

2026

re:shape

Air Quality Assessment

Ashley Park





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Air Quality Assessment

Prepared for:
Re:Shape T Ltd

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EXECUTIVE SUMMARY

Trium Environmental Consulting LLP (Trium) has been appointed to provide an air quality assessment to support the full planning application for the proposed redevelopment of the former Ashley House site, Tottenham.

The main likely effects on local air quality during construction relates to dust emissions. A range of mitigation measures to minimise or prevent dust emissions would be implemented throughout construction to ensure effects would be not significant.

Construction traffic logistics would be agreed with the London Borough of Haringey and with the implementation of a range of appropriate management practices, the effects associated with construction vehicles would be not significant.

The Proposed Development would not result in a change in Annual Average Daily Traffic of more than 100 light duty vehicle flows or 25 heavy duty vehicle flows. The change in vehicle flows would therefore be below the Environmental Protection UK and Institute of Air Quality Management (EPUK/IAQM) guidance criteria. In addition, the Proposed Development would not include combustion plant for heating, cooling and hot water, as the scheme would be all-electric. Diesel emergency generators are proposed; however, these would be for emergency and life-safety backup purposes only, with operation limited to emergency use and essential testing and not used for routine power generation or export to the grid. On this basis, the Proposed Development would not give rise to any significant adverse air quality impacts from on-site plant.

Based on the low vehicle trip generation and the proposed energy strategy, in accordance with EPUK/IAQM guidance, the likely effect of the Proposed Development on local air quality would not be significant.

A review of local monitoring data, and Defra background maps, conclude concentrations for future users of the Proposed Development would be not significant.

The Proposed Development is air quality neutral, with Air Quality Positive measures incorporated into the scheme to improve local air quality.

INTRODUCTION

- 1 Trium Environmental Consulting LLP has been instructed by Re:Shape T Ltd, to undertake an air quality assessment in relation to the proposed redevelopment of the former Ashley House site in Tottenham. The site is located within the administrative boundary of the London Borough of Haringey (LBH).

The Site and Proposed Development

- 2 The site is located along Ashley Road and currently comprises hardstanding and scrub vegetation. The site was previously an industrial estate, and all buildings associated with this have been demolished.
- 3 The proposals are for the re-development of the site through the construction of two buildings comprising of 522 shared living units (Sui generis), 87 affordable homes (Use Class C3) and up to 355.5m² of commercial and community floorspace split at the ground floor levels of the shared living and affordable buildings, hereafter referred to as the 'Proposed Development'.

Context

- 4 An Air Quality Management Area (AQMA) is an area where there is public exposure to pollutant concentrations that exceed the National Air Quality Objectives (AQOs)¹. LBH have designated an AQMA for the whole borough for exceedances of the annual mean nitrogen dioxide (NO₂), and 24-hour mean particulate matter (PM₁₀) AQO's.
- 5 Air Quality Focus Areas (AQFAs), designated by the Greater London Authority (GLA)², are locations with high human exposure that exceed the EU Limit Value for annual mean NO₂ (40µg/m³). The site is located within the 'Tottenham Hale Gyratory and A10 High Road to Bruce Grove' AQFA.
- 6 The most significant pollutant during construction relates to the creation of nuisance dust and emissions from construction vehicles and construction plant. A qualitative assessment has been undertaken based on relevant air quality guidance.
- 7 With regards to the operational phase, the Environmental Protection UK and Institute of Air Quality Management planning development guidance³ (EPUK/IAQM guidance), sets out criteria for when an air quality assessment is required to accompany a planning application.
- 8 The EPUK/IAQM guidance³ states an air quality assessment is required if there is a change of:
 - More than 100 Light Duty Vehicles (LDV's) flows in Annual Average Daily Traffic (AADT) within or adjacent to an AQMA or more than 500 AADT elsewhere;
 - More than 25 Heavy Duty Vehicles (HDV) flows AADT within or adjacent to an AQMA or more than 100 AADT elsewhere; or
 - Combustion plant where the single or combined NO_x emission rate exceeds 5 mg/sec.
- 9 The Proposed Development would be a car-free scheme, with no on-site vehicle parking spaces except blue badge parking. The project transport consultants, Tetra Tech, have confirmed the Proposed Development would not result in a change of more than 100 LDVs or 25 HDVs AADT on local roads with relevant receptors and would therefore remain below the EPUK/IAQM guidance criteria for when a detailed air quality assessment is required.

¹ Department for Environment, Food & Rural Affairs. 2025. UK Air Quality Limits - National air quality objectives and European Directive limit and target values for the protection of human health. Available at: https://uk-air.defra.gov.uk/assets/documents/Air_Quality_Objectives_Update_20230403.pdf

² Mayor of London. 2021. The London Plan 2021 – The Spatial Development Strategy for Greater London, March 2021. Available at: https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf

³ Environmental Protection UK & Institute of Air Quality Management (2017), 'Land-Use Planning & Development Control: Planning for Air Quality', EPUK & IAQM, London

- 10 The Proposed Development would be served by Air Source Heat Pumps (ASHPs) and would not generate on-site combustion emissions for heating, cooling and hot water generation. Two back-up diesel generators are proposed for life safety purposes and operated only for routine testing. The generators will be located on the eastern side of both buildings with the flues discharging at roof levels above the generator rooms. The location of the two flues would allow for adequate dispersion; the Proposed Development would therefore not give rise to any significant adverse air quality impacts from the emergency generators.
- 11 Based on the low trip generation and the proposed energy strategy, in accordance with EPUK/IAQM guidance³, the Proposed Development is not expected to give rise to air quality impacts. As such the likely effect of the operational Proposed Development on local air quality would be not significant.

Scope of Assessment

- 12 The purpose of the air quality assessment is to assess the potential effect of the Proposed Development on local air quality during construction and to qualitatively consider the potential air quality concentrations future users of the Proposed Development would be exposed to.
- This assessment is supported by Appendix A: Air Quality Positive Statement;

LEGISLATION, POLICY, GUIDANCE & AIR QUALITY OBJECTIVES

- 13 The following legislation, planning policy and guidance are considered relevant to this air quality assessment.

National Planning Policy Framework, 2026

- 14 The National Planning Policy Framework (NPPF)⁴, published in August 2026 sets out the Government's planning policies for England and how these should be applied. Reference to air quality is made in *Plan-making policy 3 Living conditions and pollution* within *Chapter 17 Pollution, public protection and security*.
- 15 The NPPF states development proposals should '*Sustain and contribute to compliance with relevant limit values or national objectives and targets for air pollutants including PM_{2.5}. Development proposals should take account of Air Quality Management Areas and be consistent with the objectives of relevant Air Quality Action Plans, Clean Air Plans and Local Air Quality Strategies*'.

London Plan

- 16 The Mayor of London's London Plan⁵ will run to 2041 to provide a longer-term view of London's development to inform decision making. Policy SI1 'Improving air quality' states developments should identify and deliver further improvements to air quality. To tackle poor air quality, protect health and meet legal obligations, proposed developments should not:
- lead to further deterioration of existing poor air quality,
 - create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits,
 - create unacceptable risk of high levels of exposure to poor air quality.

⁴ Department for Communities and Local Government, 2026, 'National Planning Policy Framework'. DCLG, London.

⁵ Greater London Authority. 2021. *The London Plan: The Spatial Development Strategy for Greater London*, March 2021.

Air Quality Neutral

- 17 The Air Quality Neutral calculations have been undertaken following the methodology described in the 'Air Quality Neutral London Plan Guidance'⁶.

Air Quality Positive

- 18 As the Proposed Development is an EIA development, an Air Quality Positive Statement (AQPS) has been undertaken in line with the methodology set out in the 'Air Quality Positive London Plan Guidance'⁷. The AQPS is presented in Appendix A.

Local Planning Policy - London Borough of Haringey

London Borough of Haringey Air Quality Action Plan 2025-2030

- 19 The LBH has adopted their Air Quality Action Plan 2025–2030⁸, which sets the Council's framework for reducing ambient pollutants, with a specific focus on NO₂, PM₁₀ and PM_{2.5}. The plan prioritises sustainable transport, covering the transition to zero-emission vehicles, expanding electric vehicle charging infrastructure, and enforcing strict emission controls on construction sites and Non-Road Mobile Machinery. Additionally, it aims to lower street-level exposure by expanding active travel routes, creating "School Streets" and anti-idling campaigns, utilising urban greening as natural barriers, and deploying localised pollution alerts to safeguard vulnerable residents.

Haringey's Local Plan 2013-2026

- 20 The Haringey Local Plan 2013-2026⁹ sets out the adopted planning framework for development within the LBH. The Local Plan includes strategic policies aimed at supporting sustainable development, and responding to environmental challenges, within section 4. These policies seek to ensure that new development minimises adverse environmental impacts, supports healthier places, improves air quality and reduces emissions associated with transport, buildings and energy use. Air quality is not directly addressed within any of the strategic policies; however, SP4 Working Towards a Low Carbon Haringey and SP7 Transport outline a reduction in carbon emissions during construction and operational phases and the promotion of sustainable transport, respectively.

SP4 Working Towards a Low Carbon Haringey

"Over the life of the Local Plan, reducing energy use in buildings and working towards a low carbon borough will be one of the key challenges facing Haringey. The Council will promote the measures outlined below to reduce carbon emissions from new and existing buildings..."

1. *In line with the London Plan policy, the Council will promote and require all new developments to take measures to reduce energy use and carbon emissions during design, construction and operation..."*

SP7 Transport

"In line with London Plan policies, the Local Implementation Plan (LIP) and the Mayor's Transport Strategy, the Council will... promote the following key infrastructure proposals to support Haringey's regeneration..."

⁶ Greater London Authority (2023) Air Quality Neutral London Plan Guidance. London: Greater London Authority.

⁷ Greater London Authority (2023) London Plan Guidance - Air Quality Positive. London: Greater London Authority.

⁸ London Borough of Haringey, Air Quality Action Plan 2025-2030. Available at: <https://haringey.gov.uk/environment/pollution/air-quality/air-quality-action-plan>

⁹ London Borough of Haringey, Haringey's Local Plan 2013-2026. Available at: <https://haringey.gov.uk/planning-building-control/planning/planning-policy/local-plan>

- The Council... will seek to reduce the impact of larger lorries in local residential areas and town centres...”

Tottenham Area Action Plan (2017)

- 21 The Tottenham Area Action Plan (AAP)¹⁰ was adopted to ensure the scale of development proposed for Tottenham from 2026 onwards adheres to specific planning frameworks. The AAP identifies land capable of delivering 10,000 new homes and 5,000 new jobs within the area, including the site of the Proposed Development. The development guidelines for the site address air quality by stating;

“Studies should be undertaken to understand what potential contamination there is on site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.”

The Air Quality Standards Regulations 2010

- 22 The Air Quality Standards Regulations 2010¹¹ outline air quality target values, long-term objectives and legally binding limit values for concentrations of major air pollutants that impact public health in the UK. Additional regulations for fine particulate matter (PM_{2.5}) are set out within the Environmental Targets (fine particulate matter) (England) Regulations 2023¹². The relevant air quality objectives and targets for the site are presented in Table 1 below.

Table 1 National Air Quality Objectives (AQO)¹

Pollutant	Applies to	Air Quality Objective	Concentration measured as	Date to be achieved by (and maintained thereafter)
Nitrogen Dioxide (NO ₂)	UK	200µg/m ³ (c)	1-Hour Mean	31 st December 2005
	UK	40µg/m ³	Annual Mean	31 st December 2005
Particulate Matter (PM ₁₀) (a)	UK	50µg/m ³ (d)	24-hour Mean	1 st January 2005
	UK	40µg/m ³ by end of 2004	Annual Mean	1 st January 2005
Particulate Matter (PM _{2.5}) (b)	UK	20µg/m ³	Annual Mean	1 st January 2020
	UK	10µg/m ³ (e)	Annual Mean	31 st December 2040
	UK urban areas	Exposure Reduction - Target of 15% reduction in concentrations at urban background	Annual Mean	Between 2010 and 2020
	England	Target of 35% reduction in population exposure compared with the average population exposure baseline period (2016 – 2018)	Population Exposure Reduction	31 st December 2040
Notes: (a) Particulate matter with a mean aerodynamic diameter less than 10 microns (µm) (b) Particulate matter with a mean aerodynamic diameter less than 2.5 microns (µm) (c) Not to be exceeded more than 18 times a year (d) Not to be exceeded more than 35 times a year (e) Not to be exceeded at any relevant monitoring station				

¹⁰ London Borough of Haringey (2017), Tottenham Area Action Plan. Available at: https://haringey.gov.uk/sites/default/files/2024-01/final_haringey_tottenham_aap_dtp_online.pdf

¹¹ HM Government, 2010. The Air Quality Standards Regulations. Available at: <https://www.legislation.gov.uk/uksi/2010/1001/contents>

¹² HM Government, 2023. The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023. Available at: <https://www.legislation.gov.uk/uksi/2023/96/contents/made>

Environmental Improvement Plan 2025

- 23 In 2018, Defra published its 25-Year Environment Plan¹³. The Environment Act (2021)¹⁴ set into law the requirement to review this Plan at least every five years. The Environmental Improvement Plan (EIP) 2025¹⁵ sets out a target to require a maximum annual mean concentration PM_{2.5} target of 10µg/m³ by December 2030.

World Health Organization Guidelines

- 24 World Health Organization (WHO) Global Air Quality Guidelines¹⁶ were last updated in September 2021. The guidelines set out recommendations on air quality concentration levels (referred to in the table below as 'AQG Level'), together with interim targets, shown in Table 2.

Table 2 WHO Guidelines

Pollutant	Time Period	Interim Target (µg/m ³)				AQG Level
		1	2	3	4	
NO ₂	1-hour	-	-	-	-	200µg/m ³
	24-hour Mean	120	50	-	-	25µg/m ³
	Annual Mean	40	30	20	-	10µg/m ³
PM ₁₀	24-hour Mean	150	100	75	50	45µg/m ³
	Annual Mean	70	50	30	20	10µg/m ³ ^a
PM _{2.5}	24-hour Mean	75	50	37.5	25	15µg/m ³
	Annual Mean	35	25	15	10	5µg/m ³ ^b

- 25 The WHO recognise that while the achievement of the AQG levels should be the ultimate goal, this might be a difficult task for many countries. Therefore, gradual progress in improving air quality, marked by the achievement of interim targets, should be considered a critical indicator of improving health conditions for populations.
- 26 The WHO guidelines are advisory rather than regulatory, and there is currently no legal obligation for local authorities to comply with them.

AIR QUALITY BASELINE CONDITIONS

London Borough of Haringey's Review and Assessment Process

- 27 In 2001, the LBH declared an AQMA covering the whole borough for exceedances of the annual mean NO₂ and 24-hour mean PM₁₀ AQO's.

Industrial Sources

- 28 There are no existing industrial or waste management¹⁷ activities that generate potential sources of air or odour pollution¹⁸ that would impact the Proposed Development.

¹³ HM Government. 2018. A Green Future: Our 25 Year Plan to Improve the Environment, London

¹⁴ HM Government. 2021. Environment Act 2021. Chapter 30. London

¹⁵ HM Government. 2025. Environmental Improvement Plan 2025, 1st December 2025

¹⁶ World Health Organization. 2021. WHO global air quality guidelines. September 2021

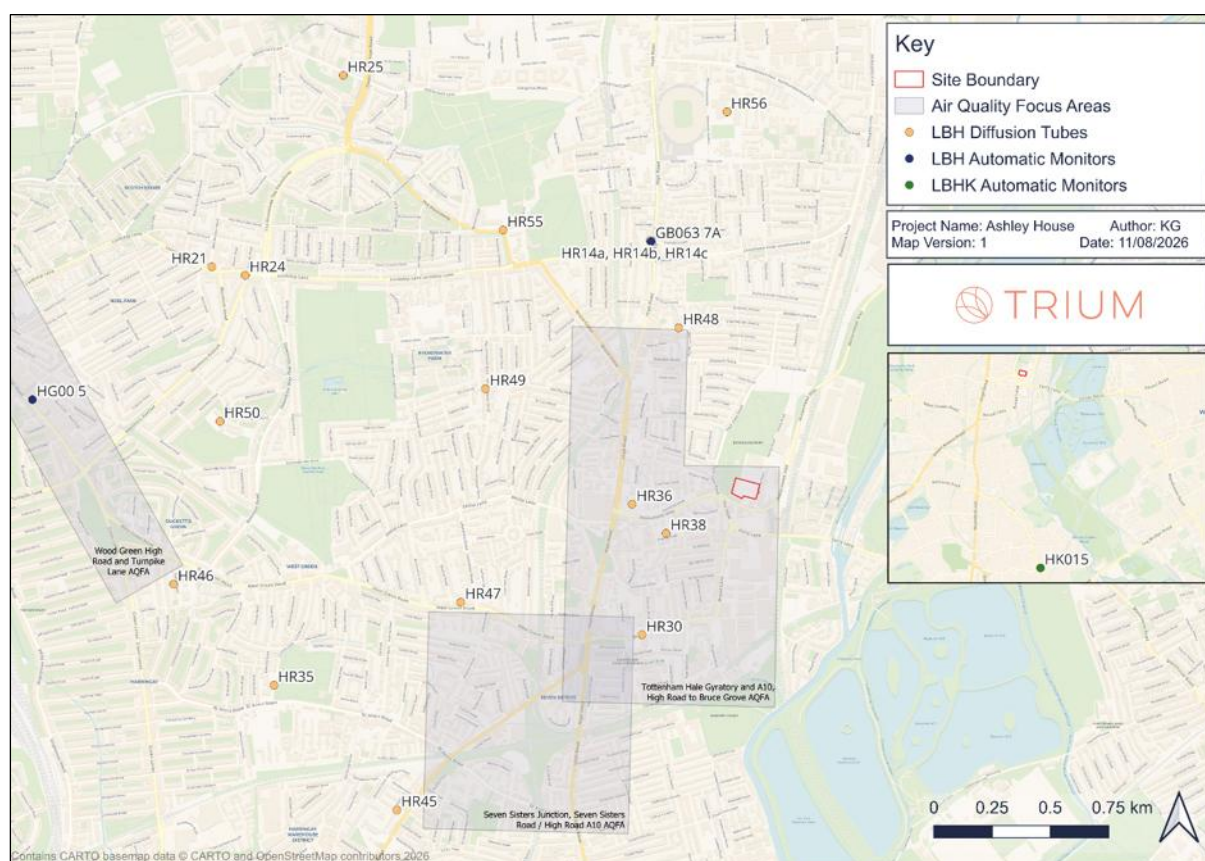
¹⁷ Defra (2025) UK Pollutant Release and Transfer Register. Available at: <https://prtr.defra.gov.uk/map-search>

¹⁸ Institute of Air Quality Management (IAQM), 2018. Guidance on the assessment of odour for planning, Version 1.1, July 2018. IAQM, London.

Local Monitoring

- 29** The 2022-2024 monitoring results presented below were taken from the LBH Annual Air Quality Status Report 2024¹⁹.
- 30** The nearest automatic monitor to the site measuring PM₁₀ and PM_{2.5}, is located within the London Borough of Hackney (LBHK). The monitoring results were taken from the LBHK Air Quality Annual Status Report for 2024²⁰
- 31** In 2024, the latest year of available monitoring data, LBH and LBHK, undertook continuous air quality monitoring at 11 locations across the boroughs. The monitors within approximately 3km of the site's boundary are shown in Figure 1 and listed below:
- Haringey Roadside (GB063 7A), a roadside monitor within LBH measuring NO₂, located approximately 1km north of the site;
 - Northwood Road (HK015), a roadside monitor within LBHK measuring NO₂, PM₁₀ and PM_{2.5}, located approximately 2.9km south of the site; and
 - Haringey Wood Green (HG00 5), a roadside monitor within LBH measuring NO₂, PM₁₀ and PM_{2.5}, located approximately 3km west of the site.

Figure 1 **LBH and LBHK Monitoring Locations and AQFA's in the Vicinity of the Site**



- 32** The monitoring results for the LBH and LBHK automatic monitors within 3km of the site are presented in Table 3 from 2022 to 2024.

¹⁹ London Borough of Haringey (2025) London Borough of Haringey Annual Air Quality Status Report 2024. Available at: <https://haringey.gov.uk/sites/default/files/2025-10/air-quality-annual-status-report-for-2024-final.pdf>

²⁰ London Borough of Hackney (2025) London Borough of Hackney Air Quality Annual Status Report for 2024. Available at: https://docs.google.com/document/d/174hpuDuolqfRR9ftXLA_0cyfZA5rKrZ7Fk45jR_G01Q/edit?tab=t.0

Table 3 Automatic Monitoring Data within 3km of the Site, 2022-2024

Site Name (ID) & Classification	Pollutant	AQO's	Averaging Period	Concentrations		
				2022	2023	2024
LBH Haringey Roadside (GB063 7A) Roadside	NO ₂	40µg/m ³	Annual Mean (µg/m ³)	30	27	25
		200µg/m ³ ^(a)	1-Hour Mean (No. of Hours)	0	0	0
LBHK Northwold Road (HK015) Roadside	NO ₂	40µg/m ³	Annual Mean (µg/m ³)	-	-	23
		200µg/m ³ ^(a)	1-Hour Mean (No. of Hours)	-	-	0 (78)
	PM ₁₀	40µg/m ³	Annual Mean (µg/m ³)	-	-	15.1
		50µg/m ³ ^(b)	24-Hour Mean (No. of Hours)	-	-	0 (31)
	PM _{2.5}	20µg/m ³	Annual Mean	-	-	9.5
LBH Haringey Wood Green (HG00 5) Roadside	NO ₂	40µg/m ³	Annual Mean (µg/m ³)	44	48	41
		200µg/m ³ ^(a)	1-Hour Mean (No. of Hours)	0	2	0
	PM ₁₀	40µg/m ³	Annual Mean (µg/m ³)	19	16	13
		50µg/m ³ ^(b)	24-Hour Mean (No. of Hours)	8	1	1
	PM _{2.5}	20µg/m ³	Annual Mean	12	10	9
Notes: Exceedances in the AQOs are shown in bold . Haringey Roadside (GB06371) does not measure PM ₁₀ or PM _{2.5} , (a) Not to be exceeded more than 18 times a year (b) Not to be exceeded more than 35 times a year						

- 33** The annual mean NO₂ AQO of 40µg/m³ was exceeded at the Haringey Wood Green (HG005) monitor between 2022-2024. All other AQOs were met at the relevant monitors, where data is available.
- 34** The annual PM_{2.5} EIP²¹ target of 10µg/m³ (by December 2030) was met at the Haringey Wood Green (HG005) monitor in 2023 and 2024, and at the Northwold Road (HK015) monitor in 2024.
- 35** In 2024, LBH undertook annual mean NO₂ monitoring at 35 locations using diffusion tubes. The results for diffusion tubes located within approximately 2.5km of the site are presented in Table 4.

Table 4 LBH Annual Mean NO₂ Monitoring Data within 2.5km of the Site, 2022-2024

Site ID	Site Name	Classification	Distance to site Centre (km)	Annual Mean NO ₂ Concentrations (µg/m ³)		
				2022	2023	2024
HR38	Welbourne Primary School, N15	Roadside	0.3	23.6	21.9	16.5
HR36	Holy Trinity CE School, Tottenham	Roadside	0.4	29.3	29.8	24.5
HR48	Mulberry Primary School	Roadside	0.7	23.8	23	17.8
HR30	Earlsmead Primary School	Roadside	0.7	32.1	26.4	21.8
HR14a-c	639 High Road	Roadside	1.0	30.5	24.7	23.2
HR49	151 Mount Pleasant Road	Roadside	1.1	27.4	20.2	19
HR47	134 West Green Road	Roadside	1.3	30.2	26.3	24.4
HR55	Risley Avenue, Primary, London	Roadside	1.5	31.3	30.3	23.7
HR56	Dukes Aldridge Academy, Almond Road	Roadside	1.6	23.9	20.2	16
HR45	Tiverton Primary School, Pulford Road	Roadside	2.0	22.1	18.5	15.9

²¹ HM Government. 2025. Environmental Improvement Plan 2025, 1st December 2025

Site ID	Site Name	Classification	Distance to site Centre (km)	Annual Mean NO ₂ Concentrations (µg/m ³)		
				2022	2023	2024
HR35	Chestnuts Primary School	Roadside	2.1	25.5	23	20
HR50	Belmont Junior School, Rusper Road	Roadside	2.2	20.8	19.4	16.9
HR24	Westbury Medical Centre, 205 Westbury Avenue	Roadside	2.3	32.9	27.4	26.3
HR25	Rowland Hill Nursery, White Hart Lane	Roadside	2.4	24.5	22.4	14.7
HR21	Lordship Lane Primary School	Roadside	2.4	23.3	19.8	16.6
HR46	St John Vianney Roman Catholic Primary School	Roadside	2.4	21.1	24.3	18.5

- 36 Table 4 indicates the annual mean NO₂ AQO of 40µg/m³ was met at all diffusion tubes within 2.5km of the site between 2022 and 2024. The annual mean NO₂ concentration reduced significantly from 2022 to 2024 at all diffusion tubes.

Background Concentrations

- 37 Background pollution concentrations were sourced from Defra's 2021-based background maps²², providing annual mean NO_x, NO₂, PM₁₀ and PM_{2.5} concentrations for 1km x 1km grid squares for assessment years between 2021 and 2040. Table 5 presents the 2022-2025 Defra background concentrations for the grid square the site is in (534500,189500).

Table 5 Background Concentrations for the Grid Square of the Site

Pollutant	AQO	Annual Mean Concentration (µg/m ³)			
		2022	2023	2024	2025
NO _x	-	30.05	27.36	26.04	24.95
NO ₂	40 µg/m ³	20.98	19.39	18.59	17.91
PM ₁₀	40 µg/m ³	16.03	15.97	15.9	15.84
PM _{2.5}	20 µg/m ³	8.92	8.84	8.77	8.69

- 38 The data in Table 5 shows the background concentrations at the site met the AQOs between 2022-2025.

Railway Lines

- 39 The site is located approximately 140m from Tottenham Hale train station, serving the London Underground Victoria line and the West Anglia Main Line. The Local Air Quality Management Technical Guidance (TG22)²³ identifies rail lines that should be considered in respect of heavy diesel passenger train traffic, and the rail lines in the vicinity of the site are not included within that list. On this basis, railway emissions were not considered further.

²² Department For Environment, Food & Rural Affairs, 2021-based Background Maps, 2021. Available at: <https://uk-air.defra.gov.uk/data/laqm-background-home>

²³ Department for Environment, Food & Rural Affairs. 2022. Local Air Quality Management Technical Guidance (TG22), May 2025. Available at: <https://laqm.defra.gov.uk/wp-content/uploads/2021/03/LAQM-TG22-May-25-v2.1.pdf>

CONSTRUCTION PHASE

Assessment Methodology

- 40** The GLA's The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance (SPG)²⁴ was based on the IAQM's 2014 Guidance on the Assessment of dust from demolition and construction²⁵. The SPG states the IAQM guidance is periodically updated and, therefore, the latest version of the IAQM Guidance should be used.
- 41** The assessment of effects of dust emissions from the construction phase has therefore been based on the latest version of the IAQM's Guidance on the Assessment of Dust from Demolition and Construction, published in January 2024²⁶ (IAQM Construction guidance) and the following:
- Consideration of planned construction activities and their phasing, and;
 - A review of the location (and distance) of sensitive uses surrounding the site.
- 42** Following the IAQM Construction guidance²⁶, construction works were divided into the following four distinct activities:
- Demolition²⁷ – any activity involved in the removal of an existing structure (or structures). This may also be referred to as de-construction, specifically when a building is to be removed a small part at a time;
 - Earthworks – soil-stripping, ground-levelling, excavation and landscaping;
 - Construction – any activity involved with the provision of a new structure (or structures), its modification or refurbishment. A structure will include a residential dwelling, office building, retail outlet, road, etc; and
 - Trackout – the transport of dust and dirt from the construction/demolition site onto the public road network, where it may be deposited and then re-suspended by vehicles using the network. This arises when HDVs leave the construction/demolition site with dusty materials, which may then spill onto the road, and/or when HDVs transfer dust and dirt onto the road having travelled over muddy ground on site.
- 43** IAQM Construction guidance²⁶ considers the effects of dust, as follows:
- Annoyance due to dust soiling;
 - Potential effects on human health due to significant increase in exposure to PM₁₀; and
 - Harm to ecological receptors with account being taken of the sensitivity of the area that may experience these effects.
- 44** A summary of the four-step process, which was undertaken for the dust construction assessment as set out in the IAQM Construction guidance²⁶, is presented in Table 6.

²⁴ Greater London Authority. 2014. *The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance*

²⁵ Institute of Air Quality Management. 2014. *Guidance on the assessment of dust from demolition and construction, Version 1.1.*

²⁶ Institute of Air Quality Management. 2024. *Guidance on the assessment of dust from demolition and construction, January 2024 (Version 2.2)*

²⁷ It is noted that no demolition will be undertaken as part of the construction of the Proposed Development, as the site is currently cleared and vacant (as set out in the 'Construction Phase Effects' section below).

Table 6 Summary for Undertaking a Construction Dust Assessment

Step	Description
Step 1 Screen the Need for a Detailed Assessment	Simple distance-based criteria are used to determine the requirement for a detailed dust assessment. An assessment will normally be required where there is: • A 'human receptor' within: – 250m of the boundary of the site; or – 50 m of the route(s) used by construction vehicles on the public highway, up to 250 m from the site entrance(s). • An 'ecological receptor' within: – 50 m of the boundary of the site; or – 50 m of the route(s) used by construction vehicles on the public highway, up to 250 m from the site entrance(s)
Step 2 Assess the Risk of Dust Impacts	The risk of dust arising in sufficient quantities to cause annoyance and/or health and/or ecological impacts should be determined using four risk categories: negligible, low, medium and high risk. A site is allocated to a risk category based on two factors: • the scale and nature of the works, which determines the potential dust emission magnitude as small, medium or large (STEP 2A); and • the sensitivity of the area to dust impacts (STEP 2B), which is defined as low, medium or high sensitivity. To determine the risk of impacts with no mitigation applied (STEP 2C), the dust emission magnitude (STEP 2A) is combined with the sensitivity of the area determined (STEP 2B)
Step 3 Site Specific Mitigation	The dust risk categories for each of the four activities determined in STEP 2C is used to define the appropriate, site-specific, mitigation measures to be adopted. Local authorities may have a Code for Construction Practice, or equivalent document, that should be taken into account during the development of the mitigation measures. For the cases where the risk is 'negligible' no mitigation measures beyond those required by legislation are required.
Step 4 Determine Significant Effects	Once the risk of dust impacts has been determined in STEP 2C and the appropriate dust mitigation measures identified in STEP 3 the final step is to determine whether there are significant effects arising from the construction phase of a proposed development. For almost all construction activity, the aim should be to prevent significant effects on receptors through the use of effective mitigation. Experience shows that this is normally possible. Hence the residual effect will normally be 'not significant'.

Construction Vehicle Emissions

45 The IAQM Construction guidance²⁶ states:

"Experience of assessing the exhaust emissions from on-site plant (NRMM) and site traffic suggests that they are unlikely to make a significant impact on local air quality, and in the vast majority of cases they will not need to be quantitatively assessed. For site plant and on-site traffic, consideration should be given to the number of plant/vehicles and their operating hours and locations to assess whether a significant effect is likely to occur. For site traffic on the public highway, if it cannot be scoped out (for example by using the EPUK's criteria), then it should be assessed using the same methodology and significance criteria as operational traffic impacts".

46 In accordance with the IAQM Construction guidance²⁶, it is considered that a quantitative assessment of the exhaust emissions from construction vehicles is not required. Accordingly, a qualitative assessment is deemed appropriate and is provided in this report.

Construction Plant Emissions

47 In accordance with the London Plan², all construction plant would need to adhere to the emissions standards for NO₂ and PM₁₀ set out for Non-Road Mobile Machinery (NRMM). As such, it is considered the effect of construction plant emissions would be not significant, and further assessment is not required. The effect of construction plant emissions has therefore not been considered further.

Determining Significance of Impacts

Dust Emissions

- 48 The potential impacts of construction activities on local air quality were based on professional judgement and with reference to the criteria set out in the IAQM Construction guidance²⁶. Appropriate mitigation that would be implemented to minimise any adverse impacts on air quality have also been considered.
- 49 The assessment of the risk of dust impacts arising from the likely construction activities, as identified by the IAQM Construction guidance²⁶, is based on dust emission magnitude (STEP 2A) and the sensitivity of the area (STEP 2B). The matrices presented in Tables 6 – 9 of the IAQM Construction guidance²⁶ provide a method of assigning the level of risk for each activity. The level of risk is then used to determine the level of mitigation that must be applied.

Construction Vehicle Emissions

- 50 The significance of the effects from construction vehicle exhaust emissions on local air quality was based on professional judgement.

Construction Phase Effects

Dust Emissions

- 51 Construction activities of the Proposed Development have the potential to affect local air quality through earthworks, construction and trackout activities, as described above.
- 52 The previous buildings on site have already been demolished, leaving the site comprising hardstanding and scrub vegetation. Demolition has therefore not been considered further.
- 53 The site is in a residential and commercial area. The nearest residential properties are located immediately north and south of the site off Ashley Road and Hale Road, respectively, and east of the site on the opposite side of Ashley Road. Additionally, the Welbourne Health Centre is located approximately 75m west of the site and the Harris Academy, Tottenham is located approximately 150m north-east of the site. In accordance with Table 6, the assessment will proceed to detailed assessment.
- 54 The dust emission magnitude associated with earthworks and construction activities, together with emissions arising from trackout, has been assessed in Table 7 using the criteria set out in Table 6.

Table 7 Dust Emission Magnitudes

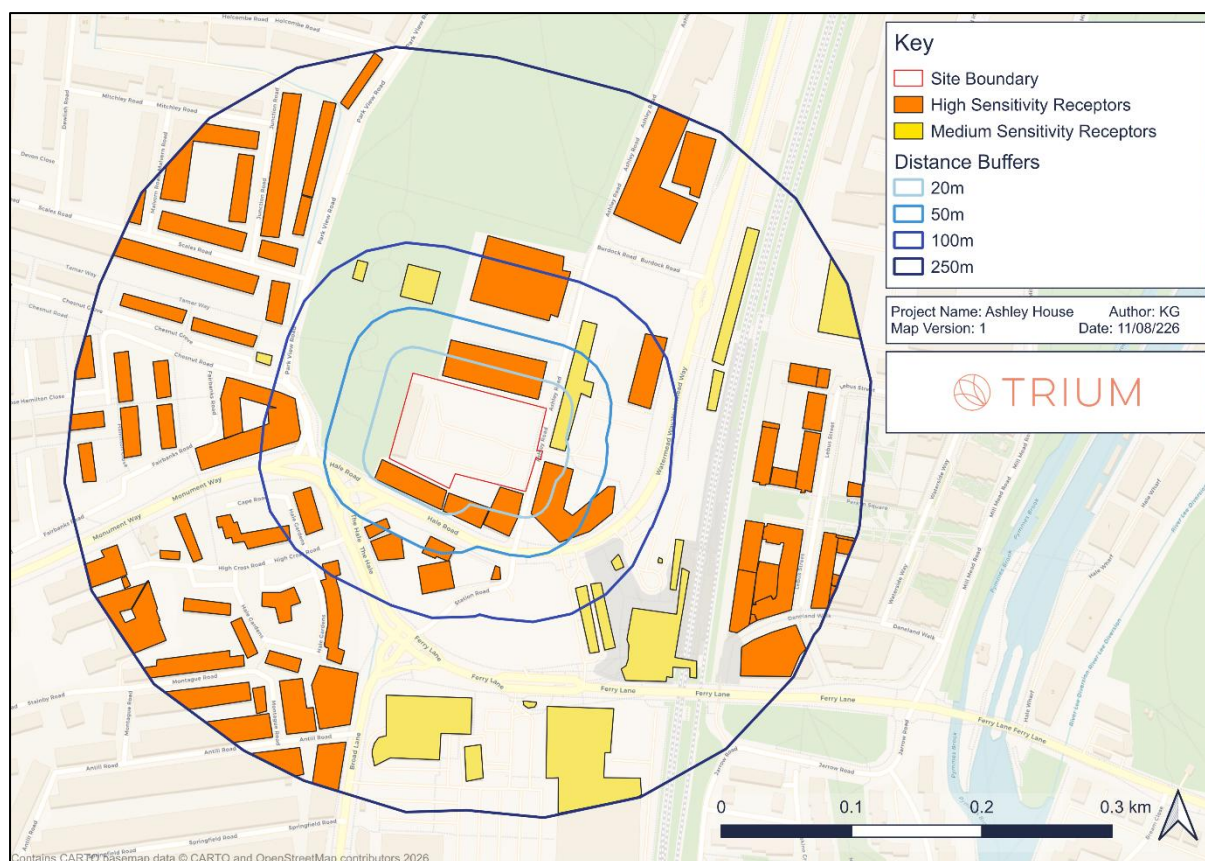
Activity	Magnitude	Justification
Earthworks	Small	Earthworks are expected to be limited in extent, with the total site area only being approximately 6,600m². The soil at the site is largely classified as 'freely draining, slightly acid loamy soils'²⁸ considered to be moderately dusty, comprising of sand, silt and very minimal clay. Based on the above and considering the criteria in step 2A of the IAQM Construction guidance²⁶, the potential dust emissions during earthworks activities would be of small magnitude.
Construction	Large	The Proposed Development comprises a substantial new-build redevelopment within a constrained urban site. The total building volume could exceed 75,000m³. Construction is likely to involve a mix of materials including concrete and other masonry products, alongside metal and timber elements. Based on the above and other criteria in step 2A of the IAQM Construction guidance²⁶, the potential dust emissions during construction activities would be of large magnitude.
Trackout	Small	It is estimated the number of HDV trips leaving the site would be 17 outward movements in any one day with surface material having a low potential for dust release. Based on this and considering the other criteria in step 2A of the IAQM Construction guidance²⁶, the potential for dust emissions due to trackout activities would be of small magnitude.

Sensitivity of the Area

- 55** The sensitivity of the area to each main activity has been assessed based on the number and distance of the nearest sensitive receptors to the activity, and the sensitivity of these receptors to dust soiling and human health. The study area, based on the IAQM Construction guidance²⁶ is shown in Figure 2 below.

²⁸ Cranfield University, Soilsclapes Viewer (LandIS), accessed July 2026

Figure 2 IAQM Dust Emissions Band Criteria from the Site Boundary



Sensitivity of the Area to Dust Soiling Effects on People and Property

- 56** There could be over 100 residential properties, classified as high sensitivity receptors, located within 20m of the site boundary. On this basis, as set out in the IAQM Construction guidance²⁶, the sensitivity of the area to dust soiling is high.

Sensitivity of the Area to Human Health Impacts

- 57** As shown in Table 3, the annual mean roadside PM₁₀ concentration at the LBHK Northwold Road (HK015), monitor was 15.1µg/m³ in 2024 - below the annual mean AQO PM₁₀ objective of 40µg/m³. On this basis, as set out in Table 3 of the IAQM Construction guidance²⁶, and that there could be over 100 high sensitivity receptors within 20m, the sensitivity of the area to human health impacts is medium.

Sensitivity of the Area to Ecological Impacts

- 58** There are no ecological receptors located within 50m of the site, or within 50m of the route(s) used by construction vehicles on the public highway, up to 250m from the site entrance. Therefore, considering the criteria in Table 4 of the IAQM Construction guidance²⁶, the site is considered negligible to ecological impacts, and has not been considered further.

Dust Risk Summary

- 59** The dust risk categories, based on the potential magnitude of dust emissions and the sensitivity of the area to dust, are presented in Table 8.

Table 8 Summary of Dust Risk

Potential Impact on Receptors	Sensitivity of the Surrounding Area		
	Earthworks	Construction	Trackout
Dust Soiling	Low Risk	High Risk	Low Risk
Human Health	Low Risk	Medium Risk	Low Risk

- 60 The site is considered to be high risk from dust soiling during construction. Therefore, a range of mitigation measures, appropriate to the identified risk categories, would be developed with reference to the IAQM Construction guidance²⁶. The mitigation measures would be implemented to reduce dust emissions entering the atmosphere and being deposited on nearby receptors.
- 61 The management of dust has been considered in the submitted Construction Environmental Management Plan (CEMP), demonstrating that dust management will form a key part of the construction process. These measures would ensure the effect of dust emissions would be not significant.

Construction Vehicle Emissions

- 62 Tetra Tech has predicted the peak construction year of 2029 would generate 3,116 HDV's in total, approximately 17 HDV flows in AADT. The number of construction vehicles would therefore not exceed the EPUK/IAQM guidance³ threshold criteria of a change of more than 100 LDV flows or 25 HDV flows in AADT. Considering the sensitivity of the surrounding area, it is considered the potential impact of construction vehicles on air quality would in the worst-case, result in a temporary, local, adverse effect of minor significance during the construction phase.

Construction Mitigation Measures and Residual Effects

Dust Emissions

- 63 The implementation of the inherent mitigation measures, set out within the CEMP, to prevent the release of dust entering the atmosphere and being deposited on nearby receptors, would ensure the likely residual effect of dust emissions would be not significant.

Construction Vehicle Emissions

- 64 All construction traffic logistics are set out within the Construction Logistics Plan (CLP), prepared by Tetra Tech. The CLP sets out construction routeing and measures to reduce the impact of construction vehicles. The likely residual effect of construction vehicles entering and egressing the site to air quality would be not significant.

OPERATIONAL DEVELOPMENT

Effect of the Proposed Development on Local Air Quality

- 65 The Proposed Development would be car-free, with no on-site parking spaces except blue badge parking.
- 66 Tetra Tech, the transport consultant, have confirmed the Proposed Development would generate 79 two-way vehicle trips during operation, 1.3% of which are HGV, on local roads with relevant receptors and would therefore remain below the EPUK/IAQM guidance criteria for when a detailed air quality assessment is required.
- 67 The Proposed Development would be served by ASHPs and would not generate on-site combustion emissions for heating, cooling or hot water generation. Two back-up diesel generators are proposed for

life safety purposes and operated only for routine testing. The generators will be located on the eastern side of both buildings with the flues discharging at roof levels above the generator rooms. The location of the two flues would allow for adequate dispersion. The Proposed Development would therefore not give rise to any significant adverse air quality impacts. Based on the low trip generation and the proposed energy strategy, in accordance with the EPUK/IAQM guidance³, the Proposed Development is not expected to give rise to significant air quality impacts.

- 68 The Proposed Development would not lead to further deterioration of existing poor air quality or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits. The Proposed Development would therefore be in accordance with Policy SI1 Improving air quality of the London Plan⁵.
- 69 The effect of the Proposed Development on local air quality was therefore considered to be not significant.

Predicted Future Exposure

- 70 The Proposed Development is located off Ashley Road, near the Hale Road and The Hale junction. Traffic flow data from Department for Transport (DfT) count point 942411²⁹, located on Ashley Road indicates that AADT is below 5,000. This is below the relevant screening criteria set out in LAQM Technical Guidance (TG22)²³ for roads requiring further consideration. On this basis, the site is not considered to be a significant roadside location for air quality assessment purposes and is considered more representative of an urban background location.
- 71 The Welbourne Primary School (HR38) roadside diffusion tube, located on Stainby Road, is the closest to the site and considered a conservative representation of annual mean NO₂ concentrations future users of the Proposed Development would be exposed to. The annual mean NO₂ concentration at the HR38 roadside diffusion tube was 16.5µg/m³ in 2024.
- 72 The LBHK HK015 roadside monitor, located on Northwold Road, is considered a conservative representation of PM₁₀ and PM_{2.5} concentrations at the site. The 2024 annual mean PM₁₀ and PM_{2.5} concentrations of 15.1µg/m³ and 9.5µg/m³, respectively, were considered representative of PM₁₀ and PM_{2.5} concentrations future users of the Proposed Development could be exposed to.
- 73 Based on the pollutant concentrations in Table 3, Table 4 and Table 5, it is considered the AQO's are likely to be met for future users of the site. The effect of local air quality on future users of the Proposed Development would therefore be not significant.

Operational Development Mitigation Measures and Likely Residual Effects

- 74 As identified earlier in this report, even in the absence of mitigation, the operational Proposed Development is predicted to have a not significant effect on local air quality. Accordingly, mitigation measures would not be required so residual effects would be **not significant**.

Air Quality Neutral Assessment

- 75 The Proposed Development would be a car-free scheme, with no on-site parking spaces. Additionally, the Proposed Development would not result in an increase in motor vehicle movements from the sites previous use, excluding taxi, delivery and servicing vehicle trips; and would not include new combustion plant (excluding emergency generators). On this basis, and in accordance with the Mayor of London's Air Quality Neutral Guidance, February 2023⁶, the Proposed Development can be excluded from air

²⁹ Road traffic statistics: Count point 942411," GOV.UK, accessed 13 May 2026, <https://roadtraffic.dft.gov.uk/count-points/9442411>.

quality neutral calculations. The Proposed Development is therefore considered to be 'Air Quality Neutral'.

Air Quality Positive Statement

- 76** In accordance with London Plan Policy SI1 and the GLA's Air Quality Positive London Plan Guidance⁶, an Air Quality Positive Statement (AQPS) has been prepared for the Proposed Development and presented in Appendix A.

SUMMARY AND CONCLUSIONS

- 77** A qualitative assessment of dust effects during the construction phase has been carried out using the IAQM Construction guidance²⁶. The implementation of a range of appropriate site management practices to control dust emissions, set out within the CEMP, would significantly reduce the potential for adverse nuisance dust effects associated with the various stages of the works. It is considered the effects due to dust emissions would be negligible and not significant.
- 78** The implementation of measures set out in the CLP would make the effect of construction vehicles entering and egressing the site during the construction phase would be negligible and not significant.
- 79** The Proposed Development would not result in a change in AADT of more than 100 LDV flows or 25 HDV flows within or adjacent to an AQMA. The change in vehicle trips would therefore be below the EPUK/IAQM guidance³ criteria for developments within an AQMA. In addition, the Proposed Development would be served by ASHPs which would not generate on-site combustion emissions for heating, cooling or hot water generation. Two backup diesel generators are proposed for life safety purposes and operated only for routine testing. The generators will be located on the eastern side of both buildings with the flues discharging at roof levels above the generator rooms. The location of the two flues would allow for adequate dispersion.
- 80** The effect of the Proposed Development on local air quality was therefore considered to be not significant. A review of LBH and LBHK monitoring data, and Defra Background map concentrations indicate that NO₂, PM₁₀ and PM_{2.5} concentrations would be suitable for future users of the Proposed Development. The effect of local air quality on future users of the Proposed Development would be not significant.
- 81** An Air Quality Positive Statement (AQPS) has been prepared for the Proposed Development and presented in Appendix A, setting out Air Quality Positive measures incorporated into the scheme to improve local air quality.
- 82** Overall, the effect of the Proposed Development during construction and when complete and operational will not be significant and will be acceptable in accordance with London Plan Policy SI1⁵.



Introduction

- A1 This Air Quality Positive Statement (AQPS) has been prepared in line with the Mayor of London's Air Quality Positive Guidance¹. The AQPS follows the structure set out below:
- Introduction
 - Constraints and opportunities
 - Measures adopted
 - Implementation and monitoring
- A2 The purpose of the AQPS is to demonstrate how the Proposed Development has considered ways to improve air quality and minimise exposure to sources of air pollution as part of an air quality approach, across all aspects of the Proposed Development including the buildings, public spaces, landscaping and infrastructure.
- A3 An air quality assessment has been undertaken to determine baseline conditions at the site, assess its suitability for the proposed land uses, and consider the effects of the Proposed Development given its location, size and nature in accordance with the requirements of the National Planning Policy Framework².

Method Statement

- A4 Trium have been engaged throughout the design evolution of the Proposed Development to maximise the potential benefits to local air quality.

Constraints and Opportunities

Constraints

Construction

Construction Dust

- A5 As detailed in the air quality assessment potential air quality effects likely to arise because of the Proposed Development during the construction phase include:
- Dust emissions; and
 - Construction vehicle emissions.
- A6 During the construction phase, general construction activities and processes may cause dust and particulate matter to be emitted to the atmosphere, which could have an adverse impact on local air quality at nearby sensitive receptors unless suitable mitigation measures are applied. Through the implementation of mitigation measures during the construction phase, it is likely the effect of dust and particulate matter generation and deposition will be not significant.

Construction Vehicle Emissions

- A7 Construction traffic associated with the Proposed Development will contribute to existing traffic levels on the surrounding road network. The greatest potential for effects on air quality from traffic associated with this phase of the proposals will be in the areas immediately adjacent to the construction works and the route construction vehicles take to access the site. The atmospheric emissions from construction vehicles will primarily be NO₂, PM₁₀ and PM_{2.5}.

¹ Greater London Authority (2023) *London Plan Guidance - Air Quality Positive*. London: Greater London Authority.

² Department for Communities and Local Government, 2026, 'National Planning Policy Framework'. DCLG, London.

APPENDIX A: AIR QUALITY POSITIVE STATEMENT



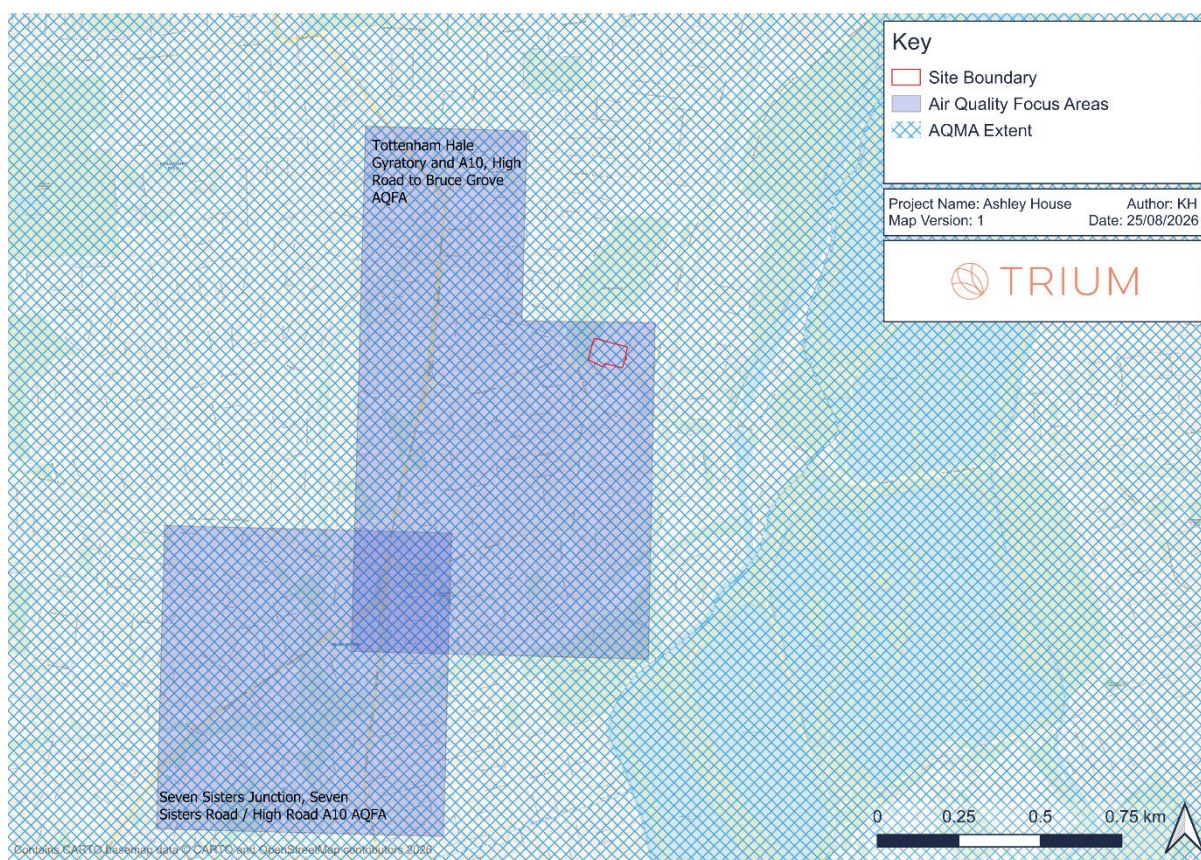
- A8 Exhaust emissions from construction vehicles could have an impact on local air quality both on-site and adjacent to the routes used by these vehicles to access the construction sites. However, this is not considered to pose a constraint to the Proposed Development as any change will be temporary.

Completed Development

Impacts of Traffic Emissions on Local Air Quality

- A9 London Borough of Haringey (LBH) have designated an AQMA for the whole borough in exceedances of the annual mean nitrogen dioxide (NO₂) objective, and 24-hour mean particulate matter (PM₁₀) objectives³.
- A10 Air Quality Focus Areas (AQFAs), designated by the Greater London Authority (GLA)⁴, are locations with high human exposure that exceed the EU Limit Value for annual mean NO₂ (40µg/m³). The site is located within the Tottenham Hale Gyratory and A10, High Road to Bruce Grove AQFA (see Figure 1).

Figure 1: Site Constraints



- A11 The Air Quality Assessment assessed the effect of the Proposed Development on local air quality, concluding the effect would be not significant.

Exposure of Future Users to Poor Air Quality

- A12 The Air Quality Assessment concludes the scheme is considered suitable for the introduction of sensitive receptors.

³ Department for Environment, Food & Rural Affairs, UK AIR AQMA Details (n.d.). Available at: https://uk-air.defra.gov.uk/aqma/details?aqma_ref=132 [Accessed 24 August 2026].

⁴ Mayor of London. 2021. The London Plan 2021 – The Spatial Development Strategy for Greater London, March 2021. Available at: https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf



APPENDIX A: AIR QUALITY POSITIVE STATEMENT

Opportunities

- A13 There are opportunities to ensure the design is Air Quality Positive by introducing measures into the design of the Proposed Development. Adopted air quality positive measures are detailed below.

Measures Adopted

- A14 Details of adopted measures, including the rationale for adoption of measures and technical evaluations and assessments that have informed the measures adopted are provided in within Table A1 below.

APPENDIX A: AIR QUALITY POSITIVE STATEMENT



Table A1 Air Quality Positive Matrix

Measure	Summary of the Measure	Reason for Undertaking Measure	Expected Benefits	Assessment and Reporting		
				Methods	Quantitative	Qualitative
Better design and reducing exposure						
Best practice to control construction dust	Best practice controls will be in place to mitigate demolition and construction dust.	Reducing exposure to existing receptors from construction phase dust. Reduced emissions from the construction phase. Dust assessment in the air quality assessment.	Reduced emissions from the construction phase.	No dust assessment since LBS deems all sites 'high risk'	N	Y
Non-toxic building materials	Non-toxic building materials to be used during construction and refit. To protect internal air quality, developers should specify environmentally sensitive (non-toxic) building materials and the use of materials or products that produce VOC (volatile organic compounds) and formaldehyde which can affect human health should be avoided.	The use of 'healthy' material options can contribute towards attaining the BREEAM/Building Regulation credits, but a clear audit trail will need to be provided to gain these credits.	Ensures better indoor air quality and protects health of users of the Proposed Development.	BREEAM assessment.	Y	N
Landscape Strategy	Proposed green link, green roofs with low mounding and large-scale planting areas, and 76 proposed trees of varying heights/species are all integrated within the design of the Proposed Development. An urban greening factor of 0.4007 has been calculated ⁵ , which is in line with London Plan Policy G5 for predominantly residential developments in London.	In line with the Sustainable Design and Construction SPG.	Green infrastructure provides a comparatively large surface area for pollutant dispersion, with the rough surface of different heights increasing mixing and pollution dispersal. Green infrastructure, including tree planting, can have numerous benefits to local air quality including: - Trees, shrubs, and other vegetation can intercept and absorb pollutants through leaf surfaces and stomata. - Strategically located green infrastructure can reduce pedestrian exposure by intercepting and redirecting pollution from nearby roads and ands railway lines.	Landscape assessment.	N	Y

⁵ Mayor of London, 2021. London Plan Guidance. Available at: <https://www.london.gov.uk/publications/urban-greening-factor>

APPENDIX A: AIR QUALITY POSITIVE STATEMENT



			- Vegetation provides shade and evapotranspiration, reducing urban temperatures. - Offering pleasant opportunities for exercise. Urban greening has been identified as a measure to help adapt London to future climates.			
Building Emissions						
Energy Strategy	The principal heat generation for the Proposed Development will be from Air Source Heat Pumps.	Energy Strategy sets out the rationale for the measures.	The selected option will meet the carbon emission targets set by the London Plan and are zero-emission, reducing local air quality impacts.	Energy Strategy	N	Y
Transport Emissions						
Pedestrian and Cycle Access	The Proposed Development will provide cycle spaces within sheltered secure storage facilities. There will be a total of 368 spaces across C3 and shared living units, and 17 total visitor spaces.	To improve cycle connectivity and support sustainable travel and encourage active modes of transport for employees and visitors.	Reduced emissions are associated with increased cycling, in particular for short journeys.	Transport Assessment	N	Y
Low Car Scheme	There is no private parking provision within the Proposed Development, except a small number of blue badge bays.	To discourage reliance on private cars and support sustainable travel.	The lack of private car parking provision will significantly reduce private car usage for the Proposed Development and therefore significantly reduce vehicle tailpipe emissions.	Transport Assessment	Y	N
Innovation and Futureproofing						
Future Resilience	Ensure that the buildings and spaces built are suitable for occupation and use for their anticipated lifetime.	In line with the Sustainable Design and Construction SPG.	The Proposed Development lasts its anticipated lifetime.	Design and Access Statement	N	Y



Implementation and Monitoring

A15 The Air Quality Positive Measures detailed within the above matrix will be secured as part of the planning applications and implemented via part condition and part Section 106 agreements, as set out in Table A2.

Table A2 Implementation Plan

Measures	How will the measure be secured	Method of reporting	Monitoring
Better design and reducing exposure			
Best practice to control construction dust	Through Planning	Construction Environmental, Logistics Management Plan and dust management plans.	On-site updates and information on local air quality monitoring where necessary to be provided to the local authority. If exceedances of site action levels are recorded, further investigation or action would be instigated by the principal contractor. This may involve a more detailed assessment of the monitoring data to determine the likely contribution of the construction site activities to the threshold exceedance, investigation of site activities and mitigation, or if appropriate cessation of the work
Non-toxic building materials	BREEAM Approval	BREEAM	Indoor air quality testing, if required, should be carried out prior to occupation but once the Pre-Occupancy Flush-Out has been completed.
Landscape Strategy	Planning Condition / Reserved Matters	Detailed design plans	None required
Building Emissions			
Energy Strategy	Energy Strategy	None required	None required
Transport Emissions			
Pedestrian and Cycle Access	Secured through approved plans	None required	None required
Low Car Scheme	Secured through approved plans	None required	None required
Innovation and Futureproofing			
Future Resilience	Through Planning Approval	DAS	None required.

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