

Ashley Park

Environmental Statement

Non-Technical Summary

Introduction

Re:shape T Ltd (herein referred to as the 'Applicant') is seeking full planning permission for the redevelopment of an area of land located on Ashley Road, London, N17 9LZ (referred to as 'the site'), within the local planning jurisdiction of the London Borough of Haringey. The location of the site is shown on this page, with the site boundary shown overleaf.

The site is currently surrounded by hoarding and is comprised of cleared hardstanding and a level of crushed material left on-site from previous demolition works associated with the extant consents on-site.

The application is for *Full planning permission for a phased mixed-use development comprising:*

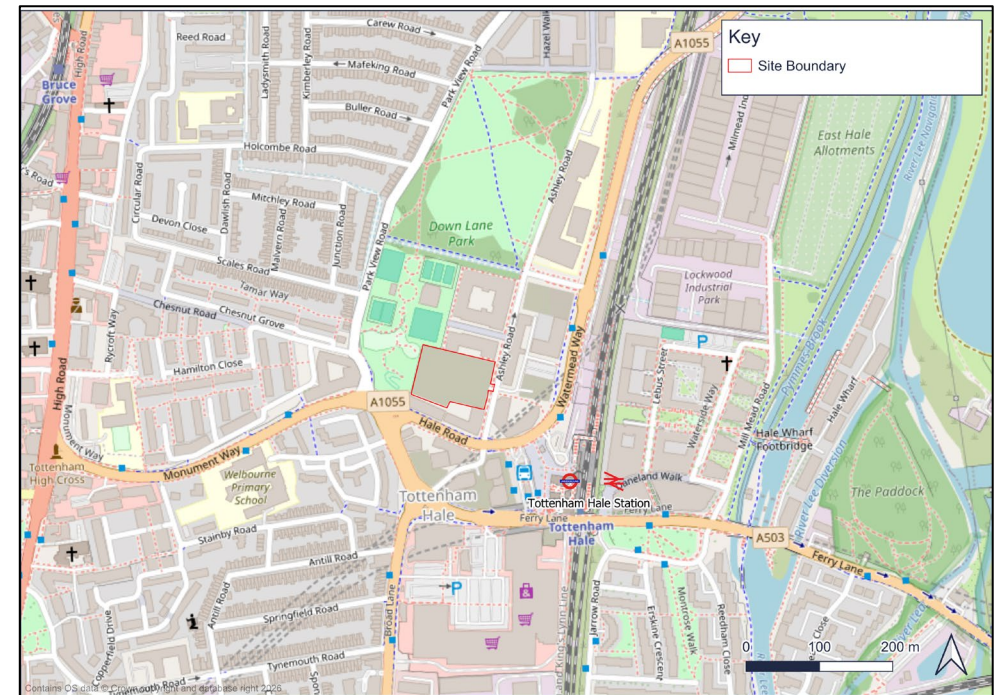
- Enabling works and operations;
- Residential development (Use Class C3) including affordable housing;
- Shared living accommodation (Sui Generis);
- Commercial and community floorspace (Use Classes E and F2); and
- Site-wide and/or phase-specific access, servicing, public realm, blue-badge parking, cycle parking, open space, hard and soft landscaping, utilities, plant and all other associated works.

The Proposed Development is further described and illustrated from **Page 5 to 10**.

An Environmental Impact Assessment (also referred to as an EIA) has been carried out to identify the effects that could result during the enabling works and construction activities and once the Proposed Development is completed and in operation.

This document is the Non-Technical Summary of the findings of the Environmental Impact Assessment which are reported in full in the Environmental Statement. This Non-Technical Summary has been prepared to explain the Proposed Development, its potential environmental effects and the measures proposed to protect the environment.

Site Location Plan



The Environmental Statement is submitted in support of the planning application for the Proposed Development. The Environmental Statement and this Non-Technical Summary document are available for viewing on the London Borough of Haringey Planning Portal. Comments on the planning application may be submitted online via the London Borough of Haringey Planning Portal, by email to the Council's planning team: planningsupport@haringey.gov.uk or by post to the Council's planning

address: Alexandra House, 225 High Road, Wood Green, London N22 8HQ

Electronic copies of this Non-Technical Summary and the Environmental Statement are available free of charge on request and can be provided via a downloadable file provided by email. For further details contact hello@triumenv.co.uk or Tel: +44 (0) 203 887 7118.

Purpose of the Environmental Impact Assessment and Non-Technical Summary

Environmental Impact Assessment is a process used to identify, describe and assess the likely significant beneficial and adverse (positive and negative) effects of certain types of development on the environment. This process is required by law for certain forms of development and assists the local planning authority (in this case, the London Borough of Haringey) in understanding the likely significant environmental and socio-economic effects of the proposals when determining the planning application.

Measures to protect the environment, otherwise known as ‘mitigation measures’, are also identified as part of the Environmental Impact Assessment process.

Trium Environmental Consulting LLP, with the input of technical specialists in their relevant environmental fields, has undertaken an Environmental Impact Assessment for the development described on **Page 2** and in further detail on **Pages 5 to 10**, and has prepared the Environmental Statement and this Non-Technical Summary document.

The Environmental Statement is made up of a number of technical documents and so the purpose of this Non-Technical Summary is to provide an overview of the Environmental Statement in non-technical language.

Site Description

The site is broadly rectangular in shape, and extends to approximately 0.70 hectares, located within the administrative boundary of the London Borough of Haringey. The site is currently surrounded by hoarding and consists of cleared hardstanding and crushed material remaining from previous demolition works.

The surroundings of the site are predominantly characterised by mid-to-high rise residential and commercial buildings, low-rise dwellings, public amenity space and transport infrastructure. The site is bound by:

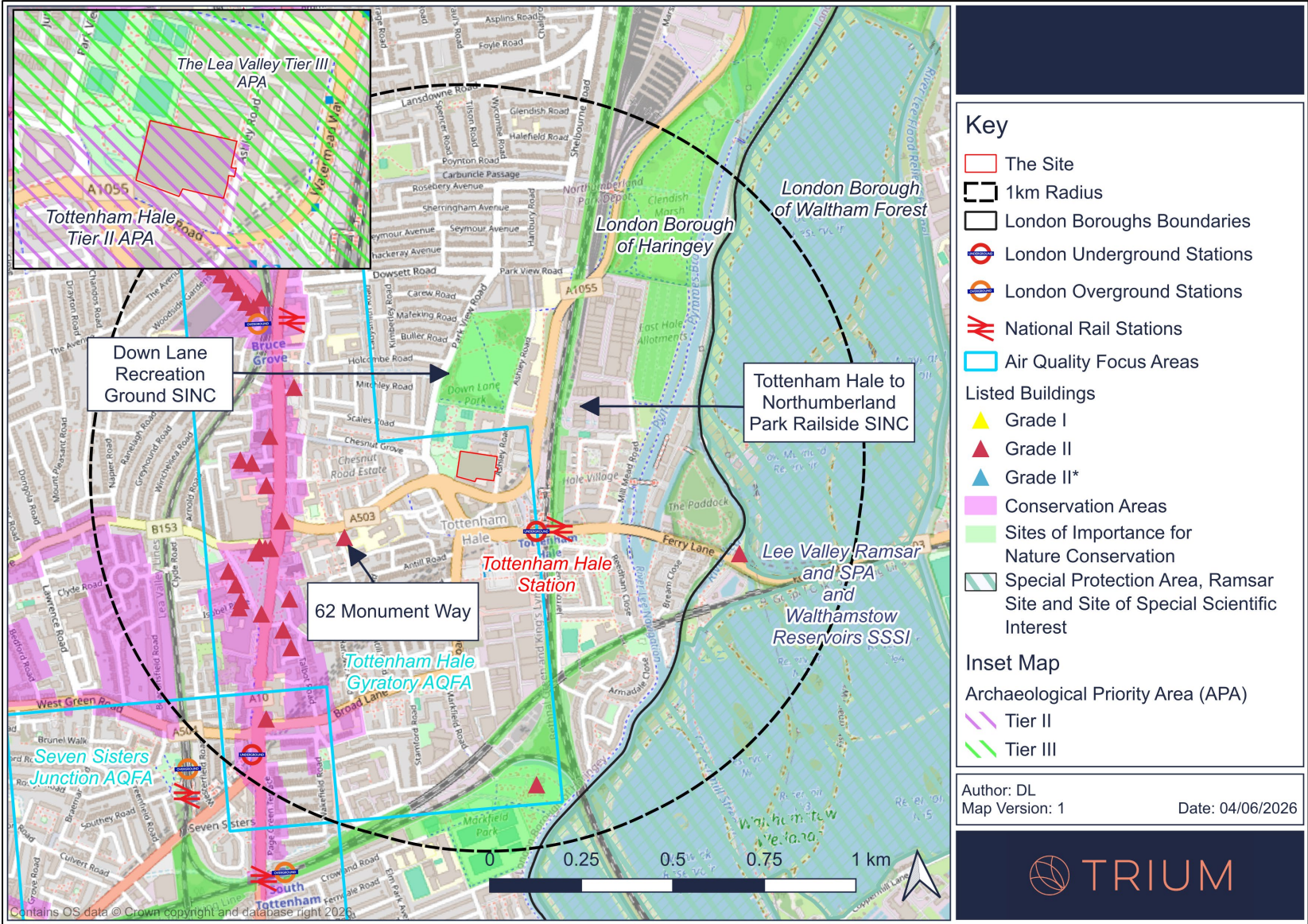
- The Rosa Luxemburg residential building to the north, beyond which is The Sessile, another residential development;
- Ashley Road to the east, beyond which is Berol House, a locally listed building;
- 1-21 Hale Road (low-rise terraced dwellings) and 2 Ashley Road (West Apartments) to the south, beyond which is Hale Road; and
- Down Lane Park to the west, beyond which is Park View Road.

Vehicular and pedestrian access to the site can currently be gained via Ashley Road. Access to bus, underground and national rail services is provided at Tottenham Hale Bus Station and Tottenham Hale Rail Station located approximately 135m southeast of the site.

The site is situated approximately 370m west of the River Lea and Pymmes Brook, and 550m west of several designated sites of ecological importance. A map showing the environmental context of the site is shown below on **Page 4**.

ENVIRONMENTAL CONTEXT

The environmental context of the site and surrounding area is presented below.



To read more detail about the environmental context of the Site, see *ES Volume 1, Chapter 3: Alternatives and Design Evolution*

PROPOSED DEVELOPMENT

The Proposed Development (as shown in the figure below) will comprise the construction of a mixed-use development comprising residential accommodation (Class C3) and shared living accommodation (Sui Generis) alongside commercial/community floorspace (Class E/F2) and public realm, blue-badge and cycle parking, open space, hard and soft landscaping and associated works.

The Proposed Development



The Proposed Development will consist of two blocks (Block A and B).

Block A on the southern part of the site would range from 7 to 23 storeys in height. It would contain shared living accommodation together with ground floor communal amenity space, commercial and community floorspace, cycle storage and refuse storage. Upper storeys will then consist of shared living units.

Block B, on the northern part of the site, would be six storeys in height and would provide affordable residential accommodation, including ground-floor maisonettes/townhouses, together with commercial floorspace, cycle parking, refuse storage and plant. townhouse units at ground floor level. Upper levels will then consist of affordable residential units.

The Proposed Development



The Proposed Development will provide a total of 30,238.5m² Gross Internal Area¹, which includes the following:

- Residential (Use Class C3) – 9,258m²;
- Shared Living (Sui Generis) – 20,625m²; and
- Commercial/Community (Use Class E / F2) – 355.72m²

Ancillary areas to the residential and shared living space, including amenity space, reception and plant space are all included in the above figures.

Shared Living

A total of 522 shared living units will be provided as part of the Proposed Development within Block A. A total of four different unit types will be provided within Block A of the Proposed Development:

- Standard studio units;
- Premium studio, which are larger studio units; and
- Accessible studio units.

Of the 522 shared living units, 53 (10.1%) will be wheelchair accessible units.

¹ Errors due to rounding.

Residential

A total of 87 affordable, socially-rented housing units will be provided as part of the Proposed Development within Block B. Unit sizes will consist of:

- 14 1-bed flats;
- 51 2-bed flats;
- 12 3-bed flats; and
- 10 4-bed townhouses.

Of the 87 residential units, 10 will be wheelchair accessible.

Massing

The massing of the blocks within the Proposed Development has been carefully developed to ensure it responds to the existing urban context. The majority of the built form would be around 6 storeys, with the taller western element of Block A rising to 23 storeys. This is intended to respond to the emerging urban context, which includes mid- and high-rise development in Tottenham Hale. The massing of the two blocks is broken up by a generous public realm in the centre of the Proposed Development (known as 'Ashley Link').

Appearance

The materiality of the Proposed Development consists of brickwork, aluminium and a "concrete-style" material interspersed across both blocks. The shared living block will also include the use of glazed terracotta. This responds to the general use of materials within the site's locality, both in terms of the materials used and the colour palette. materials and façade detailing for each block has been outlined below, with details on each elevation shown in:

- Shared Living – Features a mixture of brickwork, Polyester Powder Coated (PPC) aluminium, a "concrete-style" material and glazed terracotta. The materiality of the façade will include several different visual styles of each material listed above; however, all will have a colour palette including light to dark grey (with the exception of the green hues used for the glazed terracotta); and
- Affordable Residential – This block will feature the above use of materials, with the exception of glazed terracotta. A smaller variety of visual styles will be used across each of the three materials. The tonality of the "concrete-style" material will remain the same across both blocks. The brickwork elements will

have a lighter tone on this block, with tones ranging from grey to off-white. Moreover, the PPC aluminium will utilise a light green tone, with white railings, making both blocks visually distinct from each other.

The proposed materiality is shown below on **Page 7**.

Public Realm, Amenity Space and Landscaping

The landscape scheme will provide public, communal and private amenity space for those living and visiting the Proposed Development, whilst also providing benefits to biodiversity.

The Proposed Development will provide a total of 3,458m² of amenity space, including:

- 1,808m² of publicly accessible open space, including Ashley Link and its associated landscaping and play space provision;
- 1,229m² of communal shared living amenity space, consisting primarily of rooftop amenity space on Block A, in addition to a communal courtyard on the southern boundary of the site; and
- 421m² of private residential amenity space, which primarily consist of residential gardens belonging to the townhouse units on the ground floor level of Block B.

The public realm and landscape strategy for the Proposed Development comprises a generous mixture of hard and soft landscaping features, including:

- Various boundary types (timber fences, metal railing, planning and shrubbery, and bollards);
- Hard landscaping includes a mixture of permeable and impermeable surfaces, and rubber crumb for the designated areas for play;
- Soft landscaping includes a wide variety of ornamental, amenity and wildflower planting, as well as biodiverse green roofs; and
- Furniture is proposed throughout Ashley Link and within the community areas of the shared living block, including sun loungers, benches, seating and table tennis areas (the latter specifically on the communal roof space).

The landscape plan for the ground floor and roof levels is shown on the adjacent page.

Block B (Affordable Residential) Material Palette



Block A (Shared Living) Material Palette



Ground Level Landscaping Plan



Roof Level Landscaping Plan



Play Space

The Proposed Development will provide a total of 361m² of play space for children within the age range of 0-4 years. Further provision of play space will be facilitated off-site at the adjacent Down Lane Park.

Access and Parking

Pedestrian and Cycle Access

Pedestrians and cyclists will be able to access the Proposed Development via the main entrance to the site from Ashley Road, via the new thoroughfare connecting the Proposed Development to the Rosa Luxemburg Apartments to the north of the site, via a gate connecting Ashley Link to Down Lane Park to the west. A further pedestrian-only entrance will also be located on Ashley Road.

Vehicle Access and Car Parking

The development would be car-free other than 10 blue-badge parking spaces and access required for servicing, refuse collection and emergency vehicles. Nine of these will be allocated for Block B, and one will be allocated for Block A.

Cycle Parking

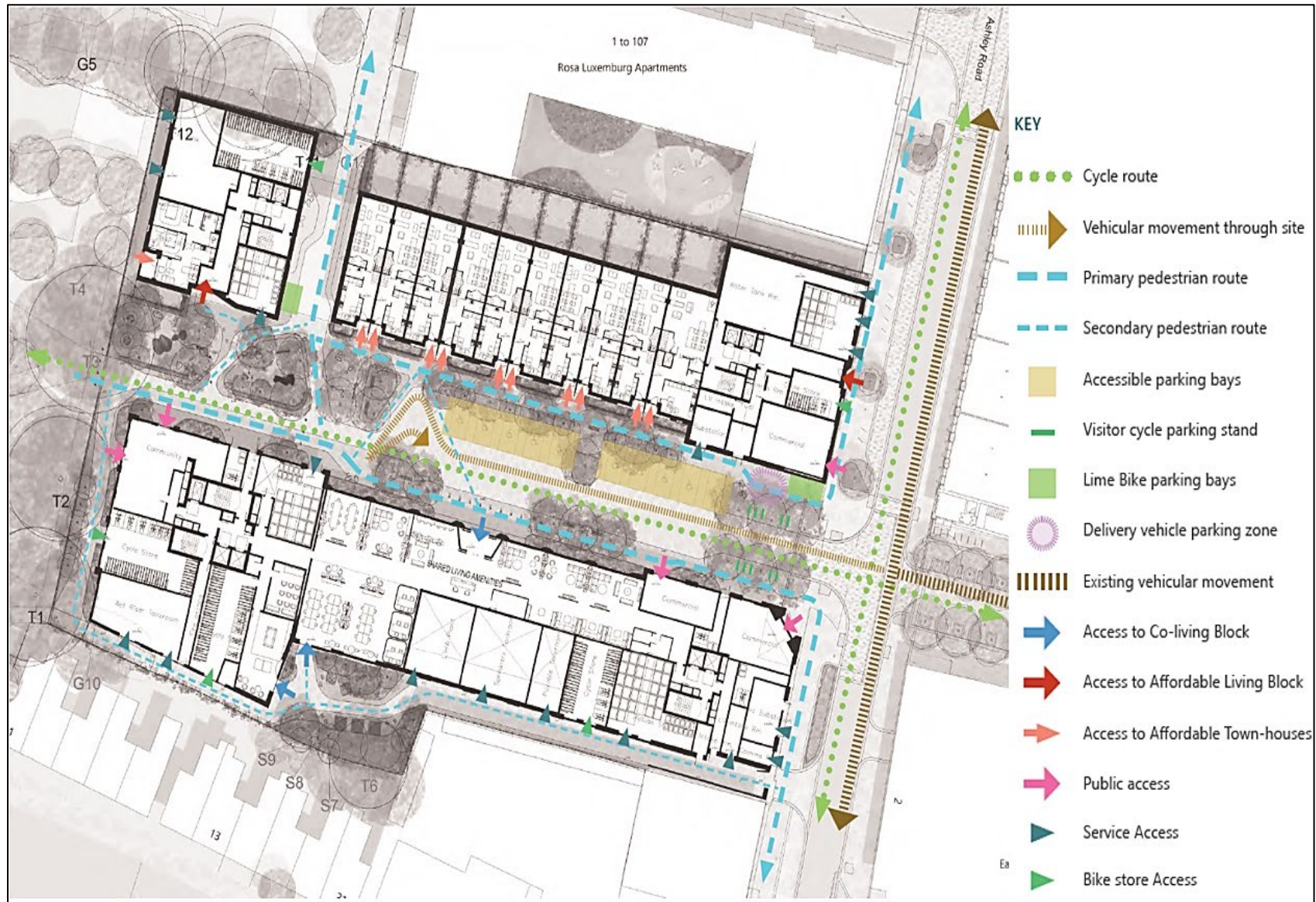
The Proposed Development's residential element will be provided a total of 409 cycle parking spaces across the site. Block B will have internal cycle stores comprised of 104 two-tier cycle stores, and six Sheffield stands for both normal and larger cycles (12 in total). Block A will have internal cycle stores comprised of 224 two-tier cycle stores, and 14 Sheffield stands for both normal and larger cycles (28 in total). The Proposed Development also provides 17 visitor cycle parking spaces (three allocated for Block B, 14 for Block A) and a total of 12 lime cycle parking spaces within the external landscaping for each block (24 in total).

Deliveries and Servicing

All deliveries and servicing will occur on the ground level. Delivery and servicing vehicles for the residential use will access the site via the eastern access on Ashley Road.

Block A will have a dedicated post room for deliveries, which will be signed for by the site management team at reception and collected by residents by showing a QR code within an email sent upon the on-site team's receipt of the delivery.

Access Strategy



Energy Strategy

The approach aims to minimise energy consumption from the outset with low energy, passive measures and highly efficient systems before the deployment of low and zero-carbon technologies. It also includes the use of Air Source Heat Pumps in commercial spaces, Mechanical Ventilation with Heat Recovery in all spaces, and utilises solar photovoltaic panels on roofs.

The energy strategy for the Proposed Development has been designed in accordance with the Greater London Authority's energy hierarchy of, 'Be Lean, Be Clean, Be Green, Be Seen'.

To read more detail about the Proposed Development, see ES Volume 1, Chapter 4: The Proposed Development

ENABLING WORKS AND CONSTRUCTION

Construction Works

The anticipated construction activities are summarised as:

- Affordable Residential – Block B:
 - Site setup and enabling works;
 - Substructure;
 - Superstructure;
 - Façade;
 - Fitout; and
 - Externals.
- Shared Living – Block A:
 - Site setup and enabling works;
 - Substructure;
 - Superstructure;
 - External envelope;
 - Fitout; and
 - Externals.

The Proposed Development will be delivered over the course of a continuous construction programme, sequenced to reflect completion and occupation of individual

blocks. Although the works proposed on-site are anticipated to be a sequenced delivery of individual blocks, the indicative construction programme has considered that the majority of works on site will be undertaken simultaneously, with the residential block (Block B) being the first of the blocks completed and occupied ahead of Block A.

Typical construction plant and equipment to be used will include excavators, piling rigs, mobile cranes, tower cranes, lorries. Construction activities and deliveries will be carried out Monday to Friday between 08:00 and 18:00, and between 08:00 and 13:00 on Saturdays. Construction work and construction traffic movements shall not take place on Sundays or Bank or Public Holidays unless otherwise agreed with the London Borough of Haringey.

Timing of the Construction Works

The current expectation is that the construction works start in Q4 2028 and would take approximately 29 months (two years and five months). Practical completion of the affordable residential block is anticipated to be in Q2 2030. Full completion and occupation of the Proposed Development is anticipated to be in Q1 2031 for the purposes of the Environmental Impact Assessment.

It is envisaged that the site is likely to generate a peak between 32 to 36 vehicle trips (two way) per typical construction day across the construction programme, with 36 peak daily vehicle trips being generated between Q4 2028 and Q1 2029. The peak year for vehicles trips is 2029, comprising of 3116 vehicles in total, with 2,507 being Heavy Goods Vehicles (HGVs) (>7.5 tonnes). Approximately 17 Heavy Duty Vehicle (HDV) flows in annual average daily traffic (AADT).

Several mitigation and management measures are proposed, including strict monitoring and control of vehicles entering and egressing the site through booking systems and delivery scheduling to minimise disruption to the network.

ALTERNATIVES AND DESIGN EVOLUTION

The extent to which consideration has been given to alternative sites, the option of not developing the site, and the design evolution process that has taken place (which has been influenced by various environmental studies and discussions/feedback from the London Borough of Haringey and other stakeholders) is reported in the Environmental Statement. The Environmental Statement and the Design and Access Statement explain this process in more detail, with a summary below.

Do Nothing / No Development Alternative

The Do-Nothing/No Development Alternative refers to the option of leaving the site in its current state. The site currently comprises of vacant brownfield land. Therefore, the site remains underutilised in its current state within a rapidly growing urban area. The Do-Nothing option on the site has therefore not been considered in detail as the site represents an opportunity to be redeveloped to provide much needed residential, commercial and community provision.

Alternative Sites

No alternative sites were considered for the Proposed Development. The Applicant considers the site to be an appropriate location for the Proposed Development given the surrounding context of regeneration in Tottenham Hale.

Alternative Designs and Design Evolution

Although extant consents have been implemented, the Environmental Statement does not assess those consented schemes as reasonable alternatives, as they are not considered capable of being brought forward in a form compliant with current building regulations and standards.

The design of the Proposed Development has evolved to reflect the site constraints and opportunities, including key environmental considerations, and in response to pre-application and public consultation.

Constraints and Opportunities

Following analysis of the site and the surrounding context, initial design options were explored. Key constraining factors considered during the design evolution of the Proposed Development included:

- Potential overshadowing impacts to terraced properties on Hale Road southwest of the site; and
- Potential for the scheme to overlook onto homes on Hale Road, as well as the Rosa Luxembourg Apartments to the north of the site.

Key opportunities included:

- Owing to the close proximity of Down Lane Park, the site is provided with an opportunity to create a new green and public space link to supplement this existing local public open space, improving the pedestrian experience. This also means that future residents will be afforded to views onto Down Lane Park, as well as any new green spaces;

- The site also benefits from the proximity of a number of transport nodes, such as Tottenham Hale Station (which offers both Underground and National Rail services), as well as the vehicular access which is available from Ashley Road;
- The site is also in close proximity to educational and sports facilities within the surrounding area; and
- The site provides an opportunity to build south-facing homes for future residents.

Consultation

The design of the Proposed Development has evolved in response to extensive consultation with planning officers from the London Borough of Haringey, the Greater London Authority, other stakeholders and the general public.

Proposed Development Layout and Design Evolution

The Proposed Development evolved in response to the environmental constraints and opportunities and pre-application consultation. The key changes include:

- **Daylight, Sunlight and Overshadowing** – Considerations to the potential impact of the Proposed Development on daylight and sunlight amenity, as well as potential overshadowing impacts, to sensitive users nearby was considered throughout the design evolution process. Numerous iterations of the location and positioning of the tower element of the shared living block were tested with the final positioning in the southwest corner of the site proving optimal.
- **Massing and Building Heights** – Throughout the pre-application and design review process, several amendments were made to the overall form and composition of the massing. The initial height of the tallest element of Block A was 19 storeys, which was later revised to 23 storeys along with refinement to the massing of this element to produce a slenderer built form. These refinements included the addition of stepped-down top floors and a crown to shelter amenities and chamfered corners, as well as the removal of proposed cutbacks. The height of the shorter element was conversely reduced from eight to six storeys, and a double-height break in the massing was introduced to facilitate north-south permeability through the site.
- **Landscaping** – The landscaping strategy aims to create a fun and coloured space that blends with the architecture of the Proposed Development. The landscape design evolved to incorporate a stronger east-west link to Down Lane Park, and a more legible link to Berol Square. Defensible gardens and

10 accessible parking spaces were incorporated following consultation. Further improvements included the relocation of rear courtyard parking, improved definition of public space, planting along the façades of the two blocks, and greater delineation of the shared space.

- **Wind Microclimate** – Initial computational fluid dynamics testing concluded that wind conditions were suitable for the intended uses at ground level and that all proposed balconies met target conditions. Further analysis revealed specific locations which were not suitable for their intended uses. These comfort exceedances were resolved through subsequent testing and minor alterations to the landscaping scheme.
- **Noise and Vibration** – Road traffic noise is anticipated from the nearby Ashley Road, Watermead Road and Hale Road. As such, windows will be non-opening, and Mechanical Ventilation with Heat Recovery will be utilised to prevent overheating and ensure appropriate indoor noise levels.

To read more, see **ES Volume 1, Chapter 3: Alternatives and Design Evolution**.

ASSESSMENT METHODOLOGY

Scoping

One of the early stages of the Environmental Impact Assessment process is referred to as 'Scoping'. Scoping identifies the environmental topic areas which have the potential to identify significant effects and therefore should be investigated further as part of the of the Environmental Impact Assessment.

As part of the 'Scoping' process, Trium Environmental Consulting LLP prepared and issued a 'Scoping Report' to the London Borough of Haringey on 27 July 2026, which set out the nature and purpose of the Proposed Development, and the potential environmental issues and effects proposed to be considered together with the proposed approach to the Environmental Impact Assessment.

At the time of writing the ES, no formal EIA Scoping Opinion had been received from the London Borough of Haringey.

The Scoping process identified that the following technical topics had the potential for significant effects and should be 'scoped-in' (i.e. included) to the Environment Impact Assessment: Socio-Economics; Noise and Vibration (construction only), Daylight, Sunlight, Overshadowing and Solar Glare; Wind Microclimate; and Townscape and Visual Impact Assessment.

All other environmental topics did not need to be assessed within the Environmental Impact Assessment as there were either no likelihood for significant effects; or, where there was, suitable mitigation and control measures could be committed to at the Scoping stage and incorporated into the design of the Proposed Development to ensure there would be no likely significant effects. Standalone planning documents have instead been produced for these topics.

Impact Assessment Methodology

The Environmental Impact Assessment process is undertaken in a number of stages, with each technical topic assessment following the same process, as shown in the image below. Potential environmental effects have been predicted using desk studies, surveys, computer modelling and professional judgement, as set out within the '*Impact Assessment Methodology*' section of each technical assessment within Volume 1 (the main report) and Volume 2 (the 'Townscape and Visual Impact Assessment') of the Environmental Statement.



ENVIRONMENTAL IMPACT ASSESSMENT – ENABLING WORKS AND CONSTRUCTION POTENTIAL EFFECTS AND MITIGATION

The EIA process has assessed the *potential* for significant environmental effects, and where relevant and possible, has identified mitigation to reduce or eliminate significant adverse (i.e., negative) effects. Potential effects (before mitigation) have been identified in the tables below as either 'significant' or 'not significant'. The table below sets out measures that will be put in place to avoid, prevent and reduce the potential negative effects that could arise during the enabling and construction of the Proposed Development, where this is possible. The table presents measures that are likely to be secured via planning conditions or by legal agreement. This table also includes some mitigation measures which are embedded into the design and will be committed to via the granting of planning permission.

Technical Topic	Potential Effect (Before Mitigation)	Mitigation
Noise and Vibration	Noise will be generated during enabling works and construction that will affect existing surrounding properties (Significant and not significant adverse effects are likely)	 Measures to reduce noise and vibration during the enabling works and construction phase will be captured within a Construction Environmental Management Plan . Noise shall be minimised by adopting Best Practicable Means (BPM), which includes the following: - The production of a construction noise and vibration report that evaluates the construction activities and provides specific BPM; - Where feasible, high impact activities (e.g. piling) to be limited to specific times during the day; - Contractors will, at all times, apply the principle of BPM to reduce any disturbance from noise and vibration; and  Noise and vibration will also be controlled via a Section 61 agreement under the Control of Pollution Act 1974.
	Vibration will be produced during the enabling works and construction. (Significant and not significant adverse effects are likely)	 A Piling Method Statement will be provided and agreed prior to the commencement of these works to ensure use of an appropriate piling technique, design and methodology. Vibration limits will be set in accordance with BS5228-2, and these limits will be controlled through implementation of the Construction Environmental Management Plan and vibration monitoring.
	Noise will be generated by construction traffic on surrounding local roads (Significant adverse effects are not likely)	 In order to minimise noise from construction traffic, the following measures will be implemented: - Where reasonably practicable, vehicles used for any enabling and construction works will be fitted with effective exhaust silencers and maintained in good working order; - Time slots will be used to schedule deliveries; and - Parking controls to prevent parking on pavements, and clear signage to ensure construction vehicles use the designated route.
Wind Microclimate	Wind effects may occur on-site and off-site during the enabling works, construction as site conditions adjust as structures progress (Significant adverse effects are not likely)	During the enabling and construction works, hoarding would be maintained around the site during construction.
Townscape and Visual	Enabling and construction activity will result in adverse effects to the surrounding visual amenity and townscape character areas (Significant effects are not likely)	No additional mitigation measures are proposed as relevant mitigation is embedded in the design.

ENVIRONMENTAL IMPACT ASSESSMENT – OPERATIONAL POTENTIAL EFFECTS AND MITIGATION

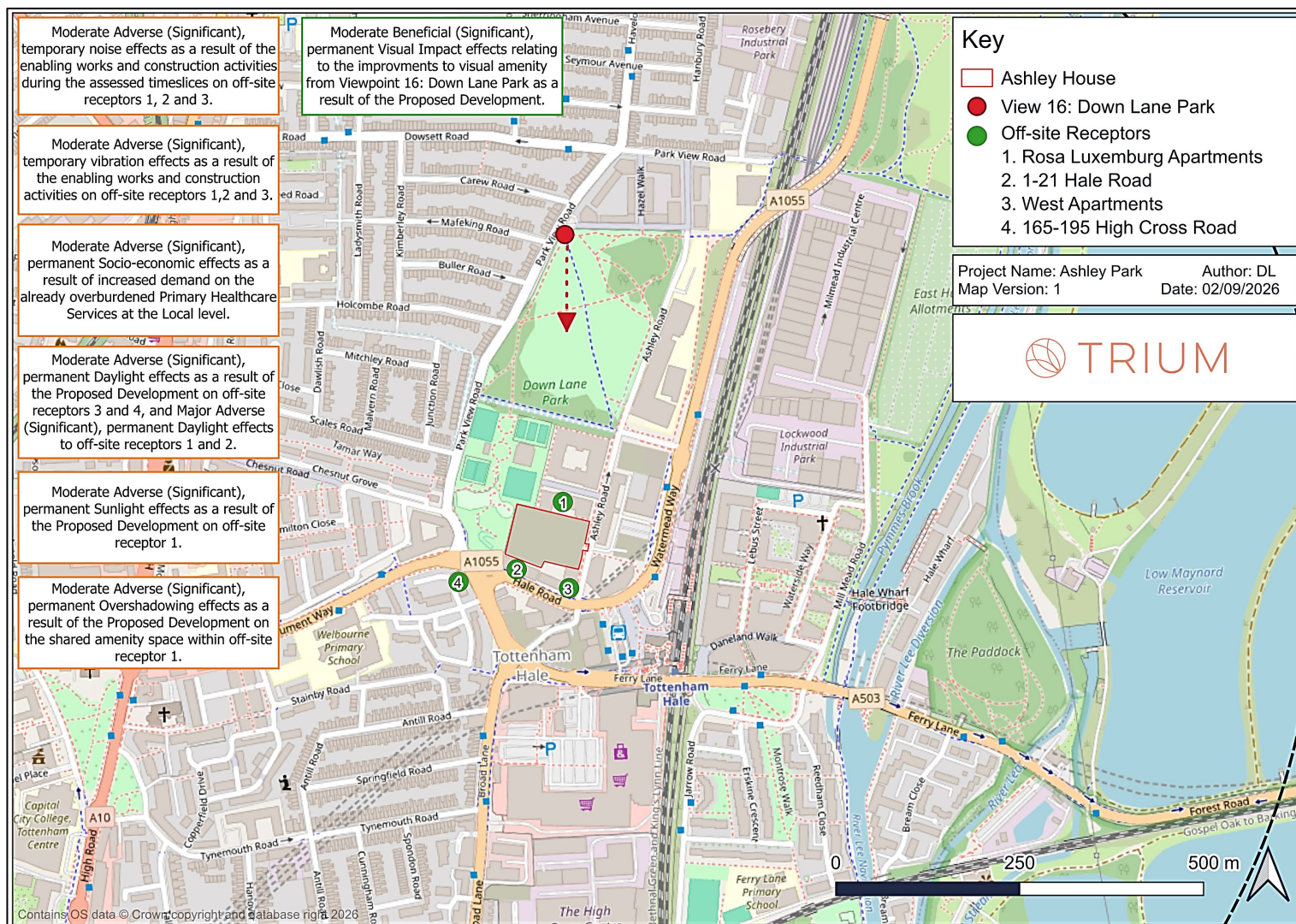
The table below sets out measures that will be put in place to avoid, prevent and reduce the potential negative effects that could arise once the Proposed Development is complete and operational, where this is possible. The table presents measures that are likely to be secured via planning conditions or by legal agreement. This table also includes some mitigation measures which are embedded into the design and will be committed to via the granting of planning permission.

Technical Topic	Potential Effect (Before Mitigation)	Mitigation
Socio-Economics	An increase in demand on local GP surgeries (Significant adverse effects are likely)	 Mitigation may include financial contributions through the statutory planning mechanisms, such as CIL and/or section 106 obligations where appropriate, to help address increased demand on local services.
Daylight, Sunlight and Overshadowing	The Proposed Development will have potential daylight, sunlight and overshadowing effects on surrounding receptors (Significant and not significant adverse effects are likely)	No additional mitigation measures are proposed as relevant mitigation is embedded in the design.
Wind Microclimate	The Proposed Development may result in comfort exceedances at ground level and at the Level 7 amenity terrace on Block B. (Significant effects are not likely)	 Proposed landscaping schemes at ground and roof terrace level.
Townscape and Visual Impact	Change to view pathways once the Proposed Development is complete and operational (Significant and not significant beneficial effects are likely)	 No mitigation measures proposed.
	The Proposed Development will benefit the surrounding townscape once developed. (Not significant effects)	

To read more detail about the mitigation measures, see **ES Volume 1, Chapter 12: Environmental Management, Mitigation and Monitoring Schedule**

LIKELY SIGNIFICANT AND OTHER KEY EFFECTS

Following the implementation of the mitigation measures set out on **Pages 14 to 15**, the assessments (as relevant) were updated, and the resultant effects identified. The figure below illustrates the conclusions of the Environmental Impact Assessment, presenting the key effects identified through the EIA process and confirming the likely significant residual effects of the Proposed Development on the environment. During the enabling works and construction, likely **significant adverse** effects were identified for Noise and Vibration. Once complete and operational, the Proposed Development will have likely **significant adverse** effects for Socio-Economics, Daylight, Sunlight and Overshadowing; and **significant beneficial** effects for Townscape and Visual Impact.



Enabling Works and Construction Effects

As identified within the individual technical assessments, interim assessments (whereby some phases of the Proposed Development will be fully operational and occupied with later phases of the Proposed Development remaining under construction) have been undertaken where considered appropriate. Any likely significant effects identified for these interim assessments have been included.

Noise and Vibration

The Proposed Development will have temporary **Significant Adverse** (Moderate) effects during the enabling works and construction, specifically during the substructure (timeslice 2) and superstructure (timeslice 3) works, related to construction noise on-site to the Rosa Luxemburg Apartments, West Apartments and the properties at 1-21 Hale Road (odds).

The Proposed Development will also have temporary **Significant Adverse** (Moderate) effects to the same receptors as discussed above in relation to construction vibration.

While significant effects have been identified, it is important to note that these will only occur for a limited duration, and during a limited time period each day, and ultimately will be temporary. Construction noise effects are based on worst-case assumptions and so represent the highest potential impacts which may be experienced by a receptor. The construction vibration effects have also been based on a worst-case (shortest) distance to the receptors.

In addition, the construction timeslices represent points throughout the indicative works programme where there are concurrent construction activities taking place across multiple buildings of the Proposed Development and hence represent periods of absolute peak activity. Therefore, in reality, there will be periods throughout the enabling works and construction when less noisy construction activity is occurring on-site, resulting in lessened and even negligible impacts on sensitive receptors in relation to construction noise.

Mitigation measures have been identified to reduce the likely construction noise and vibration impacts during the works as far as practicable, including the adoption of Best Practicable Means as standard working practices, and the adherence to detailed piling methodology.

Complete and Operational Effects

Socio-Economics

The Proposed Development will result in a **Significant Adverse** (Moderate) effect in relation to the additional demand on Primary Healthcare Services at the local level as a result of the additional 783 new residents and the existing lack of GP capacity within the local area.

This effect may not take place should new residents already have a GP that they continue to use, however, should there be an effect, it could be mitigation through financial contributions to the Local Planning Authority (for example through a Community Infrastructure Levy), or a Section 106 Agreement. If relevant contributions are made and executed, then identified adverse effects may be reduced to minor or negligible. However, without further detail as to the amount or stipulations of such contributions, adverse effects identified in this assessment relating to the demand for primary healthcare should remain as stated as a worst-case scenario.

Daylight

The Proposed Development will result in **Significant Adverse** (Moderate) effects on properties at 165-195 High Cross Road and the West Apartments due to changes in daylight amenity levels. Furthermore, the Proposed Development will result in **Significant Adverse** (Major) effects on the Rosa Luxemburg Apartments and properties at 1-21 Hale Road (odds) also due to changes in daylight amenity levels.

Sunlight

The Proposed Development will result in **Significant Adverse** (Moderate) effects on the Rosa Luxemburg Apartments due to changes in sunlight amenity levels.

Overshadowing

The Proposed Development will result in **Significant Adverse** (Moderate) overshadowing effects on the shared amenity space within the Rosa Luxemburg Apartments. It should be noted that given the site has been earmarked for development of a similar scale to that of its immediate surroundings (high-rise buildings), effects to daylight, sunlight and overshadowing are to be expected.

These effects are assessed in the context of a dense urban area undergoing substantial regeneration and the extant planning position for the site

Visual Impact

The assessment identifies a likely **Significant Beneficial** (Moderate) beneficial visual effect for users of Down Lane Park, reflecting the replacement of the vacant, hoarded site with a completed development and new public realm.

CUMULATIVE EFFECTS ASSESSMENT

Development projects of a certain scale within the surrounding area that aren't yet built (e.g., are consented or being considered for approval by the local authority) have been considered to understand the potential impact of the Proposed Development in combination with these schemes ('cumulative schemes').

There have been three cumulative schemes, illustrated in the figure on **Page 18**, identified for consideration within the Environmental Impact Assessment:

- 1 – Berol Quarter;
- 2 – Strategic Development Partnership Sites (plots B and F); and
- 3 – 29-33 The Hale.

The Environmental Impact Assessment process has considered and assessed likely significant cumulative effects additional to the main assessment of the Proposed Development as summarised in the *Likely Significant Effects* section of this Non-Technical Summary.

Further to the above cumulative schemes identified for consideration, the two further cumulative scenarios have been evaluated incorporated emerging proposals that have yet to be subject to any planning application:

- Cumulative schemes + the Tottenham Hale Retail Park Site Allocation; and
- Cumulative Schemes + Cannon Factory.

No additional significant effects beyond those already identified for the Proposed Development were identified in these cumulative scenarios.

Enabling Works and Construction

Noise and Vibration

New **Significant Adverse** (Major) effects at the Gessner Apartments and East

Apartments due to the addition of noise and vibration from Berol Quarter, though these would mostly relate to the works being completed at Berol Quarter, rather than the Proposed Development.

Complete and Operational Effects

Socio Economics

An additional **Significant Beneficial** (Moderate) effect was identified in the cumulative effects assessment in relation to the delivery of a total of 1,806 residential units, which equates to 11.3% of the London Borough of Haringey's 10-year housing target. This effect would be at a Borough level, direct and permanent.

Daylight

An additional **Significant Adverse** (Moderate) effect in relation to the loss of daylight amenity on the East Apartments will occur as a result of the cumulative effects. Further, several additional **Significant Adverse** (Major) daylight effects will also be created on the Ferry Island Building 3 and the Gessner receptors. As with the effects resulting from the Proposed Development, these effects are to be expected from the scale of Development within the Tottenham Hale area.

Overshadowing

Three new **Significant Adverse** (Major) overshadowing effects have been identified by the cumulative effects assessment on the amenity areas at the Rosa Luxemburg Apartments, the Gessner, and the Sessile Apartments.

EFFECT INTERACTIONS

Effect interactions occur due to the interaction between multiple effects arising from the Proposed Development on an individual receptor, for example effects in relation to noise and dust on a property. Effect interactions can occur during the enabling and construction phase and once the Proposed Development is complete. Interactions can be significant or not significant, as well as beneficial, adverse or neutral (i.e., neither positive or negative), dependent upon the contributing effects.

Enabling Works and Construction

During the enabling works and construction, there will be a temporary **Significant** (Adverse) effect interactions on the Rosa Luxemburg Apartments, West Apartments and 1-21 Hale Road (odds), due to the combined effects of construction noise and construction vibration.

Completed Development

Once the Proposed Development is completed and operational, there will be a **Significant** (Adverse) effect interaction on the Rosa Luxemburg Apartments, due to the combined effects of a reduction in daylight and sunlight associated with the Proposed Development.

While a significant effect interaction is identified in relation to daylight and sunlight, this is a result of the assessments making a comparison between the Proposed Development and the existing vacant site. As the site is earmarked for development in line with the scale of the wider Tottenham Hale area, these effects are considered difficult to avoid regardless of the massing of any scheme brought forward on the site.

*To read more detail about effect interactions and cumulative effects, see **ES Volume 1, Chapter 10: Effect Interactions***

Cumulative Schemes Location Map



To read more detail about cumulative effects, see each respective technical chapter (ES Volume 1, Chapter 6 to 9 and ES Volume 2), ES Volume 1, Chapter 11: Likely Significant Effects, and ES Volume 3

FINAL STATEMENT

This Non-Technical Summary summarises the outcomes of the Environmental Impact Assessment which has been completed for the Proposed Development (which is displayed in the image below). It should be read alongside the Environmental Statement, which contains the full technical assessments and conclusions.



