

2026

re:shape

Sustainability Statement

Ashley Park





Sustainability Statement

Ashley Park, Tottenham Hale



About Us

Carbon.Climate.Certified

Established for over 30 years, Carbon.Climate.Certified have grown into a leading UK based Sustainability Consultant, working on multiple award winning schemes in the UK and overseas.

We offer holistic sustainability and environmental impact services in the built environment, drawing on our experience in the rapidly evolving sustainability sector we help our clients to develop and implement a clear framework of service delivery, defining and achieving their sustainability goals.

We approach this in different ways to many in our field, with a strong commercial awareness, built on extensive experience which continues to expand and by attempting to steer an evolving sustainability movement in a positive direction. In recent years our core services have progressed into more strategic planning in the ESG space alongside our award winning accreditation services and we continue to offer consultancy on policy, social value and environmental performance to global brands and financial institutions across five continents. Our international client base includes some of the world's most successful organisations and the UK's most established institutions including Russell Group Universities, the National Trust, the NHS and some of the worlds largest companies including Amazon, Jaguar Land Rover, Blackstone and DHL.

We believe sustainability in the built environment at both organisational and project level must offer value and avoid where possible a 'box ticking' culture. This philosophy, when applied to environmental impact, sustainability strategies and carbon analysis has been recognised with multiple awards including BREEAM Assessor of the Year in 2013 & 2015, & highly commended in the category of Best Assessor company at the 2025 BREEAM Awards.

Our overarching aspiration is to provide our clients with ways in which they can aim to be responsible, to reduce their carbon emissions directly or indirectly and to safeguard the environment for future generations.

Author & Assessor Details

This report was prepared by Isobel Casey, a sustainability professional at Carbon.Climate.Certified. Isobel holds an MSc in Sustainability and Consultancy and has over 3 years experience in sustainability and the built environment. Isobel has been a licensed BREEAM Assessor since November 2024 and a qualified BREEAM Advisory Professional since March 2025. Isobel's experience includes interpreting design and construction documentation and reviewing energy modelling reports to support sustainable building assessment and certification.

The report has been checked by Jade Cox, Associate Director at Carbon.Climate.Certified who has an MArch degree and over 8 years experience working directly in the field of Architecture, sustainability and the built environment. Jade specialises in the field of Whole Life Carbon Assessments, Life Cycle Assessments and Circular Economy and is a qualified ESOS Assessor.

Issue Summary

Revision No	Status	Comment	Author	Checked	Date
R01	Draft	Draft Issue	IC	JC	05.08.26
R02	Rev 02	For Planning	IC	JC	28.08.26
R03	Rev 03	Final Issue	IC	JC	31.08.26
R04	Rev 04	Final Issue (Updated)	IC	JC	31.08.26

Executive Summary

This report has been prepared by Carbon.Climate.Certified on behalf of Re:shape T Ltd ("the Applicant") in support of the full application for planning permission submitted to the London Borough of Haringey. The application seeks planning permission for the following development at the Former Ashley House site, Ashley Road, Tottenham Hale, London Borough of Haringey, N17 9LZ ("the Site"):

"Full planning permission for a phased mixed-use development comprising: (i) enabling works and operations; (ii) residential development (Use Class C3) including affordable housing; (iii) shared living accommodation (Sui Generis), (iv) commercial and community floorspace (Use Classes E and F2); and (v) 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."

This report outlines the sustainability strategy implemented across the proposed development. The adopted and proposed measures demonstrate how the scheme incorporates sustainable principles in line with relevant planning policies including the National Planning Policy Framework (NPPF) (2026), the London Plan (2021) and the Haringey Local Plan (2017). The sustainability considerations are driven by, but extend beyond the requirements of BREEAM, covering aspects including energy and carbon emissions, overheating, water use, air quality, waste management and recycling, material specification, life cycle impact, flood risk, biodiversity and others.

This report demonstrates the holistic view taken from the design team to sustainability, delivered through robust reporting, undertaken by licensed, accredited and experienced consultants using recognised industry standard practices. This sustainability statement reflects and summarises those detailed reports and wider sustainable design strategies.



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01.1 Introduction

Document Purpose



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The proposed development has evolved through pre-application and a wider stakeholder consultation process, which has included collaborative discussions with the Council and a number of other key stakeholders, leading to a proposal that provides the opportunity to create a vibrant and considered mixed-use scheme.

This report has been produced to reflect the sustainable design and construction philosophy for the proposed development. It details the sustainable design features of the development and demonstrates how they relate to Policy DM21 (Sustainable Design, Layout and Construction) of the Haringey Local Plan (2017).

01.2 Introduction

Site Description



Site Description

The Site is located at the Former Ashley House site, within the London Borough of Haringey. The Site is located to the west of Ashley Road, with the Rosa Luxemburg residential building to the north, Down Lane Park to the west, and a number of residential properties along Hale Road to the south. The Site benefits from excellent transport accessibility, being located approximately 200m north-west of Tottenham Hale underground and railway station, which is served by the Victoria Line and Greater Anglia services, alongside a range of bus services in the surrounding area.

The surrounding area comprises a mix of uses, reflecting the ongoing regeneration of the wider Tottenham Hale area, including a range of recent developments providing ground and lower floor commercial units with residential development above. The Site itself contains no listed buildings and is not within a Conservation Area.

The existing Site comprises a vacant brownfield land, the former buildings having been demolished in August 2023. The Site is therefore currently cleared and unoccupied, with no existing floorspace remaining, resulting in an underutilised brownfield site within a designated growth area.

01.3 Introduction

Project Overview

Planning Policy Position

The statutory development plan for the London Borough of Haringey, and in turn the proposed development, consists of:

- The London Plan (2021)
- The Haringey Local Plan (2017)

The Haringey Local Plan (2017) establishes policies for sustainable design, layout and construction which apply to major developments in Haringey. The Local Plan establishes a range of climate change policies. These policies are underpinned by Haringey Council's declaration of a Climate Emergency in 2019 and its commitment to achieving a net-zero borough by 2041, as set out in the Council's Climate Change Action Plan. The Local Plan identifies the built environment as a major contributor to local emissions, and therefore places strong emphasis on reducing operational energy demand, improving building performance, and supporting low-carbon, climate-resilient development across the borough.

The Haringey Local Plan (2017) is supported by a suite of supplementary guidance and technical expectations relating to sustainable design, energy efficiency, overheating, drainage, air quality, waste management and green infrastructure, which collectively inform the application of policies including SP4 (Working Towards a Low Carbon Haringey) and DM21 (Sustainable Design, Layout and Construction).

This Sustainability Statement addresses all relevant policy requirements noted (refer to Section 2.0). Where possible all measures have been investigated and explored, with the vast majority integrated within the design response. Where alignment with policy is considered unfeasible the measures and justification have been provided.

Proposal

The proposal involves the comprehensive redevelopment of the Former Ashley Park site off Ashley Road, replacing an occupied site with a high-quality mixed-use scheme. The development would deliver:

- A purpose-built shared-living (Sui Generis) building providing high-quality private accommodation and extensive communal amenity (Block A)
- 87 social-rented affordable homes (C3) (Block B)
- Two new corner commercial spaces and a flexible community space tailored to suit local needs
- New landscaped terraces and communal external spaces, designed to enhance resident wellbeing and support urban greening
- Significant public realm enhancements and new landscaping
- Secure cycle parking and accessible Blue Badge provision, supporting sustainable travel choices, including 10 Blue Badge bays located between Blocks A and B, off Ashley Road

The principal function of the scheme is to transform an underutilised brownfield site into a vibrant, sustainable mixed-use neighbourhood, combining affordable homes, community-focused shared living, and new commercial floorspace.



01.4 Introduction
Aims & Objectives

Aims & Objectives

This report sets out the sustainable design and construction philosophy in response to the relevant local and national planning frameworks.

The aim of this document is to demonstrate a formal design response and commitment to achieve compliance with the relevant policies and set out the vision, strategy and core policies for the development specification.

Particular focus has been given to The Haringey Local Plan (2017), The London Plan (2021) and the National Planning Policy Framework (NPPF) (2026). Sections 03-10 of this report outline the policies that have been implemented throughout the project's development. Details of how specific policies have been met are provided in section 11.0.

Key sustainability objectives include:

Energy Strategy	Embodied Carbon & Circularity
Flood Risk & Water Management	Biodiversity
Sustainable Transport	Waste & Pollution
Health & Wellbeing & Social Impact	Environmental Certification

The sustainability considerations are driven by, but extend beyond the requirements of BREEAM, covering aspects including energy and carbon emissions, overheating, water use, air quality, waste management and recycling, material specification, life cycle impact, flood risk, biodiversity and others. Wider sustainability features have been central to the development strategy, with the project aiming to meet BREEAM 'Excellent' as an independently accredited sustainable design performance certification.

Please note that the calculations and results contained within this report are based on the information available at the time of planning, and demonstrate the accumulation of information from project consultants and the design team and therefore may be subject to change following detailed design stage.

02.1 Policy Context

Policies Objectives

Policy Objectives

This Sustainability Statement has been prepared as part of the full planning application for Ashley Park, Tottenham Hale. The report intends to demonstrate how the proposed development will meet sustainability standards required by different planning policies at National, Regional and Local levels. The policy documents that are relevant for this report are covered in the NPPF (2026), The London Plan (2021), and The Haringey Local Plan (2017). With this in mind, a summary of the policies relevant to the scheme are outlined in the following section.

National Planning Policy Framework

The National Planning Policy Framework sets out the government's planning policies for England and how these should be applied to projects. Its primary purpose is to provide a framework within which local councils and planning authorities can produce their own local plans, reflecting the needs and priorities of their communities.

The NPPF and the planning system contribute to the achievement of sustainable development, including housing provision, commercial development, and supporting the infrastructure in a sustainable manner. It is key to balance economic growth, social inclusion, and environmental protection. The NPPF aims to streamline the planning process, encourage efficient use of land, support housing delivery, protect the environment, and ensure high-quality design in new developments.

This Sustainability Statement has been developed in line with the NPPF, and alongside the pack of documents submitted as part of this planning application.

National Policy Approved Document Part L

Conservation of Fuel and Power (2021)

Approved Document Part L (ADL), Conservation of Fuel and Power is a national building standard; its purpose is to improve the energy efficiency of buildings by setting standards for construction, insulation, and heating systems to reduce energy consumption and CO₂ emissions.

ADL outlines five key criteria for energy efficiency in new buildings:

1. Achieving the Target Emission Rate, which establishes a maximum CO₂ emission rate for the building, ensuring energy efficiency.
2. Sets a maximum level of energy demand for space heating and cooling, focusing on the thermal performance of the building's fabric (walls, roof, windows, etc).
3. Specifies minimum energy performance requirements for building materials and systems like heating, ventilation and lighting.
4. Demonstrate that the dwelling's actual energy performance aligns with or is better than the calculated targets through energy modelling and testing.
5. Requires proper commissioning of all heating, hot water, ventilation and lighting systems to ensure they operate efficiently as designed.

The energy strategy for the proposed development will be considered against these criteria.

02.2 Policy Context

The London Plan

The London Plan

The Greater London Authority (GLA) requires a Spatial Development Strategy (SDS) to be published; the SDS is titled The London Plan. The London Plan is an overall strategic plan for London, setting out objectives to reduce the capital's impact on climate change through integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The plan also encourages the London Boroughs to include BREEAM targets in their Local Plans where appropriate.

Some of the key policies from The London Plan that have been key to developing the project's sustainability strategy are:

- ✓ **Policy GG6**, Increasing efficiency and resilience
- ✓ **Policy G5**, Urban Greening
- ✓ **Policy G6**, Biodiversity and access to nature
- ✓ **Policy SI 1**, Improving air quality
- ✓ **Policy SI 2**, Minimising greenhouse gas emissions
- ✓ **Policy SI 4**, Managing heat risk
- ✓ **Policy SI 5**, Water infrastructure
- ✓ **Policy SI 7**, Reducing waste and supporting the circular economy
- ✓ **Policy SI 12**, Flood Risk Management
- ✓ **Policy SI 13**, Sustainable Drainage
- ✓ **Policy T1-T6**, Sustainable Transport

02.3 Policy Context

The Haringey Local Plan (2017)

The Haringey Local Plan (2017)

The statutory development plan for the London Borough of Haringey comprises the Haringey Local Plan, the London Plan (2021), and relevant neighbourhood plans. The Haringey Local Plan currently in effect consists of the Local Plan Strategic Policies (adopted 18th March 2013, formerly the Core Strategy), together with the Development Management DPD, the Site Allocations DPD, and the Tottenham Area Action Plan, all adopted on 24th July 2017. These documents replaced the Haringey Unitary Development Plan policies, originally adopted in 2006 and saved in 2013.

The current plan has been shaped in part by the Council's declaration of a Climate Emergency in March 2019, and its subsequent commitment to a net zero carbon borough by 2041 as set out in the Haringey Climate Change Action Plan.

Haringey Council is also preparing a New Local Plan, which will consolidate the existing four Local Plan documents into a single document covering a 15-year period from adoption in 2027 to 2042. The draft plan is structured around three overarching objectives, one of which is a "Sustainable and Resilient Place", encompassing strong communities, a regenerating natural environment, and an ambition to be net zero carbon by 2041.

Together, this adopted and emerging planning framework provides the policy basis against which the sustainability performance of the proposed development has been assessed, ensuring that the scheme contributes positively towards sustainable growth.

Some of the key policies from the Haringey Local Plan (2017) that have informed the development of the project's sustainability strategy are:

- ✓ Policy SP4 - Working towards a Low Carbon Haringey
- ✓ Policy DM21 - Sustainable Design, Layout and Construction
- ✓ Policy SP5 - Water Management and Flood Risk
- ✓ Policy SP6 - Waste and Recycling
- ✓ Policy SP7 - Transport
- ✓ Policy SP9 - Improving Skills and Training to Support Access to Jobs and Community Cohesion
- ✓ Policy SP13 - Open Space and Biodiversity
- ✓ Policy SP14 - Health and Well-Being
- ✓ Policy DM22 - Decentralised Energy
- ✓ Policy DM23 - Environmental Protection
- ✓ Policy DM24 - Managing and Reducing Flood Risk
- ✓ Policy DM25 - Sustainable Drainage Systems
- ✓ Policy DM31 - Sustainable Transport



03.1 BREEAM

Policy Context

Policy DM21 (Sustainable Design, Layout and Construction) of the Haringey Local Plan (2017), read alongside Policy SP4 (Working Towards a Low Carbon Haringey) and Policy SI 2 of the London Plan (2021), requires major developments to demonstrate sustainability through BREEAM assessment. The adopted Haringey Local Plan requires major non-residential developments to achieve a minimum BREEAM rating of 'Very Good', with 'Excellent' encouraged where feasible. The draft Local Plan (targeted for adoption in 2027) would increase this requirement to a minimum BREEAM rating of 'Excellent', aligning with Policy SI 2 of the London Plan.

In addition, Policy SI 5 (Water Infrastructure) requires developments to maximise water efficiency and, where feasible, achieve at least one credit under BREEAM Wat 01 (Water Consumption), in line with the minimum standard for a BREEAM 'Excellent' rating.

The following section provides an overview of the BREEAM methodology and demonstrates how the scheme aligns with the above policies through the proposed design approach.

BREEAM Aims & Objectives

BREEAM (Building Research Establishment Environmental Assessment Methodology) is a method for rating and certifying the performance of domestic and non-domestic new buildings and refurbishment projects. It is a national standard for use in the design and construction of buildings with a view to encouraging continuous improvement in sustainable construction.

BREEAM aims to mitigate the life cycle impacts of the buildings on the environment, enabling buildings to be recognised according to their environmental benefits while creating value in sustainable buildings, building products and supply chains.

BREEAM covers nine sections of sustainable design and additional innovation. Each section includes a number of environmental issues which are considered a source of impact on the environment. Each issue is assessed against a pre-defined performance target or standard and awarded on a 'credit' basis.

Credits are awarded on a percentage system to award ratings based upon credit scores obtained from each of the 9 sections, plus the innovation section (Figure 1).

*The innovation section can boost the credit score by up to 10%, but the overall total score cannot exceed 100%.

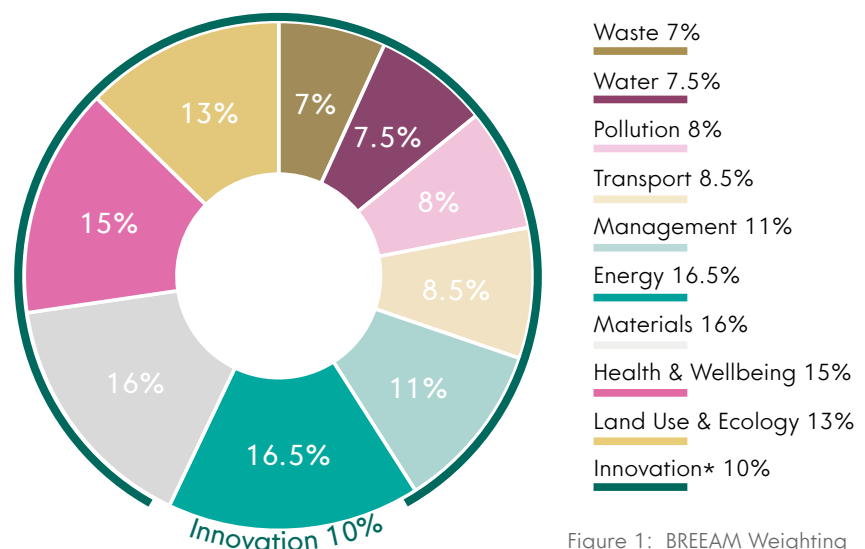


Figure 1: BREEAM Weighting



03.2 BREEAM

BREEAM Rating System

BREEAM uses a percentage system to award ratings based upon credit scores obtained from each of the 9 sections plus the Innovation section.

Each section is individually weighted and culminates in an overall BREEAM credit score (%) and BREEAM rating (Table 1).

BREEAM Rating	BREEAM Rating Total Percentage
Unclassified	<25%
Pass	≥25%
Good	≥40%
Very Good	≥55%
Excellent	≥70%
Outstanding	≥85%

Table 1: BREEAM Ratings

BREEAM Strategy

A BREEAM Pre-Assessment Report has been produced by Carbon.Climate.Certified, confirming the method of Assessment for Ashley Park as BREEAM New Construction v7. As a mixed-use development, the assessment strategy is confirmed to be based on guidance from Guidance Note 20 - Assessing mixed-use and multiple buildings.

The BREEAM assessment will give consideration to the following criteria:

- Shared living - 'Fully-fitted' 'Residential Institution'
- Retail - 'Shell and Core' 'Retail Store'
- Community Space - 'Shell and Core' 'Community Hub'

BREEAM New Construction applies only to non-residential buildings and can therefore only be assessed for Block A, which comprises the shared living, retail and community uses. Although the Affordable Living block includes a small non-residential element, undertaking a standalone BREEAM assessment for this block would not be viable due to the limited extent of its non-residential floor area.

The full BREEAM Pre-Assessment document is provided in Appendix A.

The scheme currently targets a BREEAM credit score of 76.51%. This aligns within a healthy comfort factor in the region of 6% above the 70% benchmark for BREEAM 'Excellent'. Carbon.Climate.Certified have also identified a number of potential areas for consideration, which could further support the BREEAM rating.

The Pre-Assessment confirms that all mandatory minimum standards and credits required to achieve a BREEAM 'Excellent' rating have been satisfied.

The current BREEAM pre-assessment indicates that the proposed development is expected to achieve a BREEAM 'Excellent' rating. Accordingly, the scheme complies with the requirements of Policies DM21 (Sustainable Design, Layout and Construction) and SP4 (Working Towards a Low Carbon Haringey) of the Haringey Local Plan (2017), while also aligning with the emerging requirements of draft Policy ZC4, which would require all major developments to achieve a minimum BREEAM rating of 'Excellent'.

The scheme is targeting 3 of the 5 available credits under BREEAM Wat 01, exceeding the minimum standard required for BREEAM 'Excellent'. This will be achieved through the specification of water-efficient fittings, including low-flush toilets, low-flow showers and other sanitaryware, demonstrating that the proposed development aligns with the requirements of Policy SI 5 (Water Infrastructure).

03.3 BREEAM

BREEAM Performance

The proposed BREEAM scoring strategy is summarised in Table 2 and Figure 2 below. Table 2 provides a summary of the available, targeted and potential credits, including their weighting.

The full BREEAM Pre-Assessment can be found in Appendix A.

	Available	Targeted	Potential	Available	Targeted	Potential
Management	21	17	1	11.1%	8.9%	0.52%
Health & Wellbeing	22	12		15.5%	8.18%	
Energy	37	19		16.5%	8.47%	
Transport	12	12		8.5%	8.5%	
Water	9	6	1	7.5%	5.0%	0.83%
Materials	14	12		16.6%	13.71%	
Waste	9	5		7.0%	3.89%	
Land Use & Ecology	13	12		10.5%	9.69%	
Pollution	13	10	1	8.0%	6.15%	0.62%
Innovation	10	4	2	10.0%	4.0%	2.00%
				BREEAM Credit Score		
				BREEAM Rating		
				76.51%		
				80.48%		
				'Excellent'		
				'Excellent'		

Table 2: BREEAM Performance by Section - BREEAM Pre-Assessment, Carbon.Climate.Certified

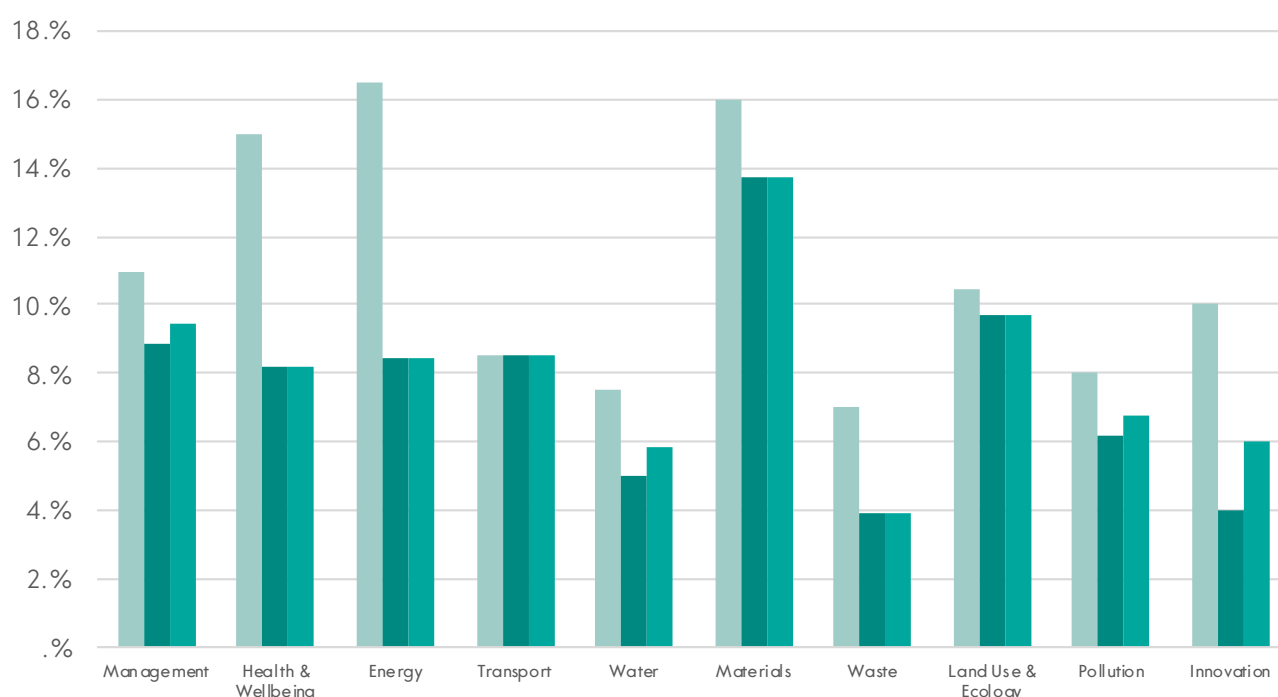


Figure 2: Weighted BREEAM Performance by Section - BREEAM Pre-Assessment, Carbon.Climate.Certified

04.1 Energy Strategy

Policy Context

As of January 2019, the GLA's guidance on preparing energy assessments in support of planning applications requires all applications to report carbon emissions using SAP10 carbon factors (which quantifies the amount of CO₂ produced per kWh of electricity from the national grid. This standard procedure will ensure that the assessment of new developments better reflects the actual carbon emissions associated with their operation and energy consumption.

The Energy Hierarchy outlined in the London Plan and Policy SP4 (Working Towards a Low Carbon Haringey) from the Haringey Local Plan (2017) provides a framework to guide energy policy and decision making to achieve practical and cost-effective carbon emission reductions. The hierarchy prioritises demand-side activities to reduce wastage and improve efficiency.

London Plan Policy SI 2 (Minimising Greenhouse Gas Emissions) requires major development to be net zero-carbon, while Policy SI 4 (Managing Heat Risk) and Haringey Local Plan Policy DM21 (Sustainable Design, Layout and Construction) require the cooling hierarchy to be followed to reduce the potential for overheating and limit reliance on mechanical air conditioning systems.

In addition, Haringey Local Plan Policy DM22 (Decentralised Energy) supports the integration of decentralised energy infrastructure and requires development proposals to prioritise connection to existing or planned future decentralised energy networks where feasible and viable.

The following section sets out how the scheme will demonstrate alignment with the above policies through the proposed design approach.

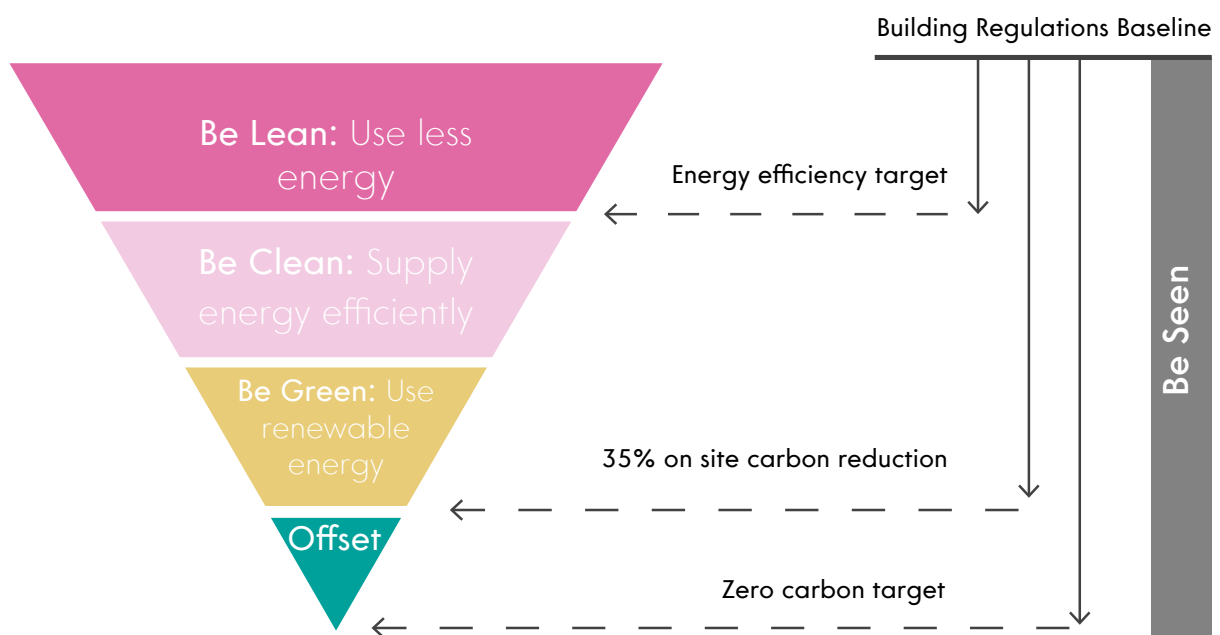


Figure 3: The London Plan Energy Hierarchy

04.2 Energy Strategy

Energy Strategy

The Energy Assessment for the proposed development has been prepared by Meinhardt and is included within the full planning application. The findings of the Energy Assessment should be read in conjunction with that report and its appendices, which provide the full technical detail.

Energy Hierarchy

The energy strategy for the proposed development follows the London Plan's energy hierarchy (Figure 3), Be Lean, Be Clean, Be Green and Be Seen, as required by London Plan Policy SI2 and Haringey Local Plan Policy SP4. These measures achieve an on-site regulated carbon reduction of approximately 72% (residential) and 53% (non-residential) against the Part L 2021 baseline.

- **Be Lean:** Passive design and energy efficiency measures including enhanced fabric U-values, minimised thermal bridging, improved air tightness, optimised glazing g-values, high-efficiency ventilation and low-energy lighting deliver a 12% reduction in regulated residential carbon emissions and a 27% reduction in non-residential emissions over Part L 2021, exceeding the GLA's minimum targets of 10% and 15% respectively.
- **Be Clean:** As no existing or planned heat network currently serves the site, a site-wide heat pump-based heating system has been proposed, designed with future connection capability should a district network (e.g. Energetik) become available, in accordance with the heating hierarchy of London Plan Policy SI3.
- **Be Green:** Central air source heat pumps, together with 63 No. photovoltaic panels (28.5 kW peak) across the two residential blocks, deliver a further 60% reduction in residential regulated emissions and 27% in non-residential emissions, exceeding the Haringey Local Plan target of a minimum 20% reduction through on-site renewables.
- **Be Seen:** Re:shape have committed to monitoring and reporting energy performance post-construction in accordance with GLA 'Be Seen' guidance, with a planning-stage submission to follow via the GLA web-form

Decentralised Energy

In accordance with Haringey Local Plan Policy DM22 and the London Plan Policy SI3 heating hierarchy, connection to an existing or planned decentralised energy network has been investigated as the first priority. A review of the London Heat Map confirms that there is no existing heat network within the vicinity of the site, although a proposed network has been identified nearby.

Energetik has been contacted regarding feasibility, timescales and alignment with the delivery programme. In the absence of a confirmed connection at this stage, the proposed development will adopt a centralised air source heat pump system within each block, distributing low carbon heat to all dwellings via heat interface units. The heating infrastructure has been designed to enable future connection to a district heat network should one become viable within the site's lifetime.

04.3 Energy Strategy

Carbon Reductions

London Plan Policy SI2 requires major development to be net zero-carbon, with a minimum on-site reduction of 35% beyond Part L 2021 requirements, and Haringey Local Plan Policy SP4 sets a target of 100% reduction in regulated CO₂ emissions. The energy strategy follows the London Plan's energy hierarchy of Be Lean, Be Clean and Be Green (Figure 3), with carbon emissions and savings reducing progressively at each stage as shown for the residential (Figure 4) and non-residential (Figure 6) elements of the proposed development.

The proposed development achieves an on-site saving of 71% overall (241.6 tonnes CO₂/year residential; 3.1 tonnes CO₂/year non-residential), significantly exceeding the 35% minimum on-site target, as summarised in Figure 8. The residual shortfall to reach 100% zero-carbon (95.6 tonnes CO₂/year residential; 2.7 tonnes CO₂/year non-residential) will be met through a cash-in-lieu contribution to Haringey's carbon offset fund, calculated at £95/tonne CO₂ over 30 years, totalling approximately £272,394 (residential) (Figure 5) and £7,587 (non-residential) (Figure 7).

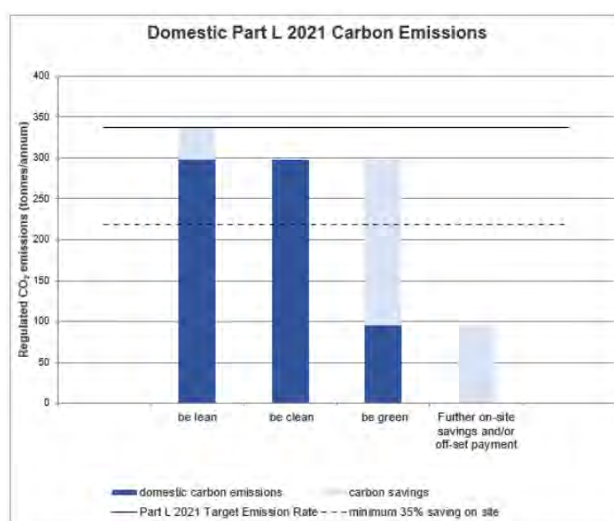


Figure 4: Domestic energy hierarchy and targets - Energy Assessment, Meinhardt

	Regulated domestic carbon dioxide savings	
	Tonnes CO ₂ per annum	%
Be lean	40.2	12%
Be clean	0.0	0%
Be green	201.4	60%
Cumulative on site savings	241.6	72%
Carbon shortfall	95.6	-
	Tonnes CO ₂	
Cumulative savings for off-set payment	2,867	
Cash-in-lieu contribution	£272,394	

Figure 5: Regulated domestic carbon dioxide savings from each stage of the energy hierarchy - Energy Assessment, Meinhardt

04.4 Energy Strategy

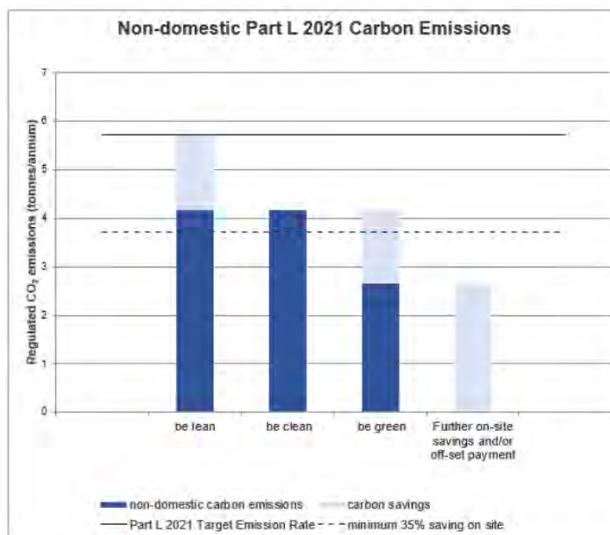


Figure 6: Non-domestic energy hierarchy and targets - Energy Assessment, Meinhardt

	Regulated non-domestic carbon dioxide savings	
	Tonnes CO ₂ per annum	%
Be lean	1.5	27%
Be clean	0.0	0%
Be green	1.5	27%
Cumulative on site savings	3.1	53%
Carbon shortfall	2.7	-
	Tonnes CO ₂	
Cumulative savings for off-set payment	80	
Cash-in-lieu contribution	£ 7,587	

Figure 7: Regulated non-domestic carbon dioxide savings from each stage of the energy hierarchy - Energy Assessment, Meinhardt

	Total regulated emissions (Tonnes CO ₂ /year)	CO ₂ savings (Tonnes CO ₂ /year)	Percentage saving (%)
Part L 2021 baseline	342.9		
Be Lean	301.2	41.8	12%
Be Clean	301.2	0.0	0%
Be Green	98.2	202.9	59%
Cumulative on site savings	-	244.7	71%
		CO ₂ savings off-set (Tonnes CO ₂)	
Off-set		2,947.2	-

Figure 8: Total regulated carbon dioxide emissions and savings for the proposed development - Energy Assessment, Meinhardt

04.5 Energy Strategy

Overheating and Cooling

A Overheating and Cooling assessment has been prepared by Meinhardt within the Energy Assessment (which can be found as part of the full planning application).

The proposed development has been assessed against the cooling hierarchy set out in London Plan Policy SI 4, the GLA Energy Assessment Guidance (2022) and Building Regulations Part O (2021), and Haringey Local Plan Policy DM21, to reduce overheating risk and minimise reliance on mechanical cooling.

The approach follows the full cooling hierarchy in sequence:

- Reducing heat gains through improved fabric performance, optimised glazing area and g-value, and external shading from projecting balconies;
- Minimising internal heat generation via efficient lighting, appliances and reduced heat losses from building services;
- Managing heat within the building through exposed thermal mass (concrete structure) and maximised floor-to-ceiling heights;
- Maximising passive ventilation through shallow floorplates, dual-aspect layouts and openable windows; and
- Mechanical ventilation via individual MVHR units with summer bypass and boost modes, used only where passive measures are insufficient.

Dynamic thermal modelling (IES software, CIBSE TM49/TM59 methodology) confirms that, with windows fully open, CIBSE compliance criteria are met in all sampled rooms under the DSY1 weather scenario. Under the more extreme DSY2 and DSY3 scenarios, the criteria cannot be met in all rooms modelled, though a significant proportion of spaces are expected to achieve compliance.

Where noise constraints require bedroom windows to remain closed at night, a supplementary MVHR cooling module is proposed as a top-up measure (not classed as active air conditioning) to maintain compliance with the CIBSE overheating criteria.

Active mechanical cooling has therefore been avoided for residential dwellings, consistent with the aims of the cooling hierarchy. VRF cooling is proposed only for the commercial floorspace, with heat recovery to support the residential heating load.

05.1 Embodied Carbon & Circularity

Policy Context

London Plan Policy SI 7 promotes resource efficiency, waste minimisation, reuse and recycling, while Policy SI 2 (Minimising Greenhouse Gas Emissions) requires major developments to be net zero-carbon and to calculate and reduce whole life-cycle carbon emissions through a Whole Life Carbon Assessment (WLCA). This is reinforced by London Plan Policy GG6 (Increasing Efficiency and Resilience), which requires major development to improve resource efficiency and apply circular economy principles, informed by a Whole Life Carbon Assessment and Circular Economy Statement that quantify the material carbon impact of the scheme.

Together with Policies SP4 (Working Towards a Low Carbon Haringey), SP6 (Waste and Recycling) and DM4 (Provision and Design of Waste Management Facilities) of the Haringey Local Plan (2017), these policies require development to conserve resources, minimise waste generation during the design, construction and operational phases, and ensure that materials are managed through high-value recovery routes. Collectively, they embed the GLA's circular economy principles of minimising resource consumption, efficient material use, sustainable sourcing, designing out waste, and prioritising reuse and recycling over disposal.

The following section sets out how the scheme will demonstrate alignment with the above policies through the proposed design approach.

Circular Economy

A Circular Economy (CE) Statement has been provided by Carbon.Climate. Certified (which can be found as part of the full planning application). The CE Statement sets out how the proposed development responds to the resource efficiency, waste reduction and circular economy objectives of London Plan Policies SI 7 and GG6 and Haringey Local Plan Policies SP4, SP6 and DM4.

Circular economy opportunities have been identified through workshops with the project team, focusing on material efficiency, adaptability, reuse, waste reduction and end-of-life recovery. In line with the circular economy objectives of London Plan Policies SI 7 and GG6, the design adopts the GLA's 'building in layers' approach to support adaptability, maintenance, replacement and, where practicable, future disassembly and material recovery. Measures include a standardised 225mm in-situ concrete frame, non-structural internal partitions, mechanically fixed façade systems, accessible building services and reinforcement specified with 97% recycled content, helping to reduce material use, extend component life and retain materials.

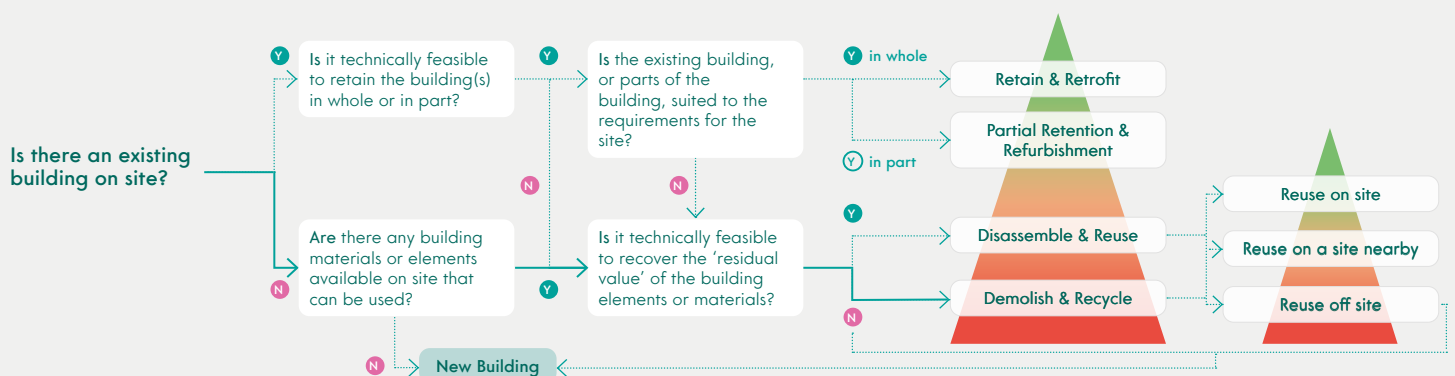


Figure 9: Decision tree for design approaches for existing structures/buildings (of the LPG CE March 2022 Guidance)



05.2 Embodied Carbon & Circularity

Consistent with the waste minimisation and resource efficiency objectives of Haringey Policies SP4 and SP6, opportunities to retain and reuse existing materials have been considered. This includes the potential reuse of approximately 3,186 m³ of stockpiled spoil on site, subject to further investigation and testing. Where on-site reuse is not practicable, materials will be directed towards beneficial reuse or recycling in accordance with the waste hierarchy. The potential use of salvaged materials will also be considered where appropriate.

Material durability and longevity have informed the proposed specification, including the predominantly brickwork external palette, while plant and riser spaces have been designed to accommodate future technologies and potential district heating or cooling connections. These measures support the adaptability and resilience objectives of London Plan Policy GG6 and Haringey Policy SP4.

During construction, waste will be managed through the Site Waste Management Plan in accordance with London Plan Policy SI 7 and Haringey Policy SP6. Prevention, reuse, recycling and recovery will be prioritised over disposal, with approximately 90% of construction waste by mass currently estimated to be diverted from landfill and a commitment to divert at least 95% of non-hazardous construction waste.

In accordance with Haringey Policies SP6 and DM4, the Operational Waste Management Plan provides dedicated waste storage and segregation arrangements to facilitate recycling, targeting a recycling rate of 65% by 2030.

Circularity Assessment

The One Click LCA GLA Building Circularity Tool has also been used to assess the potential for material recovery at the end of the building's life, supporting the circular economy objectives of London Plan Policies SI 7 and GG6. The assessment indicates that approximately 9.3% of materials comprise recovered content, with 56.3% of materials expected to return to circular material flows at end of life, resulting in an overall circularity score of 33% (Figures 10 and 11). This demonstrates that consideration has been given not only to the efficient use of materials during design and construction, but also to their future recovery, reuse and recycling.

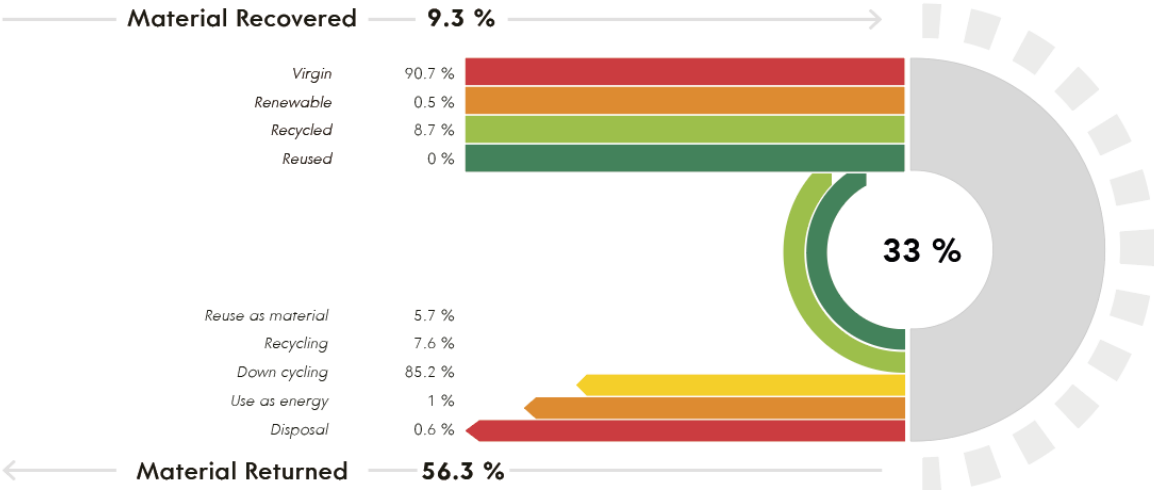


Figure 10: Building Circularity OneClick GLA Circular Economy Tool - CE Statement, Carbon.Climate.Certified

05.3 Embodied Carbon & Circularity

Result Category	Tonnes	Virgin %	Recovered %	Disposal %	Downcycling & use as energy %	Recycling & reuse as material %	Returned %	Circularity %
Concrete	51,152	95.24	4.76	-	100	-	50	27.38
Metals	3,395	16.03	83.97	-	-	100	100	91.99
Bricks & Ceramics	2,105	100	-	-	100	-	50	25
Gypsum based	838	95.84	4.16	-	13.73	86.27	93.13	48.65
Insulation	216	67.86	32.14	46.24	53.76	-	26.88	29.51
Glass	11	98.95	1.05	-	-	100	100	50.52
Wood & Biogenic	200	4.93	95.07	-	100	-	50	72.53
Earth & Asphalt	3784	100	-	3.71	2	94.29	95.29	47.64
Other materials	1049	77.9	22.1	13.57	27.32	59.11	72.77	47.44

Figure 11: Key Material Groups Contributing Towards the Circularity Score - CE Statement, Carbon.Climate.Certified

Whole Life Carbon Assessment

A RIBA Stage 2 Whole Life Carbon Assessment (WLCA) has been undertaken by Carbon.Climate.Certified (which can be found as part of the full planning application). The assessment has been prepared in accordance with the RICS Whole Life Carbon Assessment for the Built Environment, 1st Edition, and the relevant GLA requirements. It responds directly to London Plan Policy SI 2, which requires major developments to calculate and reduce whole life-cycle carbon emissions, and supports the iterative carbon reduction approach promoted by Policy GG6.

Undertaking the WLCA at an early design stage has enabled embodied and whole life carbon impacts to be identified while there remains significant opportunity to influence the design. The assessment has been undertaken using the GLA Whole Life Carbon reporting methodology and will be updated as the design develops through subsequent RIBA stages. This provides an iterative mechanism for identifying further carbon reduction opportunities and embedding whole life carbon considerations within the design process.

Following optioneering, the assessment was completed using the Stage 2 cost plan quantities provided by KS4 (Cost Consultant) and the Energy Assessment prepared by Meinhardt. The first iteration of the WLCA has been compared against GLA and UKNZCBS benchmarks (see Figure 12).

At Stage 2, the WLCA has directly informed a number of carbon reduction measures incorporated into the design. These include the omission of basements to both Block A and Block B, avoiding an estimated 2,025 tCO₂e. A structural grid has also been designed to minimise the extent of high-carbon transfer slabs. The omission of suspended ceilings to amenity areas avoids a further estimated 25 tCO₂e.

A comparative superstructure options study has also been undertaken across five structural systems, including RC flat slab, post-tensioned slab, ribbed slab, band-beam slab and lightweight/modular steel frame, to inform the selection of an appropriate low-carbon structural strategy. Insulation optioneering has similarly been undertaken using verified Environmental Product Declaration (EPD) data for two rainscreen product options. These studies demonstrate that whole life carbon considerations have been integrated into key design and specification decisions at an early stage.

05.4 Embodied Carbon & Circularity

The Stage 2 WLCA reports upfront embodied carbon of 588 kgCO₂e/m² GIA for Block A and 583 kgCO₂e/m² GIA for Block B (12,290 tCO₂e and 5,698 tCO₂e respectively), with whole life embodied carbon of 1,018 kgCO₂e/m² GIA and 991 kgCO₂e/m² GIA (21,289 tCO₂e and 9,675 tCO₂e).

Combined, the scheme totals 587 kgCO₂e/m² GIA upfront and 1,009 kgCO₂e/m² GIA whole life (17,993 tCO₂e and 30,960 tCO₂e), as set out in Figure 12. All figures sit below the GLA Benchmarks of <850 kgCO₂e/m² GIA (upfront) and <1,200 kgCO₂e/m² GIA (whole life).

As the project progresses, the team will continue to assess options for lower-carbon materials, material reuse, recycled content, design efficiency and construction-stage carbon reduction. The WLCA has been submitted as part of the planning application for the Ashley Park development.

As the design develops, further carbon reduction opportunities will be identified and implemented where feasible. These reductions will be captured within further iterations of the WLCA due to be completed at stages 4 and 6. This staged approach will allow the carbon performance of the development to be reviewed and further reduction opportunities identified as the design progresses, supporting continued alignment with London Plan Policy SI 2 and Haringey Local Plan Policy SP4 through the subsequent design and construction stages.

			Upfront Embodied Carbon Modules A1 - A5 (excl. seq carbon)	Whole Life Embodied Carbon Modules A-C (excl. B6 & B7, incl. seq carbon)	Operational Energy Module B6
Targets	GLA Benchmark (Residential)		< 850 kgCO ₂ e/m ²	< 1200 kgCO ₂ e/m ²	N/A
	GLA Aspirational (Residential)		< 500 kgCO ₂ e/m ²	< 800 kgCO ₂ e/m ²	N/A
	RIBA 2030		N/A	< 625 kgCO ₂ e/m ²	< 35 kWh/m ² /yr
	UKNZCBS 2028 (Block A: Commercial Residential)		< 495 kgCO ₂ e/m ²	N/A	< 70 kWh/m ² /yr
	UKNZCBS 2028 (Block B: Home - Flats)		< 450 kgCO ₂ e/m ²	N/A	< 49 kWh/m ² /yr
Stage 2 Results	Block A	Total	12,290 tCO ₂ e	21,289 tCO ₂ e	N/A
		Per m ² GIA	588 kgCO ₂ e/m ²	1,018 kgCO ₂ e/m ²	64 kWh/m ² /yr
	Block B	Total	5,698 tCO ₂ e	9,675 tCO ₂ e	N/A
		Per m ² GIA	583 kgCO ₂ e/m ²	991 kgCO ₂ e/m ²	34.63 kWh/m ² /yr
	Combined	Total	17,993 tCO ₂ e	30,960 tCO ₂ e	N/A
		Per m ² GIA	587 kgCO ₂ e/m ²	1,009 kgCO ₂ e/m ²	54.38 kWh/m ² /yr
	GLA Benchmark Achieved		Achieved	Achieved	N/A

Figure 12: Summary of Building A & Building B performance at Stage 2 - WLCA, Carbon.Climate.Certified

06

Flood Risk & Water Management

06.1 Flood Risk & Water Management

Policy Context

London Plan Policy SI 5 (Water Infrastructure) requires development to minimise the use of mains water and to protect and improve water infrastructure. Policy SI 12 (Flood Risk Management) requires development to ensure flood risk is minimised and not increased elsewhere, while Policy SI 13 (Sustainable Drainage) requires development to follow the London Plan drainage hierarchy and to aim to achieve greenfield run-off rates.

At the local level, Haringey Local Plan Policy SP5 (Water Management and Flooding), supported by DM24 (Managing Flood Risk) and DM25 (Water Efficiency and Flood Resilience), requires development to manage flood risk, incorporate sustainable drainage, and promote water efficiency and resilience.

The following section sets out how the scheme will demonstrate alignment with the above policies through the proposed design approach.

Flood Risk Assessment

A Flood Risk Assessment (FRA) has been developed by Whitby Wood (which can be found as part of the full planning application) to assess the current and future risk of flooding within the proposed development.

According to the Environment Agency's Flood Risk Data, the Former Ashley House site is located within Flood Zone 2 (Figure 13), defined as land with a 0.1%-1% annual probability of flooding from rivers or the sea.

The site is located approximately 400 metres from the River Lea and is entirely within Flood Zone 2. In accordance with Haringey Local Plan Policy DM24, the Sequential Test is required. The assessment of flood risk has taken account of the existing flood defences along the River Lea, which reduce the residual risk of fluvial flooding to the site. The FRA concludes that, despite the site's Flood Zone 2 classification, the detailed assessment identifies a relatively low residual risk of fluvial flooding.



Figure 13: EA Flood Zone Map - FRA, Whitby Wood

06.2 Flood Risk & Water Management

All potential sources of flooding are considered within the FRA as follows:

- Fluvial and Tidal - Confirmed as **low** risk
- Surface water (Pluvial) - Confirmed as **low** risk
- Groundwater - Confirmed as **low** risk
- Sewers/Infrastructure failure - Confirmed as **low** risk
- Artificial sources - Confirmed as **low** risk

The Sequential Test has been considered in the context of the proposed development and the availability of previously developed land within an established urban location. The proposal would redevelop brownfield land in Tottenham Hale, supporting the regeneration of the area and making efficient use of an existing developed site. The Sequential Test should be read alongside the submitted FRA and any separate sequential assessment supporting the planning application.

In accordance with the National Planning Policy Framework (NPPF), the proposed residential use (Use Class C3), which is classified as 'More Vulnerable', and the proposed commercial use, classified as 'Less Vulnerable', are appropriate in Flood Zone 2. Accordingly, an Exception Test is not required.

Flood Risk and Climate Change

The FRA also considers the potential effects of climate change over the lifetime of the development. The Environment Agency's Risk of Flooding from Rivers and Sea (RoFRS) mapping, including future climate change scenarios, has been reviewed (Figure 14). The result indicated that the potential risk of fluvial flooding could increase from very low to low under future climate conditions. However, the detailed FRA assessment concludes that the residual flood risk remains relatively low, taking account of the existing flood defences and the characteristics of the site and surrounding area.

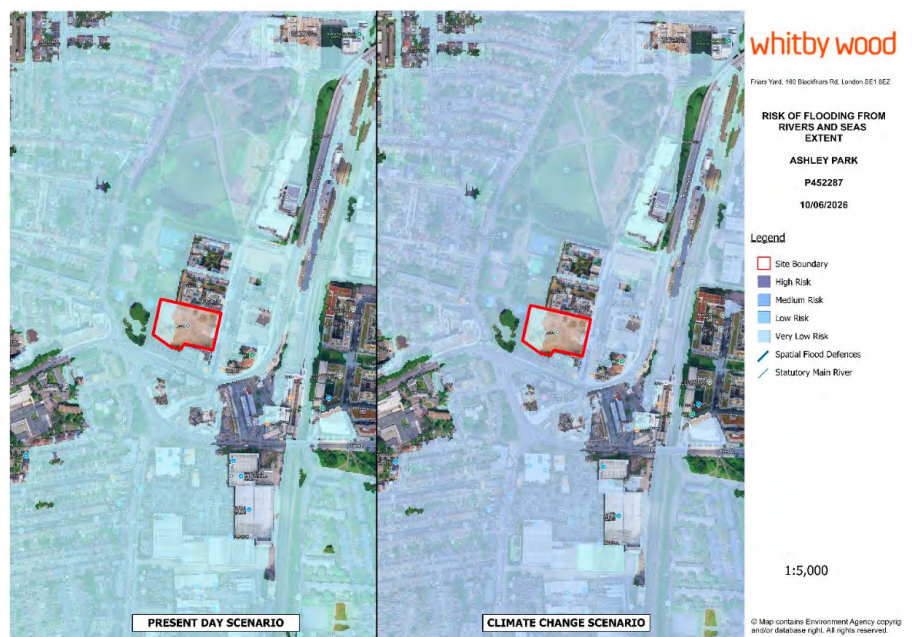


Figure 14: RoFRS Extent (Present Day & Climate Change) - FRA, Whitby Wood

06.3 Flood Risk & Water Management

Sustainable Drainage Strategy

The RoFRS climate change depth mapping has also been reviewed, including the mapped flood depth ranges exceeding 200mm, 600mm and 1,200mm. The FRA identifies potential areas of water ingress within the western part of the site; these areas are nevertheless categorised as being at very low flood risk. The northern boundary is the only site boundary where no fluvial flood risk is identified under either present-day or future climate change scenarios.

In accordance with London Plan Policy SI 12 and Haringey Local Plan Policies SP5 and DM24, the development will incorporate appropriate measures to minimise and mitigate flood risk over its lifetime. The SuDS confirms that these measures will include appropriate flood-resilient design, sustainable drainage, attenuation and the provision of an overland flow route to safely manage residual surface-water flows during extreme rainfall events.

A Sustainable Drainage Strategy (SuDS) has been prepared by Whitby Wood (which can be found as part of the full planning application). The strategy has been developed in accordance with London Plan Policy SI 13 and Haringey Local Plan Policies SP5 and DM24.

The proposed drainage strategy incorporates a range of SuDS measures, including:

- blue/green roofs;
- permeable paving;
- soft landscaping; and
- an attenuation tank.

These measures provide source control and attenuation of surface-water runoff and also provide wider benefits including improvements to water quality, biodiversity, landscape quality and amenity.

The strategy seeks to manage surface water as close to its source as practicable and prioritises sustainable drainage measures in accordance with the London Plan drainage hierarchy. Unnecessary impermeable surfaces will be avoided where practicable, with permeable and vegetated surfaces incorporated into the development to reduce runoff and provide additional environmental benefits.

Managing Surface Run-off at Source

The greenfield runoff rate for the site's 0.713 ha positively drained area has been calculated using the Flood Estimation Handbook (FEH) methodology. The calculated QBAR greenfield runoff rate is 1.3 l/s, with the relevant greenfield runoff rates for the applicable return periods identified within the SuDS Proforma (Figure 15).

The proposed drainage strategy provides a controlled discharge rate of 2 l/s for both the 1-in-30-year and 1-in-100-year rainfall events (Figure 15). While this is slightly above the calculated QBAR greenfield rate for the 1-in-1-year event, the drainage strategy incorporates substantial attenuation and flow control to minimise peak discharge and manage surface water within the site drainage system. The proposed discharge rate reflects the controlled rate achievable through the proposed drainage connection and flow-control measures, while ensuring that the development does not increase flood risk elsewhere.

06.4 Flood Risk & Water Management

3. Drainage Strategy	3a. Discharge Rates & Required Storage			
		Greenfield (GF) runoff rate (l/s)	Existing discharge rate (l/s)	Proposed discharge rate (l/s)
	Q _{bar}	1.3		
	1 in 1	1.2	181	
	1 in 30	3.2	333.2	2
	1 in 100	4.2	422.4	2
	1 in 100 + CC			952.2
	Climate change allowance used		40%	
	3b. Principal Method of Flow Control			
	3c. Proposed SuDS Measures			
		Catchment area (m ²)	Plan area (m ²)	Storage vol. (m ³)
	Rainwater harvesting	0		0
	Infiltration systems	0		0
	Green roofs	0	0	0
	Blue roofs	2414	2,414	160.2
	Filter strips	0	0	0
	Filter drains	0	0	0
	Bioretention / tree pits	0	0	0
	Pervious pavements	2137	2,137	385
	Swales	0	0	0
	Basins/ponds	0	0	0
	Attenuation tanks	2589		407
	Total	7140	4551	952.2

Figure 15: SuDS Proforma, Discharge Rates & Required Storage - SuDS, Whitby Wood

Approximately 952.2 m³ of attenuation storage is proposed, as confirmed by hydraulic modelling undertaken as part of the SuDS design. The attenuation system, together with the blue/green roofs, permeable paving and soft landscaping, will reduce and delay surface-water runoff before controlled discharge to the existing drainage network.

The final detailed design will confirm that the discharge rate, attenuation volume and flow-control arrangements remain appropriate and that the drainage strategy provides sufficient capacity for the relevant rainfall events, including appropriate climate-change allowances.

Drainage Hierarchy and Surface Water Management

In accordance with London Plan Policy SI 13, the drainage hierarchy has been considered as part of the proposed SuDS strategy.

Attenuation and source-control measures will be provided through blue/green roofs, permeable paving and soft landscaping, with additional attenuation provided by the proposed attenuation tank. These measures seek to manage runoff as close to its source as practicable before controlled discharge from the site.

Infiltration to ground is not considered feasible because of the requirement for a minimum 5m separation between the building structure and infiltration features, which could result in potential interaction with building foundations. Direct discharge to a watercourse is also not considered feasible because this would require a connection across third-party land.

06.5 Flood Risk & Water Management

Accordingly, following consideration of the drainage hierarchy, surface water will discharge to the existing surface-water sewer at manhole 3602. Discharge to the combined sewer is not proposed, given the availability of an appropriate existing surface-water sewer.

Foul water will discharge separately to the existing foul or combined Thames Water sewer located on Ashley Road. The estimated foul-water discharge rate associated with the 97 residential units is approximately 4.85 l/s, with the commercial foul-water contribution to be confirmed at the next stage of detailed design.

The precise foul and surface-water connection points will be confirmed through detailed design and in consultation with Thames Water. A pre-planning enquiry will be submitted to Thames Water to confirm capacity within the existing drainage network and agree the proposed drainage connections.

An overland flow route will also be established in accordance with Haringey Local Plan Policy DM24. This will ensure that, in the event of rainfall exceeding the design capacity of the drainage system, surface-water flows can be safely conveyed and residual flood risk appropriately managed without increasing flood risk elsewhere.

SuDS Maintenance and Lifetime Management

In accordance with Haringey Local Plan Policy DM24, the proposed SuDS will be privately managed and maintained by the landowner or an appointed management company, as the drainage system is not anticipated to be adopted by Thames Water.

The SuDS will be designed and maintained to ensure that the drainage infrastructure remains effective throughout the lifetime of the development. Maintenance will be undertaken in accordance with the CIRIA SuDS Manual and will include regular inspection and cleaning of permeable paving, attenuation tanks and associated pipework, together with servicing of flow-control devices in accordance with the manufacturers' recommendations.

Maintenance requirements and frequencies will be reviewed as necessary to ensure the continued effective operation of the drainage system. All maintenance and inspection activities will be recorded within the site's Operation and Maintenance Manual.

06.6 Flood Risk & Water Management

Water Efficiency

The shared-living accommodation is designed to achieve 105 litres per person per day, while the affordable homes are designed to achieve 80 litres per person per day. These measures support compliance with Building Regulations Part G and London Plan Policy SI 5.

The shared-living accommodation is also targeting three out of five available Wat 01 credits within the BREEAM Pre-Assessment, with 100% of the available water category credits currently achievable. This includes the provision of a leak detection system, flow control devices on the communal toilets and water metering to help identify excessive consumption, minimise water wastage and support ongoing monitoring and efficient management of water use.

Rainwater harvesting and greywater recycling have also been considered. Active rainwater harvesting is not proposed due to limited roof space, which is required for plant, and the project's aim to avoid basements and reduce embodied carbon. Instead, green roofs, rain gardens, soft landscaping and tree planting provide passive rainwater management, supported by attenuation tanks that control surface water discharge to the public sewer and help reduce flood risk and pressure on the combined sewer network.



07.1 Sustainable Transport

Policy Context

Policies SP7 (Transport) and DM31 (Sustainable Transport) of the Haringey Local Plan (2017), and Policy T1 Strategic Approach to Transport and T4 Assessing and Mitigating Transport Impacts of the London Plan, aim to enhance the accessibility of development sites, ensure walking, cycling and public transport routes are safe and accessible for all site users, and minimise the demand for private car journeys.

Inclusive access for disabled people and those with physical impairments is further addressed through Policy DM32 (Parking) of the Haringey Local Plan (2017), read alongside London Plan Policy T6.1 (Residential Parking) which sets out the specific parking standards applicable to Blue Badge holders and electric vehicle charging provision.

The following section sets out how the scheme will demonstrate alignment with the above policies through the proposed design approach.

Healthy Streets
Transport Assessment

A Healthy Streets Transport Assessment (HSTA) has been prepared by Tetra Tech (which can be found as part of the full planning application). The HSTA assesses the likely transport impacts of the proposed development, including additional public transport and highway demand, and identifies measures to promote sustainable travel and minimise reliance on private vehicles.

Pedestrian and Cyclist Infrastructure

The proposals provide improved pedestrian and cycle connectivity to the site and support the objectives of London Plan Policy T1 and Haringey Local Plan Policy SP7 by prioritising sustainable modes of transport and reducing reliance on private car use. The surrounding pedestrian infrastructure will be redeveloped, incorporating wide footways, tactile paving, dropped kerbs and a range of formal crossing facilities. Cycle access will be provided via Ashley Road and Burdock Road, with a dedicated cycle lane along Ashley Road connecting to Watermead Way and onward towards Tottenham Hale Station.

In line with Haringey Local Plan Policy DM31, cycle parking will be provided in accordance with the relevant London Plan standards. Figure 16 sets out the minimum cycle parking standards identified in the HSTA for the proposed development, noting that Tottenham Hale is subject to the Band 2 minimum cycle parking standards.

Residential cycle parking proposals include up to 360 internal cycle parking spaces, together with 17 visitor cycle parking spaces, while separate cycle parking will be provided for the commercial and community uses. 5% of cycle parking spaces will be suitable for enlarged, accessible or cargo bikes, supporting a range of users and cycle types.

Use Class	Band 2
Dwelling: Studio or one bedroom	0.9
Dwelling: Two bedrooms	1.3
Dwelling: Three or more bedroom	1.6
Large-scale purpose-built shared living room	0.6
Purpose-built student accommodation bedroom	0.6

Figure 16: Minimum Cycle Parking Standards (London Plan Guidance, November 2025) - Band 2 - HSTA, Tetra Tech

07.2 Sustainable Transport

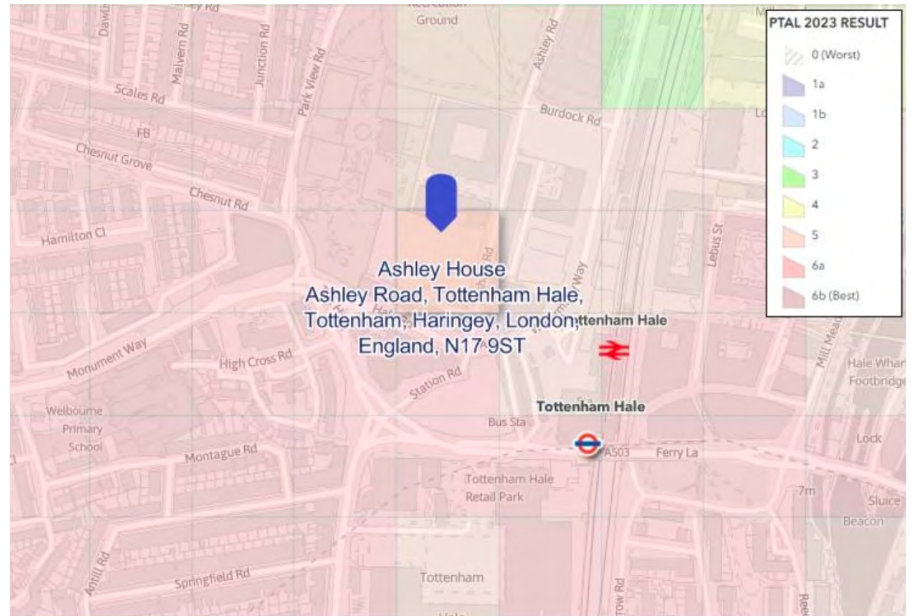


Figure 17: Site Area PTAL Map (TfL WebCAT Service) - HSTA, Tetra Tech

Vehicle Parking

The site has a PTAL of 5 (Figure 17) and is therefore well served by public transport. In line with the requirements of London Plan Policy T1 and Haringey Local Plan Policies SP7, DM31 and DM32, the development has been designed as car-free, with electric vehicle charging provision incorporated where feasible. General private car parking will not be provided, with vehicular access restricted to blue badge holders, servicing and deliveries, and refuse vehicles.

Ten blue badge parking spaces will be provided to ensure appropriate accessibility for disabled residents and visitors, consistent with the requirements of London Plan Policy T6.1. Servicing and deliveries will be accommodated within designated stopping bays accessed via Ashley Road and Burdock Road.

The car-free approach is considered appropriate given the site's high PTAL of 5 and will encourage greater use of walking, cycling and public transport. Vehicle access will be provided via Ashley Road and Burdock Road, with Ashley Road operating as a one-way route from south to north and Burdock Road accommodating two-way traffic. Car club bays have not been proposed given the car-free nature of the development.

Impact on London's Transport Network

The proposed development is expected to result in a net increase of 1,313 two-way public transport trips and 23 two-way car driver trips. Overall, the proposed development is forecast to redistribute travel demand towards public transport while maintaining a very low level of car use. The HSTA indicates that Tottenham Hale Underground Station has sufficient capacity to accommodate the additional demand generated by the proposed development. This supports the sustainable transport objectives of London Plan Policy T1 and Haringey Local Plan Policies SP7 and DM31.

07.3 Sustainable Transport

Framework Travel Plan

A Framework Travel Plan (FTP) has been prepared by Tetra Tech (which can be found as part of the full planning application). Prepared in accordance with London Plan Policy T4, the FTP forms part of the package of measures proposed to mitigate the transport impacts of the development and promote sustainable travel. It is intended to inform the design and operation of the development and influence the travel choices of residents, staff and visitors. Its key objectives are to:

- Raise awareness of sustainable travel options, with an emphasis on the benefits of walking, cycling and public transport;
- Provide Travel Information Packs and relevant sustainable travel information to residents;
- Ensure the development is accessible to all users, including those with mobility impairments;
- Continually review the transport needs of residents and update the Travel Plan where necessary; and
- Maintain clear communication with residents to ensure they have access to up-to-date travel information.

The FTP sets out a package of measures tailored to the development to encourage sustainable travel. These include, but are not limited to:

- Travel Information Packs;
- Personalised Travel Planning;
- Promotion of Living Streets' National Walking Month in conjunction with LBH;
- Provision of safe, secure and well-lit long-stay cycle parking;
- Regular review of cycle parking arrangements, with additional provision considered where demand exceeds capacity; and
- Regular updating of public transport information displayed and made available to residents.

The Travel Plan Coordinator (TPC) will be responsible for monitoring and reviewing the Travel Plan against its agreed targets. Survey results will be assessed in terms of trip generation and modal split, with the findings submitted to London Borough of Haringey for approval. Where targets are not being achieved, appropriate remedial measures will be introduced or resources redirected to improve the effectiveness of the Travel Plan.



08.1 Waste & Pollution

Policy Context (Waste)

Operational Waste Management Plan

In line with London Plan Policy SI 7 (Reducing Waste and Supporting the Circular Economy) and Haringey Local Plan Policy SP6 (Waste and Recycling), waste storage must be provided to support efficient collection, recycling, waste minimisation and the reduction of environmental impacts.

The following section sets out how the scheme will demonstrate alignment with the above policies through the proposed design, construction and operations approach.

An Operational Waste Management Plan (OWMP) has been produced by Tetra Tech (which can be found as part of the full planning application). The OWMP sets out the waste and refuse storage and collection requirements and procedures associated with the proposed development.

Residential Waste Storage and Collection Provision

The OWMP identifies a target of 65% recycling by 2030 for the proposed development, supporting the London-wide recycling target set out in London Plan Policy SI 7. The expected waste arisings for each waste stream for the affordable housing units and shared-living accommodation are shown in Figures 18 and 19.

Waste	Number of Bins	Individual Bin Volume (litres)	Total Bin Volume (litres)	Percentage of waste (%)
Residual	15	1,100	16,500	58%
Recycling	9	1,100	9,900	35%
Food	8	240	1,920	7%

Figure 18: Expected Waste Arisings of Waste Streams for affordable housing, OWMP, Tetra Tech

Waste	Number of Bins	Individual Bin Volume (litres)	Total Bin Volume (litres)	Percentage of waste (%)
Residual	22	1,100	24,200	45
Recycling	22	1,100	24,200	45
Food	22	240	5,280	10

Figure 19: Expected Waste Arisings of Waste Streams for shared-living, OWMP, Tetra Tech

To accommodate the waste storage requirements of each building type within the proposed development, bin storage provision is as follows:

- Shared-living accommodation (Block A): 41 x 1,100L Eurobins and 34 x 240L food waste bins for 522 shared-living residents.
- Affordable housing (Block B): 24 x 1,000L Eurobins and 13 x 240L food waste bins for 87 affordable homes

The OWMP allows flexibility in the shared-living waste storage provision, with Eurobin numbers adjustable where required. Building Management will oversee waste storage and arrange additional collections where necessary. Waste will not be compacted.

All residential bin stores will be accessible by passenger lift. In Block B, waste operatives can access the stores directly, while in Block A, Building Management will move bins to the Ashley Road loading bay for collection.

08.2 Waste & Pollution

Site Waste Management Plan

An outline Site Waste Management Plan (SWMP) has been prepared by Tetra Tech (which can be found as part of the full planning application). In accordance with Policy SP6 of the Haringey Local Plan, the SWMP sets out how waste will be managed during construction, including measures to minimise waste generation and ensure its appropriate management.

The SWMP identifies the anticipated types and volumes of construction waste and sets out measures for waste prevention, reuse, recycling and recovery. It also establishes procedures for the segregation, storage, transfer and monitoring of waste generated on site.

Where applicable, the construction and demolition waste management strategy will support the London Plan Policy SI 7 target of achieving at least 95% reuse, recycling or recovery of construction and demolition waste.

Waste Hierarchy

The SWMP sets out procedures to minimise and manage construction waste in accordance with the Waste Hierarchy. The majority of construction waste is expected to comprise off-cuts, spent materials and packaging, including concrete, metal and plastics.

The strategy follows the Waste Hierarchy, prioritising waste prevention and minimisation at source, followed by reuse, recycling and recovery, with disposal as the final option. The scheme will implement the following measures:

- Efficient material specification and procurement, including prefabrication and accurate forecasting.
- Minimisation of surplus materials, with unused materials returned or recycled where possible.
- Monitoring and reporting of waste by key waste stream, with subcontractors required to follow waste minimisation procedures.

The current construction waste estimate is based on a target of no more than 11.1 tonnes per 100m² GIA, equating to approximately 3,356 tonnes for the 30,238m² GIA development. The current forecast identifies approximately 3,020 tonnes for recovery off site and 336 tonnes for disposal, representing approximately 90% recovery/diversion based on the current estimate.

The project will seek to improve this forecast during detailed design and construction and is committed to achieving the 95% reuse, recycling or recovery target for construction and demolition waste set out in London Plan Policy SI 7. Opportunities to reduce the quantity requiring disposal will be reviewed throughout the construction period through material procurement controls, segregation, reuse and identification of additional recycling and recovery routes.

Waste Estimation and Monitoring

The estimated waste generation and recovery tonnages outlined in the SWMP are shown in Figure 20. Waste quantities and recovery performance will be monitored throughout the construction period by the Site Manager or competent person, allowing the waste strategy to be reviewed and adjusted where necessary to maximise reuse, recycling and recovery.

Material	Composition	On-site re-use (tonnes)	Off-site Recovery (tonnes)	Off-site disposal (tonnes)	Total (tonnes)	Suggested Waste Code	Description
Packaging	47%	0	1420	158	1577	15 01 06	Mixed packaging (alternatively, if separately collected: 15 01 01 paper and cardboard packaging; 15 01 02 plastic packaging; 15 01 03 wood packaging; 15 01 04 metallic packaging; 15 01 05 composite packaging)
Miscellaneous	11%	0	332	37	369	17 09 04	Mixed construction wastes other than those containing dangerous substances
Plaster & Cement	10%	0	302	34	336	17 08 02	Gypsum based construction materials other than those mentioned in 17 01 01* (gypsum-based construction materials contaminated with dangerous substances)
Insulation	9%	0	272	30	302	17 06 04	Insulation materials other than those mentioned in 17 06 01* (insulation materials containing asbestos) and 17 06 03* (other insulation materials consisting or containing dangerous substances)
Timber	8%	0	242	27	268	17 02 01	Wood
Metal	6%	0	181	20	201	17 04 07	Mixed metals (alternatively, if separately collected: 17 04 01 copper, bronze, brass; 17 04 02 aluminium; 17 04 03 lead; 17 04 04 zinc; 17 04 05 iron and steel; 17 04 06 tin; 17 04 11 cables)
Material	Composition	On-site re-use (tonnes)	Off-site Recovery (tonnes)	Off-site disposal (tonnes)	Total (tonnes)	Suggested Waste Code	Description
Plastic	4%	0	121	13	134	17 02 03	Plastic
Concrete	2%	0	60	7	67	17 01 01	Concrete
Ceramic	2%	0	60	7	67	17 01 03	Tiles and ceramics
Inert	1%	0	30	3	34	17 01 07	Mixtures of concrete, bricks, tiles and ceramics other than those containing dangerous substances
Total	100%	0	3020	336	3356	-	-

Figure 20: Estimated Waste Generation and Recovery Tonnages - SWMP, Tetra Tech

Waste Management Procedures

The SWMP confirms the Contractor's responsibility for ensuring that waste generated on site is managed and disposed of in accordance with relevant legislation. Audits of waste carriers and disposal facilities will be undertaken, with documentary evidence maintained to demonstrate compliance. A register of waste carriers, disposal sites, including transfer stations, and relevant licences will also be maintained on site.

Waste will be securely stored and segregated in clearly labelled and colour-coded containers, with hazardous and liquid wastes subject to additional secure and bunded storage. Measures will be implemented to prevent contamination, fly-tipping and unauthorised disposal, and waste movements will be documented and checked by the Site Manager or competent person.

All waste documentation, including transfer notes, licences, permits and the SWMP, will be retained throughout the project and following completion.

Local waste facilities will be prioritised where practicable to minimise transport impacts. Waste destined for disposal will be appropriately treated and managed, with on-site segregation used as a key measure to maximise opportunities for reuse, recycling and recovery in accordance with the Waste Hierarchy.

Material Re-use Opportunities

The development does not involve demolition or significant excavation. The earthworks strategy is anticipated to achieve a broadly balanced cut-and-fill arrangement, with the proposed site levels broadly similar to the existing levels and no significant surplus excavation material expected to require removal from site.

The CE Statement reports that, following an investigation by Whitby Wood, approximately 3,186m³ of spoil from the previous site clearance has been identified as stockpiled on site. This existing material will be assessed for suitable reuse within the proposed development, subject to the findings of the site investigation and further testing to confirm its composition, geotechnical properties and potential contamination.

Subject to confirmation of its suitability, potential uses include backfilling, sub-base and recycled aggregate. Reuse of the stockpiled spoil would reduce the requirement for imported materials and maximise the beneficial use of existing site resources.

The project will prioritise the reuse of suitable stockpiled material within the development. Where on-site reuse is not practicable, appropriate beneficial-use or recovery routes will be considered. Any material that cannot be reused or recovered will be managed through appropriately licensed waste facilities in accordance with the Waste Hierarchy.

08.3 Waste & Pollution

Policy Context (Pollution)

Haringey Local Plan Policy DM23 (Environmental Protection) requires the proposed development to consider and mitigate environmental impacts, including air quality and pollution, and to protect occupiers and users. It is supported by wider Haringey Local Plan Policies SP14 (Health and Well-Being), SP13 (Open Space and Biodiversity) and SP7 (Transport), which promote health, access to open space and sustainable travel. Together, these policies support health and wellbeing and minimise environmental impacts.

At the regional level, London Plan Policy SI 1 (Improving Air Quality) requires development to be at least Air Quality Neutral and minimise exposure to poor air quality, while Policies D13 (Agent of Change) and D14 (Noise) require noise impacts to be appropriately managed and mitigated.

The following section sets out how the scheme will demonstrate alignment with the above policies through the proposed design, construction and operations approach.

Air Quality Assessment

An Air Quality Assessment has been prepared by Trium (which can be found as part of the full planning application). The purpose of the report is to assess the effect of the proposed development during construction and operational in accordance with the London Plan Policy SI 1.

Construction Phase

A qualitative dust assessment has been undertaken in accordance with the IAQM's Guidance on the Assessment of Dust from Demolition and Construction (January 2024). The site was assessed as having a high risk of dust soiling during construction due to the presence of over 100 high-sensitivity residential receptors within 20 m of the site boundary. To address this, mitigation measures will be implemented to control dust emissions, alongside ongoing monitoring and review throughout the construction phase, as set out in the Outline Construction Logistics Plan prepared by Tetra Tech (which can be found as part of the full planning application). For example, wheel-washing facilities will be provided at the site exit to prevent mud and debris from being carried from the site onto the public highway. It is deemed therefore that the residual effect of construction dust is assessed as not significant.

Construction vehicle movements have also been assessed. The peak construction year (2029) is predicted to generate approximately 17 HDV flows in Annual Average Daily Traffic (AADT), which remains below the Environmental Protection UK/Institute of Air Quality Management (EPUK/IAQM) threshold of 25 HDV flows. The Outline Construction Environmental Management Plan produced by Tetra Tech (which can be found as part of the full planning application) outlines that dust and emissions will be controlled in accordance with the GLA's "Control of Dust and Emissions from Construction and Demolition" best practice guidance, including water suppression, wheel washing, covered stockpiles and loads, and daily visual inspections. Particulate matter (PM10/PM2.5) monitoring will follow IAQM guidance, with a site action level of 190 µg/m³ (15-minute average), above which works will cease immediately pending investigation.

Operational Phase

The development has been designed to minimise its impact on local air quality and to align with the Air Quality Neutral requirements of London Plan Policy SI 1. The scheme is car-free, with no on-site parking other than blue badge spaces.



08.4 Waste & Pollution

It is predicted to generate only 79 two-way vehicle trips per day, deemed to be well below the EPUK/IAQM threshold requiring a detailed transport-related air quality assessment. The development will be served entirely by Air Source Heat Pumps, with no combustion plant for heating, cooling or hot water; diesel back-up generators are included solely for emergency life-safety purposes, with flues discharging at roof level to ensure adequate dispersion.

The Air Quality Assessment concludes that the scheme qualifies for exclusion from Air Quality Neutral calculations under the Mayor of London's Air Quality Neutral Guidance and is considered Air Quality Neutral. The development will not lead to further deterioration of existing air quality or delay compliance in areas currently exceeding legal limits, in line with London Plan Policy SI 1.

Future Occupier Exposure

In the Air Quality Assessment, a review of local monitoring data, most notably the closest diffusion tube (HR38, 0.3km from the site) for nitrogen dioxide and the LBHK Northwold Road monitor for PM10 and PM2.5, together with Defra background concentration maps, confirms that pollutant concentrations representative of the site are within national Air Quality Objectives. The effect of ambient air quality on future occupiers of the Proposed development is therefore assessed as not significant.

Noise and Vibration
Impact Assessment

A Noise and Vibration Impact Assessment (NVIA) has been prepared by Trium (which can be found as part of the full planning application). As the proposed development includes introduction of residential uses, an acoustic site suitability assessment has been completed.

Internal Noise Levels

An environmental noise survey and calibrated noise model of the site and surroundings have been used to assess appropriate internal noise conditions for future residents, in accordance with BS 8233:2014. The assessment confirms that suitable internal ambient noise levels can be achieved for the residential dwelling through an appropriate specification of facade sound insulation, informed by the detailed acoustic modelling of each elevation. Figure 21 presents the highest day and night sound pressure levels at each façade, and the required sound insulation performance for each façade to achieve the recommended internal sound levels.

Block	Façade	Day (07:00-23:00)	Night (23:00-07:00)	Night (23:00-07:00)	Overall Façade Sound Insulation Performance ($R'_w + C_{tr}$ dB)
		$L_{Aeq,16h}$ (dB)	$L_{Aeq,8h}$ (dB)	10 th Highest $L_{AFMax,8h}$ (dB)	
A (South)	North	58	54	68	26
	East	61	58	72	30
	South	65	61	76	32
	West	61	57	73	30
B (North)	North	51	47	65	22
	East	61	59	75	31
	South	57	53	76	27
	West	60	55	72	29

Figure 21: Highest Façade Sound Levels - NVIA, Trium



08.5 Waste & Pollution

External Noise Levels

External amenity has also been assessed in the NVIA at private balconies, and at communal and public amenity space at ground and roof level, against the guidance sound levels in BS 8233. While noise levels at some balcony positions are predicted to be above or marginally above the BS 8233 guidance levels, as is typical for private balconies within a dense London context, and not a reason in itself for withholding permission, relatively large areas of shared external amenity space at ground floor and roof level are predicted to meet the BS 8233 guidance levels, providing future occupiers with access to appropriately quiet outdoor amenity.

Vibration and Groundborne Noise

An assessment of tactile vibration and groundborne noise, including monitoring near the Victoria line service tunnel to the south-east of the site, concludes that neither is a concern for the site and that no specialist mitigation measures are required to achieve suitable conditions for future occupiers.

Building Services Plant

Noise emission limits for building services plant have been established at 10dB below background sound levels at the nearest noise-sensitive receptor façades, in line with typical Local Planning Authority requirements. These limits will be secured through a planning condition once plant designs are progressed, ensuring no adverse impact on existing or future noise-sensitive receptors. Figure 22 details proposed cumulative limits for the building services plant based on 10 dB below the background sound pressure level.

Cumulative Building Services Noise Limit ($L_{Aeq,T}$) dB at 1m from Noise Sensitive Receptor Façades	
Day (07:00-23:00)	Night (23:00-07:00)
43	37

Figure 22: Proposed Building Services Plant Noise Limits - NVIA, Trium

Agent of Change - Mother Kelly's

In accordance with the Agent of Change principle set out in Policy D13 of the London Plan, the potential for noise from the nearby Mother Kelly's bar to affect the Proposed development has been assessed. Measured sound levels during the survey period, which included a high-attendance football screening, showed the venue's operation did not materially influence the prevailing acoustic environment. Combined with the venue's existing licensing conditions restricting external terrace use, appropriate residential conditions can be achieved through detailed façade design without imposing unreasonable restrictions on the continued operation of the venue.

Road Traffic and Construction

Predicted increases in road traffic would result in a negligible change in road traffic noise of approximately 0.2-0.3 dB. The outline Construction Environmental Management Plan (which can be found as part of the full planning application) includes mitigation measures such as low-noise plant, hydraulic construction methods, acoustic hoarding, and a traffic-light alert system, with works ceasing if agreed noise thresholds are exceeded.

08.6 Health & Wellbeing

Construction Site Logistics

An Outline Construction Environmental Management Plan (CEMP) has been prepared by Trium (which can be found as part of the full planning application). It sets out the framework for the environmental mitigation, monitoring and management measures to be implemented throughout construction.

In line with Policy DM23 of the Haringey Local Plan, the Outline CEMP addresses key construction impacts, including air quality, noise, vibration, traffic and water management, with measures designed to protect surrounding occupiers, sensitive receptors and the local environment. These measures also support health and wellbeing, safe and sustainable transport, minimise exposure to poor air quality, and ensure the effective management of noise and other environmental impacts. More specifically, it considers some of the following key measures:

Traffic and Logistics

The CEMP sets out measures to manage construction traffic and logistics, including designated vehicle routes, delivery scheduling and banksman controlled site access. Deliveries will be minimised during peak traffic and school travel times. All HGVs will be fitted with cyclist safety equipment, including side guards, proximity sensors and Class VI mirrors, in accordance with best practice for vulnerable road user safety.

These measures support Policy SP14 (Health and Well-Being) by protecting the safety and amenity of residents, schools and vulnerable road users during construction. In accordance with Policy DM23 (Environmental Protection), dust, noise and vibration will be actively managed to protect local environmental quality, particularly at sensitive receptors such as Harris Academy Tottenham and Bright Gems Nursery.

Banksman controlled site access will also help protect the surrounding footways and cycle network, including the route through Down Lane Park, supporting Policy SP13 (Open Space and Biodiversity). In line with Policy SP7 (Transport), the site's high PTAL rating and proximity to Tottenham Hale's transport interchange will be used to encourage construction personnel to travel sustainably, helping to reduce construction-related trips on the local highway network.

Site Management and Hours of Working

Construction activities will be managed by a clearly defined project team comprising the Developer, Project Manager, Principal Contractor, Site Manager and Health & Safety Officer. Roles and responsibilities for implementing and monitoring the CEMP will be clearly defined, with compliance audited on a monthly basis. Standard construction working hours will be restricted to 08:00-18:00 Monday to Friday and 08:00-13:00 on Saturdays, with no works permitted on Sundays or Bank Holidays. These restrictions will help minimise disturbance to surrounding residential receptors.

Water Management and Ground Conditions

Measures will be implemented to prevent pollution of surface water and groundwater during construction. These will include sediment traps, bunded storage for fuels and chemicals, spill kits, and a temporary drainage/sump system at wheel-wash locations. An Emergency Preparedness Plan and Site Spillage Team will be established to respond to any contamination incidents. These measures will be supported by a COSHH management system for the safe storage, handling and use of hazardous substances.

08.7 Waste & Pollution

Considerate Contractor Scheme

The Considerate Contractor Scheme (CCS) is an initiative that sets out standards for safe, respectful and well-managed construction activity.

The scheme encourages contractors to operate considerately, with particular regard for pedestrians, road users and the surrounding public realm. It promotes high industry standards through early liaison with the design team and proactive site management.

The CCS requires contractors to ensure appropriate safety equipment is used and that crane and vehicle movements are managed safely and in line with recognised standards. Contractors must also maintain clean and well-kept surroundings, including adjacent highways and footways, to ensure the public can move safely and without obstruction.

The scheme also places strong emphasis on minimising noise and dust pollution, containing materials and waste within the site, providing safe alternative routes where works affect pedestrian movement, and ensuring that contractors engage with the public in a courteous and respectful manner throughout the construction period.

In line with the BREEAM Man 03 credit for Responsible Construction Management, the principal contractor will be required to sign up to CCS and achieve an overall percentage score of 85-94%, equivalent to CCS Performance Band 'Excellent'.

09.1 Health & Wellbeing

Policy Context

Haringey Local Plan Policy SP14 (Health and Well-Being) seeks to improve health and wellbeing and reduce health inequalities. This is supported by wider Local Plan policies, including Policy SP13 (Open Space and Biodiversity), Policy SP7 (Transport) and Policy DM23 (Environmental Protection), which promote access to open space, sustainable travel, and the protection of occupiers and users from environmental impacts such as poor air quality and noise.

The following section sets out how the scheme will demonstrate alignment with the above policies through the proposed design, construction and operations approach.

Landscaping Strategy

A Landscaping Strategy has been prepared by Studio Bosk (which can be found as part of the full planning application). The strategy has been designed to deliver measurable health, wellbeing and environmental benefits as a result of the proposed development.

Open Space, Play and Amenity

In accordance with Haringey Local Plan Policy SP14, the scheme provides a total of 3,760m² of landscaped amenity space across public (2,110m²), communal (1,229m²) and private (421m²) typologies. This includes a central landscaped street, defensible garden space for the townhouses and a gated residents' courtyard. On-site play provision delivers 361m² against a total requirement of 449m², with the play needs of the 0-4 age group met on site and the requirements for the 5-11 and 12+ age groups addressed through an off-site contribution to the adjoining Down Lane Park. This approach reflects the site's role within a wider green infrastructure network linking Down Lane Park, Tottenham Marshes and the Paddock Community Nature Reserve. Roof terraces provide additional multifunctional amenity space, including sociable seating, table tennis, sun loungers and open lawn, to help relieve pressure on the ground-floor public realm (Figure 23).



Figure 23: Roof Level - Landscape Strategy, Studio Bosk

Sustainable and Active Travel

In line with Haringey Local Plan Policy SP7, the landscape has been designed to prioritise pedestrian and cycle movement over vehicular access, with a hierarchy of primary and secondary pedestrian routes linking Ashley Road to Down Lane Park, secure cycle stores, visitor cycle parking and Lime Bike parking zones.



09.2 Health & Wellbeing

Vehicular access is restricted to service and accessible parking only (10 accessible bays), with shared-surface principles and paving/material changes used to delineate modes safely, supporting modal shift and reducing reliance on private car use (see Figure 24).



Figure 24: Access & Circulation - Landscape Strategy, Studio Bosk

Environmental Protection

The Landscaping Strategy outlines the measures taken to ensure that environmental protection has been factored into the design. All hard landscaping is permeable and integrated with the site's SuDS and UGF strategy to manage surface water and reduce runoff, in alignment with Haringey Local Plan Policy DM23. Lighting has been designed as a hierarchy of column, downlighter, uplighter and integrated fittings, calibrated to minimise light spill and disturbance to residents, surrounding units and local wildlife (Figure 25). Boundary treatments, including planted buffers, railings and defensible planting, and facade greening provide privacy, screening and visual softening between the public and private realms, while shrub heights are restricted to below 1m to maintain natural surveillance and safety in line with Secured by Design principles.

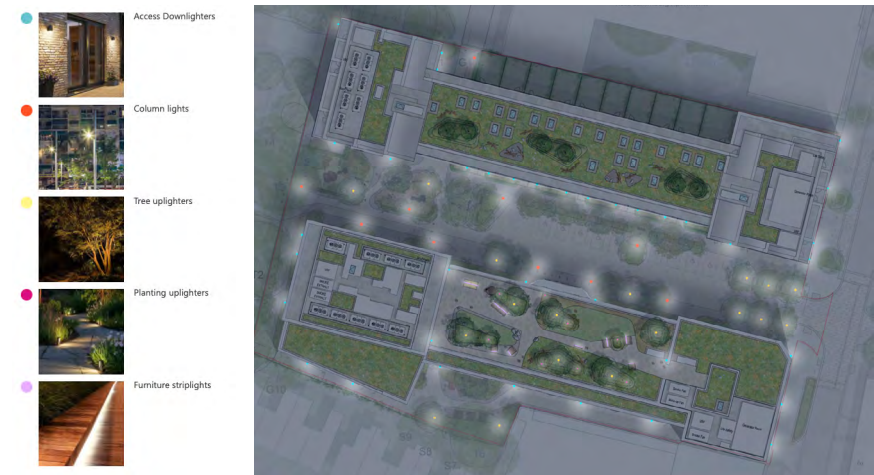


Figure 25: Lighting - Landscape Strategy, Studio Bosk

09.3 Health & Wellbeing

Internal Amenity Provision: Block A (Shared-living)

A Design & Access Statement (DAS) has been prepared by DLA Architecture (which can be found as part of the full planning application). The DAS outlines the internal amenity strategy incorporated into the design of Block A (Shared Living) for the proposed development. The 522 shared-living studios provide approximately 1,547m² of internal communal amenity space.

Communal Amenity Provision

Communal amenity is provided across two floors of Block A. The ground-floor amenity level is anchored by the main reception and entrance lobby, together with outdoor amenity space, while the seventh-floor amenity level provides gym, wellness and lounge facilities alongside further outdoor terrace and leisure space. This split provides amenity both at street level, where it can activate the frontage, and at height, where it benefits from outlook, daylight and separation from the public realm.

Provision across these floors includes:

- Social: reception and entrance lobby, café and deli, bar and lounge, family-style kitchen, "Masterchef" communal kitchen, dining space, juice bar, and lounge/public-facing amenity areas.
- Wellness: expansive gym, sauna and changing rooms, yoga and meditation space, screen-free lounging areas, and outdoor terrace space.
- Work: co-working space and bookable meeting and study rooms.

The communal kitchen is approximately 310m² with 35 cooking stations, including hobs and sinks. Dining space provides 115 covers against a requirement of 70. Workspace (approximately 240m²) and a gym (approximately 280m²) are provided as additional, non-mandated facilities, reflecting an enhanced amenity offer.

These facilities are distributed across multiple floors to ensure amenity is accessible to all residents, including those with disabilities. The spaces are designed to be inclusive, well-sized, well-ventilated and conveniently accessed, with natural daylight and passive ventilation prioritised where appropriate. Taken together, the varied amenity offer supports Policy SP14 of the Haringey Local Plan and its objective of reducing health inequalities by providing accessible communal amenity and facilities for physical activity, social interaction and quiet retreat, supporting residents' mental and physical wellbeing.



Figure 26: Shared Amenities - DAS, DLA Architecture

09.4 Health & Wellbeing

Health Impact Assessment

A Health Impact Assessment (HIA) has been prepared by Trium (which can be found as part of the full planning application), in accordance with Haringey Local Plan Policy SP14 and using the NHS Healthy Urban Development Unit (HUDU) methodology. The HIA assesses 11 recognised health determinants, concluding that the scheme will have a positive effect on 10 and a neutral effect on Access to Healthy Food. The following summarises key findings relevant to the proposed development. Determinants addressed through the landscape and amenity strategies within this section are not repeated here, and the summary should be read alongside the full HIA.

	Determinant of Health	Impact
1	Housing Design and Affordability	Positive
2	Access to Health and Social Care Services and Other Social Infrastructure	Positive
3	Access to Open Space and Nature	Positive
4	Air Quality, Noise and Neighbourhood Amenity	Positive
5	Accessibility and Active Travel	Positive
6	Crime Reduction and Community Safety	Positive
7	Access to Healthy Food	Neutral
8	Access to Work and Training	Positive
9	Social Cohesion and Inclusive Design	Positive
10	Minimising the Use of Resources	Positive
11	Climate Change	Positive

Figure 27: Summary of Health Effects - HIA, Trium

In relation to Housing Design and Affordability, the effect is positive, with the scheme delivering 87 social-rented affordable homes, 87% meeting M4(2) standards and 13% meeting M4(3) wheelchair-accessible standards, exceeding the 10% policy threshold, alongside 522 shared-living units. All homes meet Nationally Described Space Standards and are highly energy efficient, using Air Source Heat Pumps and rooftop photovoltaics.

The effect on Access to Health and Social Care Services and Other Social Infrastructure is also positive, with 125.5m² of Class F2 community floorspace supporting a Community Investment Programme with Hope in Haringey, including youth mental health counselling and mentoring and generating an estimated £4.31 million in annual social value. GP and secondary school capacity impacts will be mitigated through CIL and s106 contributions, while existing primary school capacity can accommodate the limited child yield.

Crime Reduction and Community Safety is also assessed as positive through the application of Crime Prevention Through Environmental Design and Secured by Design principles, alongside a 24/7 concierge, CCTV and active ground-floor frontages providing natural surveillance.

Access to Healthy Food is assessed as neutral. Although spatial constraints prevent the provision of allotments or community farms, private and communal cooking facilities are provided across all homes, alongside flexible Class E retail space, with no hot food takeaways proposed.

Social Cohesion and Inclusive Design is also assessed as positive, with a mixed-tenure community combining social housing, shared living, commercial and community uses within a permeable public realm. The development incorporates inclusive and age-friendly design principles, informed by community engagement.

10.1 Social Impact

Policy Context

Policy DM21 (Sustainable Design, Layout and Construction), alongside Policies SP8 (Employment and Local Economy) and SP9 (Improving Skills and Training to Support Access to Jobs and Community Cohesion) of the Haringey Local Plan (2017), supports the use of local labour to create employment opportunities, enhance skills and encourage community cohesion.

The following section sets out how the scheme will demonstrate alignment with the above policies through the proposed design, construction and operations approach.

Social Impact Approach

A Social Impact Report has been prepared by Social Impact by Certified (which can be found as part of the full planning application) for the Former Ashley House site. It sets out how the scheme will generate measurable social value in Haringey, including through employment, skills and community-focused outcomes relevant to Policies DM21, SP8 and SP9.

Approach and Framework

The scheme's social value strategy has been developed using the MeasureUp framework (expressing wellbeing outcomes via WELLBYs) alongside the National TOMs (Themes, Outcomes and Measures) framework. This provides a structured, evidence-based method for quantifying the social and economic benefits generated by the development, moving from predicted values at planning stage through to actual, monitored outcomes once operational, reported at each RIBA gateway in line with the Re:shape T Ltd's ESG framework.

Community Investment Programme

Central to the scheme is Re:shape T Ltd's Community Investment Programme, which provides dedicated free-to-access community space within the development for local organisations. Early engagement has been undertaken with Hope in Haringey (HiH), a Tottenham-based charity supporting young people aged 16-24 through mentoring, counselling, arts and employability programmes, with further CIP partners to be confirmed.

Employment, Skills and Training Outcomes

Through the partnership with Hope in Haringey alone, the scheme is predicted to generate approximately £4.3 million in annual social value, including:

- 12+ additional young people (16-24) gaining structured employability, career and life skills annually through expanded mentoring;
- Growth in HiH's guest-speaker/careers programme, which brought in 78 industry professionals in 2025;
- 300+ people per year attending guest-talk and employability skills sessions hosted in the community space;
- An estimated additional 0.5 FTE role supported as a direct result of increased programme delivery enabled by the on-site space;
- Expansion of HiH's volunteer mentor base, with a minimum of 6 additional mentors recruited through on-site networking events, plus further volunteering from residents themselves.



10.2 Social Impact

Community Cohesion and Wellbeing

The scheme also supports community integration and cohesion, a core aim of Policy SP9 of the Haringey Local Plan, through increased participants' sense of belonging in Tottenham (projected to generate over £300,000 in social value), regular cultural events, exhibitions and mentor meet-ups hosted in the community space, and improved life satisfaction and confidence among both mentees and mentors engaging more consistently with local provision.

Governance and Monitoring

Outcomes will be tracked against agreed indicative targets, with evidence requirements and delivery responsibilities established for each commitment (set out in Section 7 of the Social Impact Report), ensuring the scheme's contribution to local skills, employment and community cohesion is monitored and reported through delivery and operation.

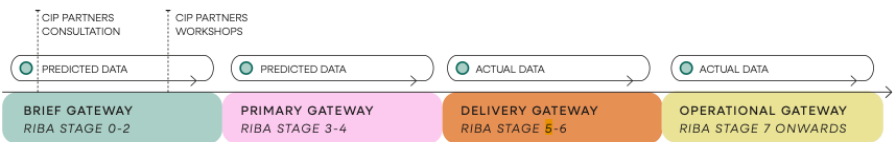


Figure 28: Overall Progress Tracker Aligned with Re:shape T Ltd's ESG Gateways - Social Impact Report, Social Impact by Certified



11.1 Biodiversity

Policy Context

London Plan Policy G6 requires development proposals to protect biodiversity and aim to secure biodiversity net gain. This is supported by Haringey Local Plan (2017) Policy SP13, which seeks to protect and enhance biodiversity through measures including habitat creation, green and brown roofs, ecological features, landscaping, tree protection and new planting.

London Plan (2021) Policy G5 (Urban Greening) requires major developments to include urban greening as a key element of their site and building design. This includes the use of an Urban Greening Factor (UGF) calculator to calculate the UGF score associated with the proposed development. For residential-led schemes, the London Plan (2021) targets an Urban Greening Factor of 0.4.

Ecological Appraisal
& Biodiversity Net
Gain

An Ecological Appraisal (EA) has been prepared by Trium (which can be found as part of the full planning application). It confirms that the 0.7 ha Former Ashley House site is a vacant brownfield plot with no statutory or non-statutory biodiversity designations on or adjacent to the Site. The nearest designated site is Down Lane Recreation Ground Local SINC, approximately 115 m to the north.

The Site comprises common, low-distinctiveness habitats, including ruderal/ephemeral vegetation, sparsely vegetated urban land and introduced shrub. No UK BAP Priority or irreplaceable habitats were identified. The baseline biodiversity value is 1.60 habitat units, calculated using the Statutory Biodiversity Metric (Figure 29).

The Arboricultural & Constraints Report prepared by Focus Environmental Consultants (which can be found as part of the full planning application) confirms that there are no trees within the Site, with all surveyed trees located on or overhanging the boundary, principally within the adjacent park.

Key ecological constraints include a Schedule 8 protected population of Jersey cudweed, potential nesting birds and a potential bat roost feature in a tree outside the western boundary. These will be addressed through appropriate mitigation, further surveys and, where required, licensing.

The proposed landscape strategy, including biodiverse green roofs, new tree and shrub planting, green walls, hedgerows and vegetated gardens, would provide 1.77 area habitat units and 0.07 hedgerow units. This represents a 10.58% biodiversity net gain (BNG), exceeding the 10% statutory requirement under the Environment Act 2021 and supporting the objectives of London Plan Policy G6 and Haringey Policy SP13.

Habitat	Area (ha)	Distinctiveness	Condition	Strategic Significance		Baseline Unit Value
Developed land; sealed surface	0.0164	Very Low	N/A - Other	Low	Compensation Not Required	0.00
Built linear feature	0.0045					0.00
Artificial unvegetated, unsealed surface	0.1503					0.00
Ruderal/Ephemeral	0.25	Low	Moderate		Same distinctiveness or better habitat required ≥	1.00
	0.2190		Poor			0.44
Introduced Shrub	0.0807		N/A			0.16
Total						1.60

Figure 29: Summary of Baseline Habitat Value - EA, Trium

11.2 Biodiversity

	Area Habitat Units	Hedgerow Units	Watercourse Units
Baseline Habitat Value	1.60	0.00	0.00
Value of Habitat Lost	1.60	0.00	-
Value of Habitat Retained	0.00	0.00	-
Value of Habitat Enhanced	0.00	0.00	-
Value of Habitat Created	1.77	0.07	-
Total Post-Development Habitat Value	1.77	0.07	-
Net Change (Biodiversity Units)	+0.17	+0.07	-
Percentage Net Change	10.58%	N/A	-

Figure 30: Change in Biodiversity Value as a Result of the Proposed development - EA, Trium

Urban Greening Factor

The Proposed development complies with London Plan Policy G5 (Urban Greening) through the incorporation of a comprehensive urban greening strategy across ground and roof levels, including biodiverse green roofs, standard tree planting, flower-rich perennial planting, green walls and permeable paving.

An Urban Greening Calculation has been prepared by Studio Bosk in the Landscaping Strategy (which can be found as part of the full planning application). The Urban Greening Factor has been calculated at 0.4 across the 7,159 m² site area, in accordance with the GLA's UGF methodology, exceeding the London Plan Policy G5's target of 0.4 for residential-led schemes. The full calculation is detailed in Figure 31 with the supporting landscaping layout proposal.

Ground Floor				
Landscape Elements	Units	Quantities	Urban Greening Factor	Quantity x Urban Greening Factor
Semi natural vegetation	m2	63	1.0	63.00
Wetland or open water	m2	0	1.0	0.00
Intensive green roof over structure, minimum depth of 150mm	m2	0	0.8	0.00
Standard trees planted in connected tree pits minimum soil volume 2/3 of canopy area	nr	247	0.8	197.25
Extensive green roof minimum 80mm. Meets GRO Code 2014	m2	0	0.7	0.00
Flower rich perennial planting	m2	334	0.7	233.80
Rain Gardens	m2	0	0.7	0.00
Hedges	m2	38	0.6	22.80
Standard trees with soil volumes less than 2/3 of canopy area	m2	1196	0.6	717.34
Greenwall	m2	278	0.6	166.80
Groundcover planting	m2	0	0.5	0.00
Amenity grassland	m2	499	0.4	0.00
Extensive green roof sedum mat. Doesn't meet GRO Code 2014.	m2	0	0.3	0.00
Water features	m2	0	0.2	0.00
Permeable paving	m2	2081	0.1	208.10
Sealed Surfaces	m2	0	0.0	0.00
Total greening factor ground floor				1609.14

Upper Floors				
Landscape Elements	Units	Quantities	Urban Greening Factor	Quantity x Urban Greening Factor
Semi natural vegetation	m2	0	1.0	0.00
Wetland or open water	m2	0	1.0	0.00
Intensive green roof over structure, minimum depth of 150mm	m2	0	0.8	0.00
Standard trees planted in connected tree pits minimum soil volume 2/3 of canopy area	m2	0	0.8	0.00
Extensive green roof minimum 80mm. Meets GRO Code 2014	nr	1573	0.7	1102.54
Flower rich perennial planting	m2	0	0.7	0.00
Rain Gardens	m2	0	0.7	0.00
Hedges	m2	0	0.6	0.00
Standard trees with soil volumes less than 2/3 of canopy area	m2	217	0.6	130.09
Greenwall	m2	0	0.6	0.00
Groundcover planting	m2	0	0.5	0.00
Amenity grassland	m2	118	0.4	47.20
Extensive green roof sedum mat. Doesn't meet GRO Code 2014.	m2	0	0.3	0.00
Water features	m2	0	0.2	0.00
Permeable paving	m2	1153	0.1	115.30
Sealed Surfaces	m2	0	0.0	0.00
Total greening factor upper floors				1279.76

Total greening factor combined ground and upper floors	2888.90
Total Site Area (m2)	7159
Greening Factor (sum/site)	0.40

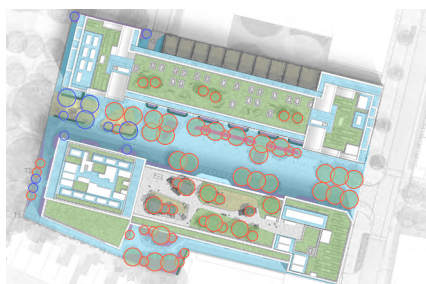


Figure 31: Urban Greening Factor Calculation - EA, Studio Bosk

12.1 Policy Review

The London Plan Policy Review

The London Plan Policy Review

The following section reviews the proposal against the key sustainability criteria that applies to the Site from The London Plan (2021).

Policy	Policy Name	Commentary
Policy GG6	Increasing efficiency & resilience	A Whole Life Carbon Assessment and Circular Economy Statement have been prepared to quantify the scheme's material carbon impact and embed circular economy principles across the design, supporting efficient resource use and long-term resilience.
Policy G5	Urban Greening	An Urban Greening Factor (UGF) calculator has been applied to the scheme as part of the Ecological Appraisal. The London Plan sets a target UGF of 0.4 for residential-led schemes, and the calculation covers the site and building design elements contributing to greening.
Policy G6	Biodiversity and access to nature	The Ecological Appraisal confirms that the 0.7 ha Former Ashley House site is a vacant brownfield plot with no statutory or non-statutory biodiversity designations on or adjacent to the Site, comprising common, low-distinctiveness habitats with a baseline value of 1.60 habitat units, while the Arboricultural & Constraints Report confirms no trees within the Site. Subject to appropriate mitigation, further surveys and licensing where required, the proposed landscape strategy would provide 1.77 area habitat units and 0.07 hedgerow units, delivering a 10.58% BNG.
Policy SI 1	Improving air quality	An Air Quality Assessment addresses construction and operational effects in accordance with Policy SI 1, targeting Air Quality Neutral status. A qualitative dust assessment under IAQM guidance found a high risk of dust soiling due to over 100 high-sensitivity residential receptors within 20m of the boundary, to be controlled via measures such as wheel-washing at the site exit.
Policy SI 2	Minimising greenhouse gas emissions	The Energy Assessment demonstrates a 71% on-site reduction in regulated carbon emissions against the Part L 2021 baseline through application of the energy hierarchy. The remaining carbon shortfall is addressed through cash-in-lieu contributions to Haringey's carbon offset fund of £272,394 for the residential element and £7,587 for the non-residential element.
Policy SI 4	Managing heat risk	Dynamic thermal modelling in accordance with CIBSE TM59 confirms that the cooling hierarchy has been followed, with full compliance under DSY1 and partial compliance under DSY2/DSY3. A supplementary MVHR cooling module maintains compliance in dwellings where windows must remain closed overnight, without reliance on conventional air-conditioning systems.
Policy SI 5	Water infrastructure	The scheme targets water efficiency measures sufficient to achieve at least one credit under BREEAM Wat 01 (Water Consumption), consistent with the minimum standard for a BREEAM 'Excellent' rating. This sits alongside the requirement to minimise mains water use and protect water infrastructure.
Policy SI 7	Reducing waste and supporting the circular economy	Operational and construction waste strategies have been prepared; the OWMP prioritises waste minimisation, recycling and monitoring, while the SWMP targets diversion from landfill, with an estimated 90% of construction material by mass diverted.
Policy SI 12	Flood Risk Management	A Flood Risk Assessment (FRA) confirms the Site sits within Flood Zone 2 (0.1%–1% annual probability of river/sea flooding). All potential sources, fluvial/tidal, surface water, groundwater, sewers/ infrastructure and artificial sources, are each confirmed as low risk.
Policy SI 13	Sustainable Drainage	The drainage strategy follows the London Plan drainage hierarchy and incorporates SuDS, including green roofs, blue roofs and permeable paving, with attenuation sized for storm events up to the 1-in-100-year plus 40% climate change event and discharge restricted to 2 l/s.
Policy T1-T6	Sustainable Transport	A Healthy Streets Transport Assessment (HSTA) assesses transport impacts and identifies measures to promote sustainable travel and reduce reliance on private vehicles. Pedestrian and cycle connectivity is enhanced with wide footways, tactile paving, dropped kerbs and formal crossings, plus a dedicated cycle lane along Ashley Road linking to Watermead Way and Tottenham Hale Station.

12.2 Policy Review

The Haringey Plan Policy Review

The Haringey Local Plan Policy Review

The following section reviews the proposal against the key sustainability criteria that applies to the site from The Haringey Local Plan (2017).

Policy	Policy Name	Commentary
Policy SP4	Working towards a Low Carbon Haringey	The proposed development achieves a 71% reduction in regulated carbon emissions on site through the Be Lean, Be Clean and Be Green stages of the energy hierarchy, significantly exceeding the policy requirement for a minimum 35% on-site reduction against Part L 2021.
Policy DM21	Sustainable Design, Layout and Construction	The development follows the full cooling hierarchy, incorporating passive fabric measures, solar shading and mechanical ventilation to minimise overheating risk, without relying on mechanical air conditioning in the residential units.
Policy SP5	Water Management and Flood Risk	The FRA addresses flood risk management and drainage requirements at the local level, confirming low risk across fluvial, pluvial, groundwater, sewer and artificial sources. This is supported by DM24 and DM25 at the detailed policy level.
Policy SP6	Waste and Recycling	The OWMP sets out waste storage and collection requirements, with a 65% recycling target by 2030. Provision is tailored to each building type, with flexibility built into the shared-living Eurobin numbers and all bin stores accessible by passenger lift.
Policy SP7	Transport	The HSTA assesses transport impacts including additional public transport and highway demand. Improved pedestrian and cycle connectivity is delivered via Ashley Road and Burdock Road, including a dedicated cycle lane connecting to Watermead Way and Tottenham Hale Station.
Policy SP9	Improving Skills and Training to Support Access to Jobs and Community Cohesion	A Social Impact Report uses the MeasureUp framework (WELLBYs) alongside the National TOMs framework to quantify social and economic benefits. Outcomes progress from predicted values at planning stage to monitored actuals once operational, reported at each RIBA gateway.
Policy SP13	Open Space and Biodiversity	The Landscaping Strategy delivers 3,760m ² of landscaped amenity space across public (2,110m ²), communal (1,229m ²) and private (421m ²) typologies. This includes a central landscaped street, defensible garden space for townhouses and a gated residents' courtyard.
Policy SP14	Health and Well-Being	On-site play provision totals 361m ² against a 449m ² requirement, with the 0-4 age group met on site and the 5-11 and 12+ age groups addressed via an off-site contribution to Down Lane Park. Roof terraces add further multifunctional amenity space, including sociable seating, table tennis, sun loungers and open lawn.
Policy DM22	Decentralised Energy	With no existing heat network confirmed as feasible for connection, a site-wide air source heat pump system has been proposed, with provision for future connection to a heat network.
Policy DM23	Environmental Protection	The Air Quality Assessment addresses air quality impacts during construction and operation, alongside noise considerations under Policies D13 and D14. Construction dust mitigation includes wheel-washing facilities at the site exit and ongoing monitoring per the Outline Construction Logistics Plan.
Policy DM24	Managing and Reducing Flood Risk	The FRA confirms all flood sources, fluvial/tidal, surface water, groundwater, sewers/infrastructure and artificial, as low risk. This directly evidences compliance at the site-specific level.
Policy DM25	Sustainable Drainage Systems	The London Plan drainage hierarchy is applied within the FRA, targeting greenfield run-off rates for the development.
Policy DM31	Sustainable Transport	Cycle parking is provided in line with this policy, referenced within the Transport chapter alongside the pedestrian and cycle infrastructure improvements. This supports the wider aim of prioritising sustainable modes of transport and reducing reliance on private car use.



13.1 Conclusion

Conclusion

This report has been prepared by Carbon.Climate.Certified to outline the sustainability features of the proposed development for Ashley Park, Tottenham Hale. It outlines the relevant policies that apply to the scheme with regards to sustainability from national, regional and local planning levels, including the National Planning Policy Framework (2026), The London Plan (2021) and The Haringey Local Plan (2017).

The sustainability strategy for the proposed development demonstrates that the design incorporates sustainable principles covering a wide range of sustainability aspects including:

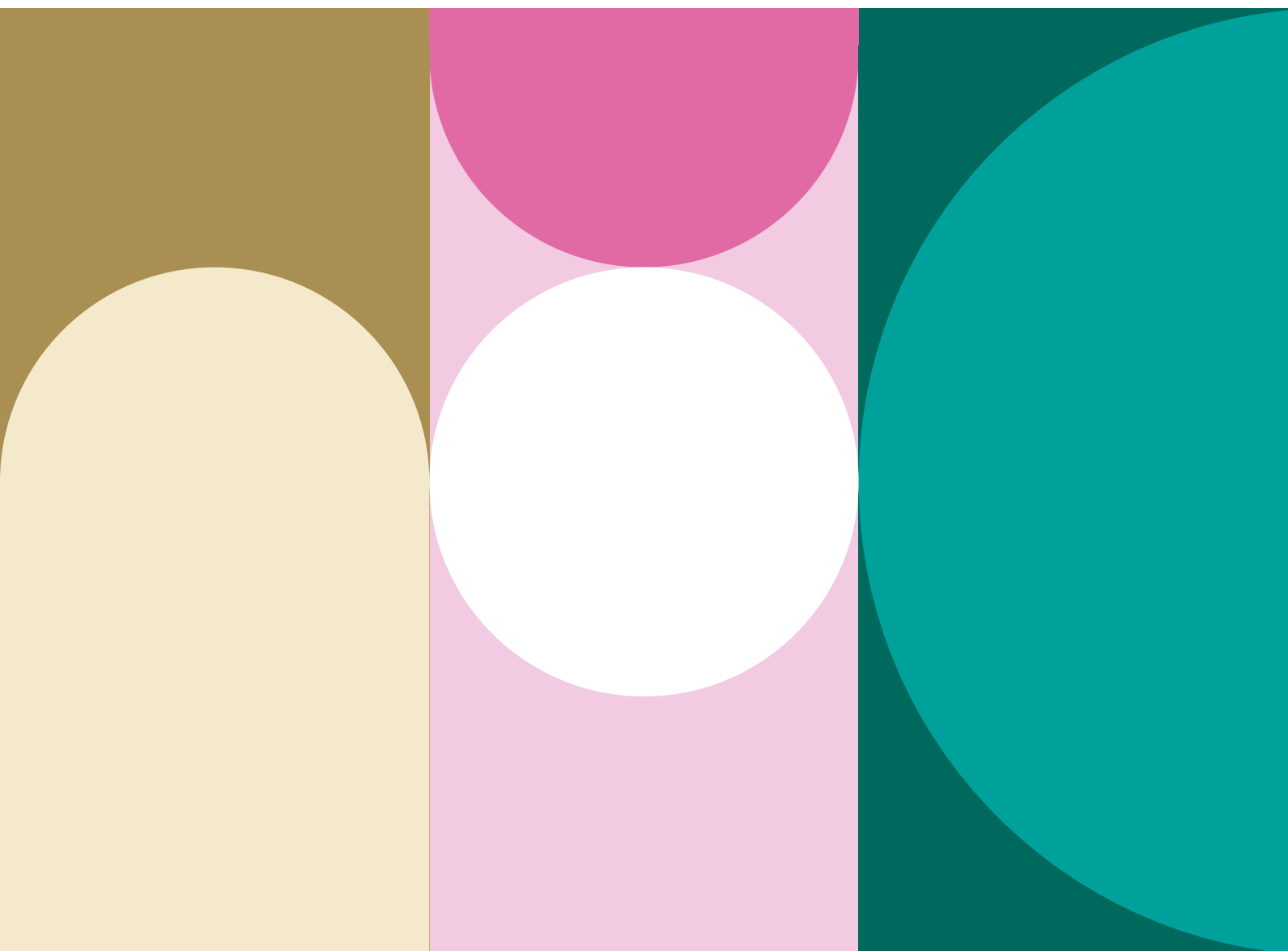
BREEAM	
Energy	
Transport	
Waste & Pollution	
Flood Risk & Water Efficiency	
Heath & Wellbeing	
Biodiversity	

The proposal for Ashley Park, Tottenham Hale, demonstrates a strong commitment to sustainability by integrating environmentally responsible practices throughout its lifecycle. By prioritising energy efficiency, reducing carbon emissions, optimising resource use, and promoting social well-being, the project aligns with both current sustainability standards and future-oriented goals outlined in the London Plan. These efforts contribute to creating a resilient, healthy, and carbon conscious environment, ensuring long-term benefits for both the community and the planet. This holistic approach underscores the design team's dedication to sustainable development and continuous improvement in environmental performance.



BREEAM Pre-Assessment

Ashley Park, Tottenham



Executive Summary

This report has been prepared by Carbon.Climate.Certified on behalf of Re:shape T Limited ("the applicant") in support of a planning application submitted to the London Borough of Haringey for:

"Full planning permission for a phased mixed-use development comprising: (i) enabling works and operations; (ii) residential development (Use Class C3) including affordable housing; (iii) shared living accommodation (Sui Generis), (iv) commercial and community floorspace (Use Classes E and F2); and (v) 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."

Carbon.Climate.Certified have confirmed the method of Assessment for the Former Ashley House site as BREEAM New Construction V7. As a mixed-use development, the assessment strategy will be based on guidance from Guidance Note 20 - Assessing mixed-use and multiple buildings.

The BREEAM assessment will give consideration to the following criteria:

- Shared-living - 'Fully-fitted' 'Residential institution'
- Commercial / Employment - 'Shell and Core' 'Retail store'
- Community Space - 'Shell and Core' 'Community hub'

This Pre-Assessment Report concludes in a BREEAM credit score of 76.51% and a BREEAM rating of 'Excellent'. This provides a buffer of 6% above the minimum 70% required for 'Excellent'.

Carbon.Climate.Certified have also provided a list of potential areas for consideration, which could further increase the credit score to 80.48%.

All mandatory credits required to achieve a BREEAM 'Excellent' rating have been analysed and considered within the Pre-Assessment analysis.

The analysis has been undertaken by a qualified and licensed BREEAM Assessor organisation. It demonstrates a robust framework towards achieving the above BREEAM rating, based upon detailed review & analysis of the scheme design proposals, interviews & workshops held with the design team consultants and early scheme design information being made available to the assessor.

The Pre-Assessment Report has been prepared for the Shared-living accommodation and commercial space only, as BREEAM cannot be applied to dwelling houses typically attributed to Affordable C3 uses.

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15.1 Introduction

Project Information



Introduction

This Pre-Assessment has been prepared by Carbon.Climate.Certified on behalf of Re:shape T Limited ('the Applicant'). Re:shape T Limited ('the Applicant') proposes to develop a genuinely mixed-use development comprising of shared-living units, commercial / employment and community spaces.

The purpose of this BREEAM Pre-Assessment is to review key opportunities and practical considerations in order to meet the certification criteria identified.

Carbon.Climate.Certified have confirmed the method of assessment for the proposed development as BREEAM New Construction v7. The BREEAM assessment will give consideration to the following criteria:

- Shared-living - 'Fully-fitted' 'Residential institution'
- Commercial / Employment Space - 'Shell and Core' 'Retail store'
- Community Space - 'Shell and Core' 'Community hub'

The intention of this report is to demonstrate a robust framework towards achieving BREEAM 'Excellent', based upon detailed review & analysis of the scheme design proposals, interviews & workshops held with the design team consultants and early scheme design information being made available. The Pre-Assessment Report has been prepared for the shared-living accommodation and commercial spaces only, as BREEAM cannot be applied to dwelling houses typically attributed to Affordable C3 uses.



Image:
Project Image - DLA Architecture

15.2 Introduction

Site Description



Site Description

The Former Ashley House site occupies an area of 0.7 hectares, which is bound by Ashley Road to the west, Rosa Luxembourg residential building to the south, Down Lane Park to the east and Hale Road to the north.

The site has a rich history in industrial uses, in which it was historically occupied by a printing ink manufacturing company (Lorilleux & Bolton) up until 1991. The site is now comprised of vacant brownfield land, with the previous existing buildings having been demolished in August 2023 for a previous planning application.

The site is well-connected to public transport services and has a PTAL score of 5, the third highest achievable level of accessibility. The closest public transport stops are Tottenham Hale underground station, Tottenham Hale bus station and additional bus stops around the site. Tottenham Hale bus and tube station are located within a 250m walking distance of the site which provides transport across London. The immediate surroundings consist of Tottenham Hale bus and underground station, Anytime Fitness, Premier Inn London Tottenham Hale and Welbourne Health Centre.



Image:
Design and Access Statement (pp. 19) -
DLA Architecture

15.3 Introduction

Planning Policy Position & Proposal

Planning Policy Position

The statutory development plan for the site comprises of:

- The London Plan (2021)
- The London Borough of Haringey Local Plan (2017)
- The Tottenham Area Action Plan (2017)

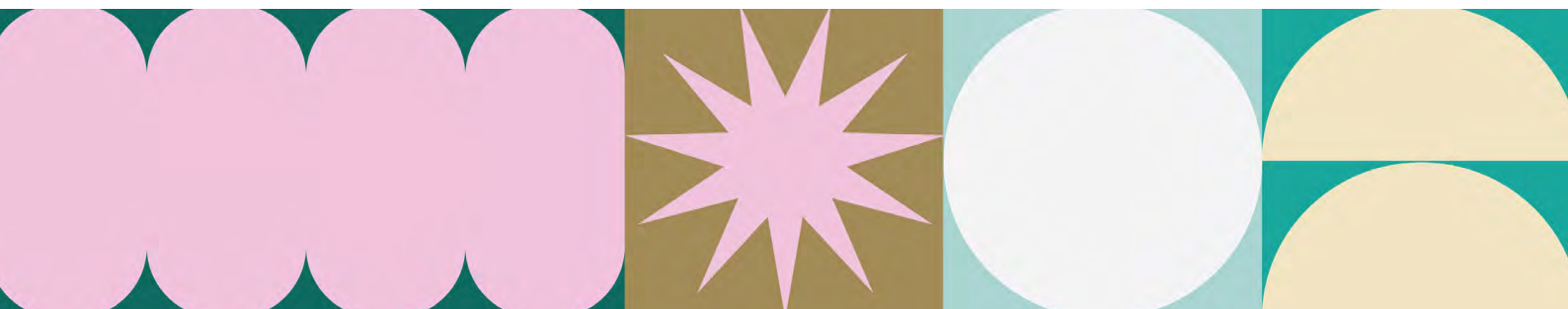
The Tottenham Area Action Plan (2017) establishes a framework for the regeneration of Tottenham, and outlines the importance of providing affordable housing options and inclusive, mixed sustainable communities. Additionally, Haringey's Local Plan (2013-2026) specifically notes that from 2011 onwards, all new non-residential developments should achieve at least BREEAM 'Very Good' and should aim to achieve BREEAM 'Excellent'.

Proposal

The proposal involves establishing a high-quality mixed-use development on the existing brownfield site. The scheme would deliver:

- 522 shared-living units (including 53 DDA Wheelchair Accessible Units)
- 87 affordable social rented homes (36% affordable by floor area)
- Two new commercial units across both buildings with frontage onto Ashley Road
- Community space within the shared-living building fronting onto Down Lane Park and Ashley Link
- An ongoing development part of a wider masterplan
- Significant public realm enhancements, including improved linkages between destinations, green corridors and new landscaping

The principal function of the scheme is to provide a shared-living development with substantial internal and external amenity provision to support resident wellbeing. This Pre-Assessment is applicable to the shared-living accommodation and commercial spaces only, as BREEAM cannot be applied to dwelling houses typically attributed to Affordable C3 uses. Overall, the development would present a high-quality addition to the area of Tottenham Hale that embeds sustainability from the outset.



15.4 Introduction

About BREEAM

About BREEAM

BREEAM (Building Research Establishment Environmental Assessment Methodology) is a method for rating and certifying the performance of domestic and non-domestic new buildings and refurbishment projects. It is a national standard for use in the design and construction of buildings with a view to encouraging continuous improvement in sustainable construction.

BREEAM covers nine sections of sustainable design and additional innovation. Each section includes a number of environmental issues which are considered a source of impact on the environment. Each issue is assessed against a pre-defined performance target or standard and awarded on a 'credit' basis.

management.
health + wellbeing.
energy.
transport.
water.
materials.
waste.
landuse + ecology.
pollution.
innovation.





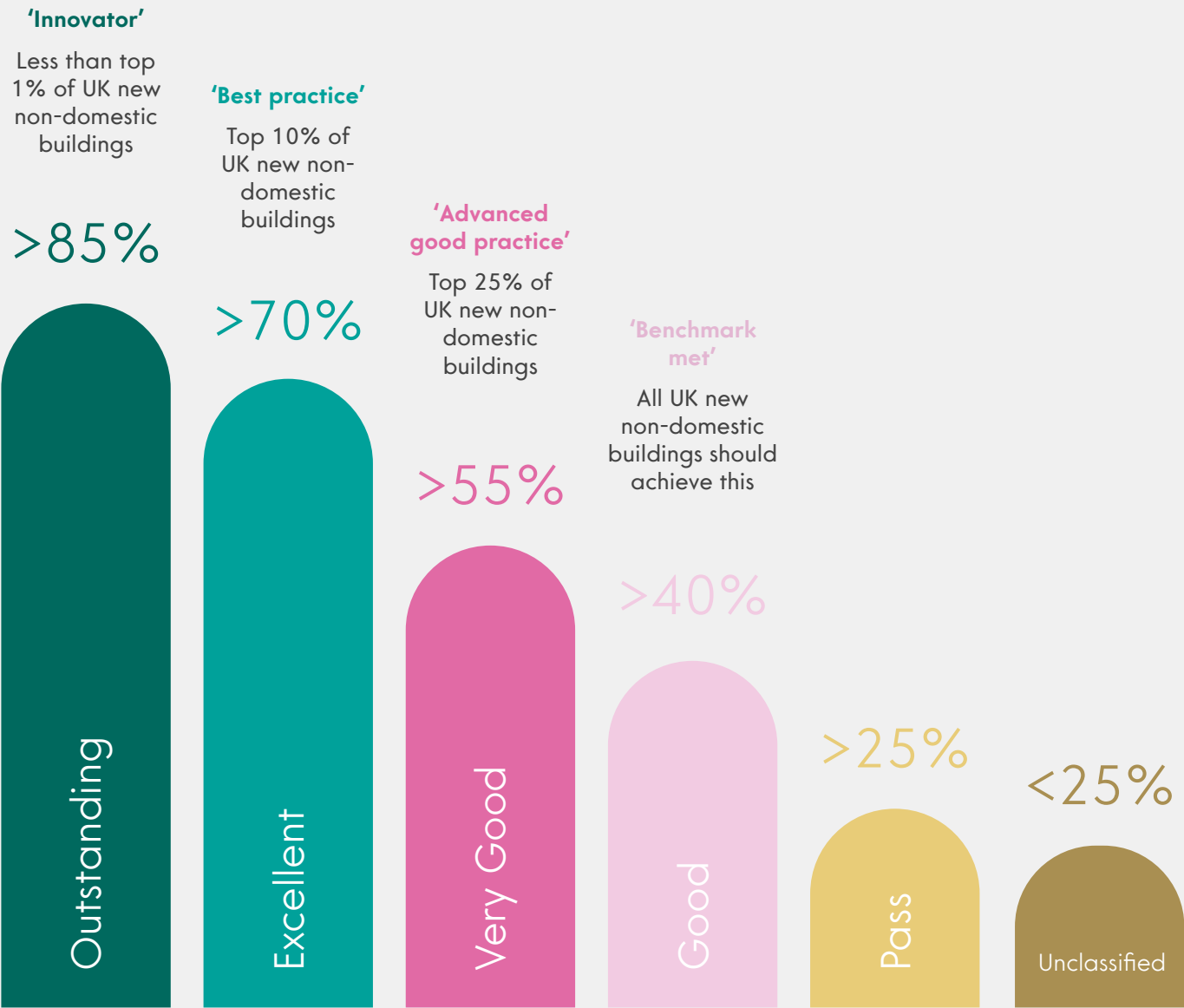
15.5 Introduction
About BREEAM

About BREEAM

Typically BREEAM performance targets are more demanding than the minimum standards needed to satisfy Building Regulations or other legislation. They represent good or best practice, are technically feasible and can be delivered by the building industry.

BREEAM uses a percentage system to award ratings based upon credit scores obtained from each of the 9 sections plus the Innovation section.

Each section is individually weighted and culminates in an overall BREEAM credit score (%) and a BREEAM rating.



15.6 Introduction

Aims, Objectives & Principles

Aims, Objectives & principles

Aims:

BREEAM assesses, encourages and rewards environmental, social and economic sustainability throughout the built environment.

The BREEAM schemes:

- Encourage continuous performance improvement and innovation
- Empower those who own, commission, deliver, manage or use buildings, infrastructure or communities to achieve their sustainability aspirations
- Build confidence and value by providing independent certification that demonstrates the wider benefits to individuals, business, society and the environment.

Objectives:

- To provide market recognition of buildings with a low environmental impact
- To ensure best environmental practice is incorporated in the planning, design, construction and operation of buildings and the wider built environment
- To challenge the market to provide innovative, cost effective solutions that minimise the environmental impact of buildings
- To allow organisations to demonstrate progress towards corporate

Principles:

BREEAM is developed and operated to meet the following underlying principles:

- Ensure environmental quality through an accessible, holistic and balanced measure of environmental impacts.
- Use quantified measures for determining environmental quality.
- Adopt a flexible approach that encourages and rewards positive outcomes, avoiding prescribed solutions.
- Use robust science and best practice as the basis for quantifying and calibrating a cost effective and rigorous performance standard for defining environmental quality.
- Integrate building professionals in the development and operational processes to ensure wide understanding and accessibility.
- Adopt third party certification to ensure independence, credibility and consistency of the label.
- Adopt existing industry tools, practices and other standards wherever possible to support developments in policy and technology, build on existing skills and understanding and minimise costs.

15.7 Introduction

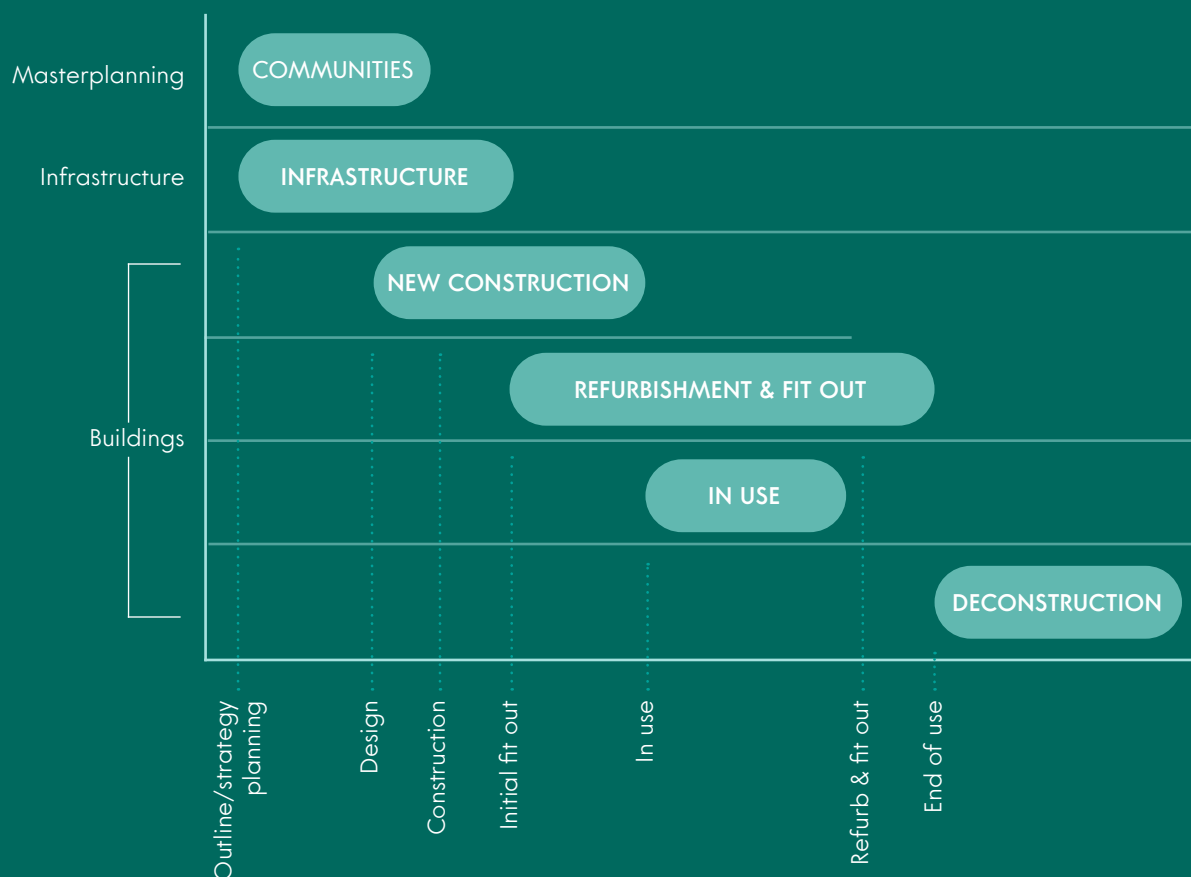
The UK BREEAM Schemes

BREEAM Schemes

BRE Global Limited is the National Scheme Operator of BREEAM in the UK. Each BREEAM method is designed to assess the environmental performance of buildings at various stages in the life cycle.

Carbon.Climate.Certified are trained, qualified and licensed by BRE Global Limited to undertake BREEAM assessments using the below scheme documents and associated reporting and calculation tools.

Life Cycle Stages of Assessment



15.8 Introduction

Minimum Standards

Minimum Standards

To maintain a flexible system BREEAM adopts a 'balanced score-card' approach to the assessment and rating of building performance. This means that, to achieve a particular level of performance the majority of BREEAM credits can be traded, i.e. non-compliance in one area can be off-set through compliance in another to achieve the target BREEAM rating.

However, to ensure that performance against fundamental environmental issues is not overlooked in pursuit of a particular rating, BREEAM sets minimum standards of performance in key areas e.g. energy, water, waste etc.

Category	P	G	VG	E	O
MAN 03 Responsible construction				ONE CREDIT MAN 3.3	TWO CREDIT MAN 3.3
MAN 04 Commissioning & handover			ONE CREDIT MAN 4.1 & BUILDING USER GUIDES	ONE CREDIT MAN 4.1 & BUILDING USER GUIDES	ONE CREDIT MAN 4.1 & BUILDING USER GUIDES
MAN 05 Aftercare				ONE CREDIT MAN 5.2	ONE CREDIT MAN 5.2
HEA 01 Natural light					ONE CREDIT HEA 1.1 NATURAL LIGHTING IN RELEVANT AREAS
HEA 04 Indoor air quality			ONE CREDIT HEA 4.1	ONE CREDIT HEA 4.1	ONE CREDIT HEA 4.1
ENE 01 Energy and carbon performance for regulated energy uses				4 CREDITS	6 CREDITS
ENE 02 Prediction of operational energy and carbon				OR THREE CREDITS (OPERATIONAL ENERGY PERFORMANCE SCORE)	OR FIVE CREDITS (OPERATIONAL ENERGY PERFORMANCE SCORE) OR NO FOSSIL FUELS COMBUSTED ON SITE
ENE 03 Energy monitoring			ONE CREDIT ENERGY 3.1	ONE CREDIT ENERGY 3.1	ONE CREDIT ENERGY 3.1
WAT 01 Water consumption		ONE CREDIT (15% IMPROVEMENT OVER BASELINE)	ONE CREDIT	ONE CREDIT	TWO CREDITS (30% IMPROVEMENT OVER BASELINE)
WAT 02 Water monitoring		CRIT 1 ONLY	CRIT 1 ONLY	CRIT 1 ONLY	CRIT 1 ONLY
MAT 01 Building life cycle assessment				CRIT 1 TO 6	5 CREDITS
MAT 03 Responsible sourcing of construction products	CRIT 1 ONLY	CRIT 1 ONLY	CRIT 1 ONLY	CRIT 1 ONLY	CRIT 1 ONLY
WST 01 Construction waste management					ONE CREDIT
WST 03 Operational waste				ONE CREDIT WST 3.1	ONE CREDIT WST 3.1
POL 01 Impact of refrigerants					ONE CREDIT POL 1.2



16.1 Assessment Summary
BREEAM Strategy

BREEAM Strategy

In accordance with Local Authority requirements, the Former Ashley House site scheme will target a BREEAM ‘Excellent’ rating.

The full pre-assessment tracker is provided in Section 3.0, with the proposed scoring summary set out on the following page.

The current targeted BREEAM score is 76.51%, including a contingency buffer of 6%. Carbon.Climate.Certified recommend maintaining a buffer of between 3–5% to accommodate unforeseen changes or potential compliance challenges as the project progresses.

In line with BREEAM Guidance Note 20: Assessing mixed-use and multiple buildings, a single building comprising different asset types or sub-types may be assessed under one BREEAM assessment, with provision for up to five distinct non-residential asset types or sub-types. Each functional area must comply with the relevant criteria for its specific asset type.

BREEAM credits will either be area-weighted, or alternatively, the applicable performance requirements for each functional area must be achieved in order for credits to be awarded.

Furthermore, where a fully fitted development includes floor areas delivered to a lower shell and core or shell-only specification, these may still be included within a single fully fitted assessment, subject to certain requirements.

The proposed development is mixed-use, comprising residential accommodation (Class C3) and shared living accommodation (Sui Generis), alongside commercial / community floorspace (Classes E and F2) and public realm. The scheme is also expected to be completed to varying levels of fit-out, as outlined below.

Use type	Scope	% of building GIFA
Shared-living	Fully fitted	98.66%
Commercial / Employment	Shell & Core	0.74%
Community	Shell & Core	0.6%

In line with BREEAM Guidance Note 20, a single BREEAM Assessment is proposed for the development.



16.2 Assessment Summary
Building Performance

Building Performance
By Section

Credit Section	Credits Available	Targeted Credits	Uplift Credits	Weighted Credits Available	Weighted Credits Targeted	Weighted Uplift Credits
Management	21	17	1	11.1%	8.9%	0.52%
Health & Wellbeing	22	12		15.5%	8.18%	
Energy	37	19		16.5%	8.47%	
Transport	12	12		8.5%	8.5%	
Water	9	6	1	7.5%	5.0%	0.83%
Materials	14	12		16.6%	13.71%	
Waste	9	5		7.0%	3.89%	
Land Use & Ecology	13	12		10.5%	9.69%	
Pollution	13	10	1	8.0%	6.15%	0.62%
Innovation	10	4	2	10.0%	4.0%	2.00%
				BREEAM Credit Score	76.51%	80.48%
				BREEAM Rating	'Excellent'	'Excellent'

Assessed Building
Performance By Section



17.1 Project Assessment

Management

	Available Credits	Targeted Credits	Targeted Percentage	Uplift Credits	Uplift Percentage
Management	21	17	8.9%	1	0.5%

Credit Summary

MAN1

Project planning

The project delivery stakeholders have met to define roles & responsibilities and contributions inc a Project Execution Plan

Stakeholder consultation

Stakeholder consultation & contributions have demonstrated influence on the Project Brief / Concept Design

BREEAM AP (concept design)

Appointed to facilitate the setting of contractual BREEAM performance target(s) for the project

BREEAM AP (monitoring progress)

Appointed to monitor progress of the contractual BREEAM performance target(s) for the project

Detailed project delivery planning and stakeholder consultation is currently underway, aligned to BREEAM requirements. Isobel Casey (Certified) appointed as BREEAM AP from RIBA Stage 1.



MAN2

Elemental life cycle cost (LCC) options appraisal

Conducted at Concept Design Stage in line with ISO 15686-5:2017 covering the entire asset

Component level LCC options appraisal

Conducted at Technical Design Stage in line with ISO 15686-5:2017 covering envelope, services, finishes and external spaces

Capital cost reporting

Capital cost for the building in pounds per square metre (£/m2) of gross internal area (GIA) has been reported

Reporting of capital cost is considered standard implementation.



03.1 Project Assessment Management

Management

Credit Summary

MAN3

Available Targeted Potential Responsibility

6 6 0

Legal and sustainable site timber

All temporary site timber and timber based products used on the project is 'Legally harvested and traded timber'

Pre-requisite

Y

Contractor

Environmental management

The principal contractor operates an environmental management system (EMS) in accordance with ISO14001

1

1

Contractor

BREEAM Advisory Professional - Site

Appointed to monitor site based activities for the construction period

1

1

Contractor

Responsible construction management

Actions have been evaluated, planned and implemented to minimise any identified construction risks

2

2

Contractor

Site monitoring

Energy use, water consumption and transport data have been monitored, recorded and reported to KPI output

2

2

Contractor

Considered standard implementation.



MAN4

4 3 1

Schedule and responsibilities

Independent monitoring, scheduling and programming of pre-commissioning, commissioning, testing and re-commissioning stages

1

1

Contractor

Commissioning role

Independent monitoring of commissioning reviews, advising and managing ease of commissioning, testing and handover

1

1

Contractor

Envelope testing

Demonstrated through the completion of a thermographic survey and airtightness test inspection

1

0

1

Contractor

Handover

Two building user guides and two training schedules are prepared before handover for the building occupiers and premises managers

1

1

Contractor

The commissioning and handover procedures are viewed as typical practices. Thermographic survey and testing to be considered as potential uplift.





03.1 Project Assessment
Management

Management

Credit Summary

Available Targeted Potential Responsibility

MAN5	3	3	0	
Aftercare support Operational infrastructure and resources are in place to provide aftercare support to the occupier(s) at handover & longer term	1	1		Contractor
In-use commissioning Activities, including seasonal commissioning, are completed over at least 12 months after substantial occupancy of the building	1	1		Contractor
Post occupancy evaluation Commitment to carrying out a post-occupancy evaluation (POE) exercise one year after substantial occupancy of the building	1	1		Client

Considered standard implementation.



17.2 Project Assessment

Health & Wellbeing

	Available Credits	Targeted Credits	Targeted Percentage	Uplift Credits	Uplift Percentage
Health & Wellbeing	22	12	8.2%	0	0.0%

Credit Summary

Available

Targeted

Potential

Responsibility

HEA1

4

1

0

Natural Light

Sufficient daylight has to meet either a wall-based or floor-based glazing percentage in most relevant areas.

Minimum Standard

Y

Architect

Glare control

Potential for disabling glare has been designed out of all relevant building areas using a glare control strategy

1

1

Architect

Daylighting

Relevant building areas must meet good practice daylight factor(s) and other relevant criterion

1

0

-

Direct sunlight to windows

All relevant units must have at least one area that receives 3+ hours of direct sunlight at windows on equinox day assuming a cloudless sky

1

0

-

View out

95% of the floor area in 95% of spaces for each relevant building area is within distance of a window with an adequate view out

1

0

-

Natural Light is a minimum requirement to achieve BREEAM 'Outstanding'. Blinds to be installed in all relevant areas. Direct sunlight to windows and view out credits assumed difficult to achieve.



HEA2

2

2

0

Flicker

All lighting types designed to avoid flicker and stroboscopic effects, applicable to all internal and external lighting

Pre-requisite

Y

MEP

Internal and external lighting levels

Lighting in all relevant areas must meet SLL Code for Lighting 2022 / BS guidelines

1

1

MEP

Zoning and occupant control

Internal lighting is zoned to allow for occupant comfort within relevant areas of the building

1

1

MEP

LED light fittings will achieve 'Flicker' pre-requisite. Internal and external lighting levels, zoning and occupant control assumed achievable.



03.2 Project Assessment

Health & Wellbeing

Health & Wellbeing

Credit Summary

Available

Targeted

Potential

Responsibility

HEA3

1

0

0

Non-visual effects of light

At least one credit in HEA1 Natural Light must be achieved and circadian lighting implemented in relevant areas

1

0

-

Circadian lighting is considered unviable.



HEA4

5

1

0

Indoor air quality plan

Site-specific IAQ plan produced in accordance with GN06, informing the design, specification and installation

1

1

MEP /
Specialist

Ventilation

Designed to reduce indoor pollutant levels, providing fresh air, minimising the ingress and build-up of indoor air pollutants

1

0

-

Emissions from construction products

Either 3/5 or 5/5 product types must meet emissions limits, testing requirements and any additional requirements

2

0

-

Post-construction indoor air quality measurement

Formaldehyde and TVOC concentration measured post-construction (but pre-occupancy) not exceeding defined limits

1

0

-

IAQ planning is standard implementation. Ventilation targets are constrained by site location. Limited market availability for VOC-compliant products. Post-construction IAQ testing not standard practice.



03.2 Project Assessment

Health & Wellbeing

Health & Wellbeing

Credit Summary

Available

Targeted

Potential

Responsibility

HEA5

3

3

0

Thermal comfort - current climate

Modelling used to show the building is capable of providing an appropriate level of thermal comfort

1

1

MEP

Thermal comfort - future climate

Modelling used to show the building is capable of providing an appropriate level of thermal comfort

1

1

MEP

Thermal zoning and controls

Modelling used to inform temperature control strategy for the building and users

1

1

MEP

Considered standard implementation.



HEA6

4

2

0

Acoustic performance

Appropriate acoustic performance standards and testing are met for sound insulation, indoor ambient noise level and room acoustics

4

2

Architect / SQA

Internal ambient noise expected to align with the planning requirements. Reverberation criteria typically achieved. +3db improvement for sound insulation not typical.



HEA7

2

2

0

Safe access

Safe and dedicated cycle and footpaths connect key site points and link to off-site routes, drop-off areas and delivery zones

1

1

Architect

Outside space

Non-smoking outside space providing building users with an external amenity area

1

1

Architect

Safe access criteria assumed achievable. Provision for terrace landscaped amenity space.





03.2 Project Assessment
Health & Wellbeing

Health & Wellbeing

Credit Summary	Available	Targeted	Potential	Responsibility
HEA8	1	1	0	
Security of site and building	1	1		SQSS
A Suitably Qualified Security Specialist conducts an evidence-based security needs assessment (SNA) to identify security-relevant attributes				
Suitably Qualified Security Specialist (SQSS) to be consulted at RIBA Stage 2 and recommendations implemented within the building design.				

17.3 Project Assessment

Energy

	Available Credits	Targeted Credits	Targeted Percentage	Uplift Credits	Uplift Percentage
Energy	37	19	8.5%	0	0.0%

Credit Summary

	Available	Targeted	Potential	Responsibility
ENE1	9	4	0	
Calculated energy performance	9	4		MEP
Determined based on performance data contained in the NCM output document, specifically the BRUKL.inp file				
4no. credits targeted in line with the minimum requirements for BREEAM 'Excellent'.				

ENE2	12	9	0	
Energy strategy	1	1		MEP
Qualitative report at Concept Design to describe how the operational energy and carbon performance of the building will be minimised				
Predictive energy modelling	3	3		MEP
CIBSE TM54:2022 analysis (or similar) conducted to predict annual operational energy consumption per fuel type				
Risk assessment and mitigation	1	1		MEP
Exercise to highlight and mitigate design, technical and process risks that might prevent the operational energy consumption target				
Predicted operational energy performance score	7	4		MEP
Predictive energy modelling credits achieved based on the Operational Energy Performance score for New Construction (OEPNC)				
Energy strategy, predictive modelling and risk assessment assumed achievable. 4no. credits targeted for operational energy performance in line with the minimum requirements for BREEAM 'Excellent'.				

ENE3	2	2	0	
Energy monitoring by end-use	1	1		MEP
Estimation of annual energy consumption per end-use category and installation of an energy monitoring system				
Energy monitoring for different occupiers and functional areas	1	1		MEP
Energy monitoring to allow energy consumption to be separated by tenanted areas and functional areas				
Energy monitoring considered standard implementation				

03.3 Project Assessment

Energy

Energy

Credit Summary	Available	Targeted	Potential	Responsibility
ENE4	5	2	0	
Building form optimisation Site and proposed development analysed to explore effects of building form on energy demand with a reduction shown	1	0		-
Fabric performance optimisation Alternative fabric specifications and the impact on the buildings demand for heating and cooling (5-10% reduction) are analysed	2	1		MEP
Low and zero carbon energy generation technologies Installation of LZC energy generation technologies which meet the required targets	2	1		MEP
Reduction in energy demand due to changes in building form is considered challenging. 1no. credit assumed to be achievable for meeting 5% reduction in demand for heating and cooling. 1no. credit to be achieved for installing PV panels.				
ENE5	4	1	0	
Energy efficient equipment Identification of equipment using unregulated energy, annual energy consumption estimated, and the % that is energy efficient determined	4	1		MEP / Contractor
The number of credits available has been estimated at this early stage, and may change subject to detailed calculations at the appropriate stage. Equipment expected to contribute towards circa 40% of total energy demand. It is expected that at least 1no credit can be achieved.				
ENE6	1	1	0	
Energy efficient systems Identification of systems using unregulated energy, annual energy consumption estimated, and the % that is energy efficient determined	1	1		MEP / Contractor
The number of credits available has been estimated at this early stage, and may change subject to detailed calculations at the appropriate stage. Expected systems include lifts, commercial laundries and cooling systems in server rooms.				



03.3 Project Assessment
Energy

Energy

Credit Summary	Available	Targeted	Potential	Responsibility
ENE7	2	0	0	
Flexible demand response Identification of relevant systems, flexible demand response capability and flexible demand side responses installed to achieve points	2	0		-
Relevant systems expected to include electric space heating, cooling and hot water. Flexible demand capability not expected for this development.				
ENE8	2	0	0	
Installed controls Identification of relevant systems and installation of HVAC control systems that optimise energy performance to achieve points	2	0		-
Number of installed control points is assumed to be too low to achieve a score of ≥33% for 1 no. credit.				

17.4 Project Assessment

Transport

	Available Credits	Targeted Credits	Targeted Percentage	Uplift Credits	Uplift Percentage
Transport	12	12	8.5%	0	0.0%

Credit Summary

Available Targeted Potential Responsibility

TRA1

2	2	0
---	---	---

Transport assessment and travel plan

Developed as part of the feasibility and design stages covering key travel issues & implementations

2

2

Transport Consultant

Assessment work to be undertaken as part of planning requirements. BREEAM requirements considered standard implementation. Full compliance to be reviewed.



TRA2

10	10	0
----	----	---

Transport assessment and travel plan

TRA1 is achieved

Pre-requisite

Y

Various

Sustainable transport measures

10

10

1 Accessibility Index >8

1

1

Transport Consultant

2 Improve existing AI score by at least 1.00

3

0

-

3 Provide a digital public transport information system

1

1

Architect

4 Provide electric recharging stations

1

0

-

5 Setup a car sharing group with priority spaces for sharers and located near building entrance for accessibility

1

0

-

6 Consult with the LA on how to improve the local cycling network and public accessible pedestrian routes

2

2

Transport Consultant / Architect

7 Compliant cycle storage spaces that meet the minimum levels prescribed depending on building type

1

1

Architect

8 Compliant cycle changing / showers / drying space that meet the minimum levels prescribed

1

1

Architect

9 At least three amenity types within less than or equal to 500m of proximity

1

1

Transport Consultant

10 One (2 points) or more (3 points) accessible amenities are provided relevant to building type

3

3

Architect

For a site with a PTAI <25, 10 points are worth 10 credits. Public transport information digital display, cycle storage and facilities expected to be provided. Consultation with LA on improving cycling network to be explored. Existing amenities are abundant. 2no. new amenities expected to be provided. No car parking is expected on this site.



17.5 Project Assessment

Water

	Available Credits	Targeted Credits	Targeted Percentage	Uplift Credits	Uplift Percentage
Water	9	6	5.0%	1	0.8%

Credit Summary

Available

Targeted

Potential

Responsibility

WAT1

5

3

0

Water consumption

The water consumption (litres/person/day) for the assessed building is compared against a baseline performance

5

3

Architect / MEP

45% improvement over a baseline performance. Low flow taps, showers & low flush WC's required.



WAT2

1

1

0

Water monitoring

A water meter is installed on all potable water supplies entering the building, and areas with significant water demand

1

1

MEP

Water sub-meters to be installed to the mains incoming water supply, and any additional high usage area.



WAT3

2

2

0

Leak detection system

Installation of a leak detection system capable of detecting a major water leak on the utilities' water supply

1

1

MEP

Flow control devices

Installed to regulate the water supply to each WC area or facility according to demand are installed

1

1

MEP

Leak detection systems considered standard implementation. Flow control devices only required within communal WCs for shared-living schemes.



WAT5

1

0

1

Predict operational water consumption

Estimated annual operational water consumption for the building

1

0

1

MEP

Potential to uplift 1 no. credit.



17.6 Project Assessment

Materials

	Available Credits	Targeted Credits	Targeted Percentage	Uplift Credits	Uplift Percentage
Materials	14	12	13.7%	0	0.0%

Credit Summary

MAT1

Early design LCA and embodied carbon reporting

Early design phase LCA of materials incorporated into the building, meeting the relevant requirements

7

7

0

LCA Modeller
with Design
Team Input

Technical design LCA and embodied carbon reporting

Technical design phase LCA of materials incorporated into the building, meeting the relevant requirements

1

1

LCA Modeller
with Design
Team Input

Post-construction LCA and embodied carbon reporting

Post-construction phase LCA of materials incorporated in the building, meeting the relevant requirements

2

2

LCA Modeller
with Design
Team Input

Embodied carbon benchmark comparison

Comparison of calculated embodied carbon emissions against benchmark

2

2

LCA Modeller
with Design
Team Input

Options appraisal at any stage is a minimum requirement for achieving BREEAM 'Excellent'. Embodied carbon emissions benchmarking assumed to be achievable.



MAT2

Product specification

Maximisation of the number of products specified that have an EPD, to achieve a total EPD points score of at least 20

1

1

0

Architect /
Contractor

Increasing market availability for products with a compliant EPD.



03.6 Project Assessment

Materials

Materials

Credit Summary

Available

Targeted

Potential

Responsibility

MAT3

4

2

0

Legally harvested and traded timber

All permanent timber and timber based products used on the project is 'Legally harvested and traded timber'

Pre-requisite

Y

Contractor

Enabling sustainable procurement

Sustainable procurement plan at Concept Design used to guide specification towards sustainable construction products

1

1

Developer / Contractor

Measuring responsible sourcing

MAT03 calculator used to determine number of credits achieved for construction products

3

1

Architect / Contractor

Considered standard implementation. Construction products with BES 6001 certification to be sought where possible.



MAT4

1

1

0

Durability and resilience

Protection measures designed and constructed into the building to reduce damage to the buildings fabric from damage

1

1

Architect / Structures

Considered standard implementation.



MAT5

1

1

0

Material efficiency

Targets set, and opportunities / methods reported on to optimise the use of materials, along with targets and material efficiencies achieved

1

1

Architect / Structures / Contractor / MEP

Design report at RIBA Stage 2 with strategy for optimising the use of materials. To be developed at each RIBA workstage.



17.7 Project Assessment

Waste

	Available Credits	Targeted Credits	Targeted Percentage	Uplift Credits	Uplift Percentage
Waste	9	5	3.9%	0	0.0%

Credit Summary

WST1

Construction resource efficiency

A resource management plan (RMP) developed covering non-hazardous waste materials & target figures met

4

2

0

Contractor

Diversion from landfill

Percentage of non-hazardous construction / demolition / evacuation waste generated by the project are diverted from landfill

1

1

Contractor

Pre-demolition audit out of scope as site was cleared prior to Reshape purchase. Contractor to ensure that a robust waste management plan is in line; no more than 11.1 tonnes per 100sqm (GIFA) of construction waste to be generated and 80% (tonnage) should be diverted from landfill.



WST2

Pre-demolition audit

An audit at Concept Design stage conducted of any existing buildings, structures or hard surfaces being considered for demolition

Pre-Requisite

N

-

Project sustainable aggregate points

Identification of aggregate types, quantities, sources and distance travelled by transport type

1

0

-

Not typically achieved as standard.



WST3

Operational waste

Dedicated space is provided for the segregation and storage of operational recyclable waste volumes generated by the building/unit

1

1

Architect

Waste storage provided with dedicated space for the segregation of operational recyclable waste generated on site.



03.7 Project Assessment

Waste

Waste

Credit Summary	Available	Targeted	Potential	Responsibility
WST5	1	1	0	
Adaptation to climate change Climate change adaptation strategy appraisal conducted for structural and fabric resilience & systematic risk assessment	1	1		Architect / Structures / MEP
Design team to report, appraise and mitigate the effects of climate change at concept design stage, RIBA Stage 2, and updated at technical design stage, RIBA Stage 4.				

WST6	2	1	0	
Disassembly and adaptability (recommendations) Building-specific functional adaptation and disassembly strategy study undertaken by the client & design team	1	1		Architect / Civils & Structures / MEP
Disassembly and adaptability (implementation) A building adaptability and disassembly guide produced for the prospective tenants	1	0		-
Design report at RIBA Stage 2 with strategy for future proofing to be confirmed. Production of an adaptability and disassembly guide not currently targeted but could be considered at RIBA Stage 4 if necessary.				

17.8 Project Assessment

Land Use & Ecology

	Available Credits	Targeted Credits	Targeted Percentage	Uplift Credits	Uplift Percentage
Land Use & Ecology	13	12	9.7%	0	0.0%

Credit Summary

LE 1

Previously occupied land

75% of the proposed development's footprint is on an area of land which has previously been occupied / developed

Contaminated land

A contaminated land professional undertakes a site investigation, risk assessment & appraisal of a site that is significantly contaminated

The site is 'brownfield'. Land assumed not contaminated.



LE 2

Survey and evaluation

Current & potential ecological value, direct & indirect risks to value, and capacity for enhancement of value are established

Determining ecological outcomes

Avoidance, protection, reduction, on site compensation and enhancement measures to determine ecological outcomes

Preliminary Ecological Appraisal to be undertaken to establish the value of the current site and consider the mitigation hierarchy of action (avoid, protect, reduce, etc.)



03.8 Project Assessment

Land Use & Ecology

Land Use & Ecology

Credit Summary	Available	Targeted	Potential	Responsibility
LE3	3	3	0	
Ecological risks and opportunities LE02 achieved & Compliance monitored against all relevant UK and EU legislation relating to ecology of the site	Pre-Requisite		Y	Ecologist / Contractor
Implementation of measures on-site Structured handover in both foundation and comprehensive routes to ensure ecological measures are followed	2	2		Ecologist / Contractor
No net loss Crit 2 to 3 are achieved, and there is no net loss caused by construction and handover activities, confirmed at handover by ecologist	1	1		Ecologist / Contractor
Project team to manage impacts of ecology (if any) in accordance with the hierarchy of action outlined in LE02. Assumed that there will be no loss.				
LE4	4	4	0	
Managing negative impacts on ecology Crit 2 and 3 in LE3 are achieved	Pre-Requisite		Y	Ecologist / Contractor
Ecological enhancement Locally relevant ecological measures implemented to enhance the sites ecological value and where this is not feasible, outside site boundary	1	1		Ecologist / Contractor
Quantifying change in ecological value Credits awarded based on biodiversity enhancements, prioritised on-site, then within the wider area and off-site	3	3		Ecologist
Ecologist to be appointed to confirm biodiversity net gain will be achieved on site. ≥40% biodiversity net gain required to achieve 3no. credits.				



03.8 Project Assessment
Land Use & Ecology

Land Use & Ecology

Credit Summary	Available	Targeted	Potential	Responsibility
LE5	2	2	0	
Ecological change and enhancement At least one credit must be achieved in LE 4	Pre-Requisite		Y	Ecologist / Contractor
Handover to building owner or tenant Information supplied to the tenant or building owner to inform about local ecological features and biodiversity associated with the site	1	1		Ecologist / Client
Landscape and ecology management plan Plan developed in accordance with BS42020:2013 covering five years and additional 25-year management strategy	1	1		Ecologist
Strategy to be developed for implementing, monitoring and maintaining ecology throughout the design, construction and operation.				

17.9 Project Assessment

Pollution

	Available Credits	Targeted Credits	Targeted Percentage	Uplift Credits	Uplift Percentage
Pollution	13	10	6.2%	1	0.6%

Credit Summary

Available Targeted Potential Responsibility

POL1

3	1	1	
---	---	---	--

Systems with refrigerants

Systems with electric compressors comply with relevant safety standards for installing refrigerants systems

Pre-requisite

Y

MEP

Impact of refrigerant

An average direct effect life cycle carbon dioxide equivalent emission rate of <1000 kgCO₂e or <100 kgCO₂e per kW

2

1

1

MEP

Leak detection

Installation of a leak detection system that is capable of continuously monitoring for leaks and is capable of isolation and containment

1

0

-

To be confirmed with the design team that refrigerants with low GWP will be specified. Refrigerant leak detection not considered standard practice.



POL2

3	3	0	
---	---	---	--

No or low emission construction plant

Non-combustion systems supply all space heating and domestic hot water generation on-site or systems comply with

3

3

MEP

No combustion plant to be installed on site.



03.9 Project Assessment

Pollution

Pollution

Credit Summary

POL3

Available

Targeted

Potential

Responsibility

5

4

0

Appropriate consultant

An appropriate consultant is appointed to carry out and demonstrate the developments compliance with all criteria

Pre-requisite

Y

Civils

Flood resilience

A site specific flood risk assessment (FRA) conducted to confirm the development is situated in a low / medium risk flood zone

2

2

Civils

Surface water run-off (rate and volume)

Surface water run-off design solutions must be bespoke taking into account the site specific requirements

2

2

Civils

Minimising watercourse pollution

There is no discharge for rainfall up to 5mm & an appropriate level of pollution prevention treatment is provided (SUDS)

1

0

-

Flood Risk is low - assessment to be undertaken to confirm flood risk to site. Surface water run off credits assumed achievable.



POL4

1

1

0

Reduction of light pollution

External lighting is designed to reduce obtrusive light with lighting automatically switched off between 23:00 and 07:00

1

1

MEP

Considered standard implementation.



POL5

1

1

0

Reduction of noise pollution

No noise-sensitive areas within the building or within 800m of the site, or a noise impact assessment compliant with BS 4142:2014

1

1

Acoustician

The noise level from the assessed building, as measured in the locality of the nearest or most exposed noise-sensitive development, must be at least 5dB lower than the background noise throughout the day and night.



17.10 Project Assessment

Innovation

	Available Credits	Targeted Credits	Targeted Percentage	Uplift Credits	Uplift Percentage
Innovation	10	4	4.0%	2	2.0%

Credit Summary

INN

		Available	Targeted	Potential	Responsibility
		10	4	2	
Man 03	Responsible construction	1	1		Contractor
Man 05	Aftercare	1	0		-
Hea 01	Natural light	1	0		-
Hea 02	Artificial light	1	0		-
Hea 04	Indoor air quality	1	0		-
Hea 08	Security	1	0		-
Ene 01	Energy and carbon performance for regulated energy uses	3	0		
Ene 02	Prediction of operational energy and carbon	4	2		MEP / Developer
Wat 01	Water consumption	1	0		-
Wat 05	Prediction of operational water consumption	1	0	1	Developer
Mat 01	Building life cycle assessment	3	1		LCA Modeller
Mat 03	Responsible sourcing of construction products	1	0		-
Wst 01	Construction waste management	1	0		-
Wst 02	Use of recycled and sustainably sourced aggregate	1	0		-
Wst 05	Adapting to climate change	1	0		-
Lue 02	Ecological risks and opportunities	1	0		-
Lue 04	Ecological change and enhancement	1	0	1	Ecologist

Contractor to implement responsible construction practices. In-use energy performance targets to be disclosed and measured. Embodied carbon to be publicly reported at each project stage.





18.1 About Us
Carbon.Climate.Certified

Carbon. Climate. Certified

Established for over 30 years, Carbon.Climate.Certified (formerly GWP Project Services) have grown into a leading UK based Sustainability Consultant, working on multiple award winning schemes in the UK and overseas.

We are a professional award-winning consultancy, offering holistic sustainable solutions in the built environment. Drawing on our experience in the fast moving sustainability sector we help our clients to develop and implement a clear framework, defining and achieving their sustainability goals.

We approach this in different ways to many in our field, with a strong commercial awareness, extensive front end experience which we continually evolve and by attempting to steer an evolving sustainability movement in a positive direction. In recent years our core services have progressed into more strategic thinking in the ESG space and we have offered consultancy support on policy, social value and environmental performance to global brands and financial institutions across five continents.

Our international client base includes some of the world’s most successful organisations and the UK’s most established institutions such as Kings College London, The National Trust, the NHS and some of the worlds largest companies including Amazon, Jaguar Land Rover, Bacardi Martini and DHL.

We believe sustainability in the built environment at both organisational and project level must offer value and avoid where possible a ‘box ticking’ culture. This philosophy, when applied to environmental impact, sustainability strategies and carbon analysis has been recognised with multiple awards including BREEAM Assessor of the Year in 2013 & 2015, & highly commended in the category of Best Assessor company at the 2025 BREEAM Awards.

Our overarching aspiration is to provide our clients with ways in which they can aim to be responsible, to reduce their carbon emissions directly or indirectly and to safeguard the environment for future generations.

Other Services

	Whole Life Carbon		Flood Resilience Planning
	BREEAM		WELL Building Standard
	BREEAM In Use Assessment		Passivhaus Standard
	CRREM Analysis		Fitwel
	Circular Economy Statement		Nabers UK
	Life Cycle Carbon Analysis		SKA Assessment
	Carbon Consultancy		Flood Risk Analysis



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