measures, including a Dust Management Plan, site inspections, and a complaints log. The development is considered acceptable in terms of its potential air quality impacts and complies with Policy DM23 of Haringey's Local Plan.

4.2 Energy and Carbon

A site-specific energy assessment has been undertaken by XCO₂, dated July 2026. The report shows that the proposed Energy Hierarchy delivers a cumulative regulated CO₂ saving of 28% against a Part L 2021 compliant baseline, using SAP 10.2 carbon factors. This falls short of the London Plan's 35% minimum on-site target, and the GLA has itself acknowledged that the current Part L 2021 notional building specification makes the 15% Be Lean target very difficult for non-domestic schemes to achieve. Of the 28% cumulative saving, 9% is achieved at the Be Lean stage through a fabric-first approach (enhanced U-values, low air permeability, MVHR and low-energy lighting), with a further 19% achieved at the Be Green stage through a 21 kWp roof-mounted PV array and a communal Air Source Heat Pump system providing all space heating, hot water and cooling. No heat network is available within a viable connection distance, so no savings are attributed at the Be Clean stage. The residual shortfall of 20.0 tonnes of CO₂ per annum (598 tonnes over 30 years) is proposed to be met through a carbon offset payment to Haringey's carbon offset fund, in line with London Plan Policy SI 2. Operational (TM54) modelling predicts an Energy Use Intensity of 70 kWh/m²/yr, sitting between the GLA benchmark (55 kWh/m²/yr) and the UK Net Zero Carbon Buildings Standard target for student accommodation (74 kWh/m²/yr), reflecting the fabric-first design and the intensive, 24/7 communal servicing typical of supported accommodation.

4.3 Heat Risk Assessment

XCO₂ conducted a dynamic thermal modelling assessment (July 2026), supplemented by an Overheating Risk Design Note, to assess the risk of overheating within the development in accordance with CIBSE TM59 and Approved Document O, following the London Plan's Cooling Hierarchy. All 174 bedrooms and 34 communal kitchens assessed achieve compliance with CIBSE TM59 and Part O for the London Weather Centre DSY1 2020 future weather dataset, incorporating a combination of passive measures — including optimised glazing ratios to the south and west facades, deep window reveals, low solar control glazing (g-value 0.4), and maximised natural ventilation — together with active mitigation. Due to external noise levels above Part O limits and window-opening restrictions for fall protection, a peak load lopping strategy delivered through the communal Air Source Heat Pump system is required to achieve full compliance in habitable spaces, activating only when internal temperatures are predicted to exceed 26°C. Active cooling is provided to ground floor common spaces. The ground floor communal corridor has been flagged as presenting an overheating risk and will be reviewed further alongside the mechanical and electrical strategy at the next design stage.

3.4 Water Infrastructure

The development water infrastructure will be aligned with policy SI 5 of the London Plan (2021). The development proposal will minimise the use of mains water in line with the Building Regulations (residential), achieving the mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption). Smart metering is a measure included to minimise water usage.

4.5 Reducing Waste and Supporting the Circular Economy

Velocity Transport Planning has prepared an Outline Site Waste Management Plan and an Operational Waste Management Strategy (July 2026), informed by a Pre-Demolition Audit carried out by BRE. During demolition, an estimated 6,659 tonnes of material will arise, of which the strategy demonstrates that 97.9% could be diverted from landfill through reuse and recycling, exceeding the London Plan Policy SI 7 target of 95% diversion for construction, demolition and excavation waste. Construction waste will be managed in accordance with the waste hierarchy, with targets to be agreed with Principal Contractors at the outset of the development and monitored via SmartWaste. Once operational, the development is estimated to generate 46 tonnes of municipal waste per annum, achieving an initial municipal recycling rate of 56%, rising toward the London Plan target of 65% by 2030 as the waste storage strategy — designed with flexible capacity across residual, dry mixed recycling and food waste streams — is optimised in use. All waste facilities are designed to British Standard BS5906:2005, with a ground-floor communal waste store serving residents, the on-site FM team and commercial waste collection, and no bins presented on the public highway.

Levitt Bernstein has additionally assessed the proposed development against BREEAM Wst 06 – Design for Disassembly and Adaptability (July 2026), comparing three concept options: refurbishment, retrofit, and new build. The New Build option was selected following an optioneering exercise, scoring highest for brief compliance, viability, structural and services complexity, and site optimisation, while enabling the greatest proportion of reclaimed materials to be reused or recycled from the existing structure. The selected design prioritises mechanically fixed and modular assemblies over bonded or composite construction, using standardised elements and repeatable details to support future disassembly, adaptability and material recovery over the building's lifetime.

4.6 Sustainable Drainage

Pell Frischmann has prepared a Sustainable Drainage Report (July 2026) setting out the surface water and foul drainage strategy for the site, in accordance with the Non-Statutory Technical Standards for SuDS, the CIRIA SuDS Manual (C753), and Haringey's Local Plan. The proposed development reduces the impermeable area of the site from 2,040m² to 1,970m². Surface water will discharge via a SuDS-led strategy — comprising a geocellular attenuation tank, permeable paving, a rain garden and a downstream defender for water quality treatment — to the existing Thames Water sewer along Rosebery Gardens, at a restricted discharge rate of 5 l/s, representing a 94–96% reduction in peak discharge compared with the existing regime. A total attenuation storage volume of 176m³ has been provided to accommodate the 1-in-100-year, 6-hour storm event, including a 40% allowance for climate change. Foul drainage will discharge via a gravity-fed connection to the existing Thames Water foul sewer network, with pumped discharge required from basement-level facilities, resulting in a peak foul flow rate of 1.95 l/s. The strategy accords with London Plan Policy SI 13 and SI 12.

4.7 Ecology and biodiversity

PJC Consultancy has undertaken a Biodiversity Net Gain (BNG) Feasibility Assessment (May 2026) in accordance with the Statutory Biodiversity Metric, as required under Schedule 14 of the Environment Act 2021. The assessment establishes a pre-development baseline of 0.45 habitat units, with post-development habitat retention and creation measures anticipated to generate approximately 0.51 habitat units — a net gain of 0.06 units, equivalent to a 14.47% increase in biodiversity value, exceeding the mandatory 10% BNG requirement. Following grant of planning permission, a Biodiversity Gain Plan will be submitted for approval prior to commencement, supported by a Habitat Management and Monitoring Plan setting out a minimum 30-year strategy for the long-term management of on-site habitat creation and enhancement measures.

3.10.0 Daylight

A Daylight, Sunlight and Overshadowing Assessment has been undertaken by XCO2 (July 2026), in accordance with the BRE's "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" (2022). The assessment concludes that the proposed development is unlikely to cause any significant impact on neighbouring properties: of 230

surrounding windows assessed for daylight, 95% meet or approach BRE targets, and of the 51 south-facing windows assessed for sunlight, all meet or approach BRE recommendations for annual and winter probable sunlight hours. Within the proposed scheme itself, 191 of the 211 habitable rooms assessed (90%) meet BRE daylight recommendations, and 104 of 110 south-facing bedrooms (95%) achieve the BRE sunlight target, with the remaining bedrooms served by well-lit communal kitchens. Overshadowing to surrounding and on-site amenity spaces is limited to the early spring period, with compliance achieved by mid-to-late April and good sunlight access maintained through the peak spring, summer and autumn months. Overall, the development is considered to provide good quality daylight and sunlight amenity to future occupants while causing no notable harm to neighbouring properties.

3.11.0 Acoustics

KP Acoustics Ltd has undertaken a Noise Impact Assessment (January 2026) for the development, in accordance with the National Planning Policy Framework (2024), the Noise Policy Statement for England (2010), BS8233:2014, WHO Community and Night Noise Guidelines, and Approved Document O (2021). A 24-hour environmental noise survey was carried out at three positions across the site between 12th and 14th November 2025, recording daytime ambient noise levels of 48–62dB LAeq and night-time levels of 43–58dB LAeq, with road traffic from Tottenham Lane dominating the front façades and plant noise affecting the rear.

Based on the measured levels, a glazing specification has been developed across three façade configurations to achieve the BS8233:2014 internal noise targets (35dB LAeq in living rooms, 30dB LAeq at night in bedrooms) and the WHO-recommended 45dB L_{Amax} limit for individual night-time events, with minimum sound reduction indices of up to Rw 37dB specified for the most exposed elevations. In accordance with Approved Document O, internal bedroom noise levels must not exceed 40dB LAeq (8-hour night-time average) or 55dB L_{Amax} more than 10 times per night; where these limits would be exceeded through an open window, alternative means of removing excess heat — such as mechanical ventilation or louvred vents — will be used instead, led by the project's overheating specialist.

The proposed ground floor external amenity area, located to the rear of the development out of line of sight of the surrounding roads, is predicted to experience ambient noise levels below 50dB LAeq, meeting BS8233:2014 guidance for external amenity spaces. A noise emissions criterion of 35dB(A) at the nearest residential receiver over a 24-hour period has been set for the proposed Air Source Heat Pump plant, requiring the cumulative plant noise level to be at least 5dB(A) below the background noise level in accordance with BS4142:2014 and the London Borough of Haringey's noise criteria. A supplementary Planning Compliance Report confirms that, based on manufacturer's data for the proposed plant units, the predicted rating level is 31dB — 10dB below the representative night-time background and 5dB below the Local Authority's adopted criterion — indicating the plant is expected to comply without the need for additional mitigation, subject to appropriate anti-vibration mounting.

3.12.0 Healthy Streets

Velocity Transport Planning has prepared a draft Travel Plan (June 2026) in support of the application, in accordance with TfL's Healthy Streets approach and London Plan Policies T2 and T5. The site has a PTAL rating of 3, reflecting moderate accessibility to public transport. In line with the London Plan's requirement for car-free development in well-connected locations, the proposed development is car-free, with the exception of one Blue Badge space and one operational staff space — a net reduction of one space compared with the existing provision of three. Long-stay cycle parking is provided for 58 spaces, comprising 20 e-bike spaces and 38 standard cycle spaces (including 5 staff spaces), within a secure covered store, supplemented by four Sheffield-stand short-stay visitor spaces. A Travel Plan Coordinator will be appointed prior to first occupation to oversee delivery of the Travel Plan and report progress against agreed targets. A baseline resident and staff travel survey will be undertaken within three months of first occupation to establish mode share, against which SMART 'Action' and 'Aim' targets — including maintaining a high proportion of walking, cycling and public transport trips, and increasing cycle use — will be set and monitored over a five-year review period, with results reported to Haringey Council.