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Sustainability Statement

Potters Bar

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1. Introduction

This Sustainability Statement has been prepared by Whitecode Consulting Ltd on behalf of Chase New Homes ('the Applicant') in support of an application for full planning permission for the development of Potters Bar ('the Site'), within the Borough of Hertsmere.

The development is the partial demolition of existing buildings (with retention of existing two-storey car park and substation) and redevelopment of the site to provide a mixed-use development comprising residential apartments (Class C3) and flexible commercial floorspace (Class E) across 4 Blocks and associated internal roads, parking, drainage, landscaping, amenity space and associated works.

The creation of four residential blocks (A, B, D & E) located around central courtyards and ranging between 4 – 15 storeys in height.

This Sustainability Statement details how the Proposed Development, will meet the high sustainability aspirations of the Local Planning Authority – Borough of Hertsmere and addresses the sustainability and energy requirements set out in the National, Regional and Local planning policies in relation to sustainable design and construction.



Figure 1.1 Proposed Site Plan

2. Planning Policy and Targets

The energy and sustainability policies relevant to the Proposed Development are highlighted below.

2.1. National Building Regulations

The proposed development will be constructed to be compliant with Part L 2021 of the Building Regulations. The proposed development consists of 293 apartments which, as domestic buildings, will be assessed under Part L1A 2021. Flexible Class E commercial spaces have been modelled using Dynamic Simulation Modelling (DSM) in IESVE. This mandates that the design of the building demonstrably causes lower carbon dioxide (CO₂) emissions than a notional equivalent of given specifications.

2.2. National Planning Policy Framework

National planning policy on sustainability is set out in the National Planning Policy Framework (NPPF). The NPPF was updated in February 2025 and re-emphasises the Government's commitment to sustainable development. It encourages planning authorities to take an approach based on integrating the three objectives of sustainable development:

- An economic objective – to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity; and by identifying and coordinating the provision of infrastructure
- A social objective – to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful, and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- An environmental objective – to protect and enhance our natural, built, and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

2.3 Regional Planning Policies

There are currently no applicable regional planning policies in force for Hertfordshire, as the Regional Spatial Strategy has been withdrawn. Accordingly, the proposed development has been assessed against the NPPF and the Hertsmere Local Plan.

2.4 Local Planning Policies

Hertsmere's Core Strategy, adopted January 2013 and the Hertsmere Site Allocations and Development Management Policies Plan, adopted November 2016 set out long term energy and sustainability related standards for the Borough. The planning policies of relevance to energy and sustainability in the Local Plan are as follows:

Core Strategy (CS) Policies:

- Policy SP1 – Creating Sustainable Development
- Policy CS12 – The Enhancement of the Natural Environment
- Policy CS16 – Environmental Impact of Development
- Policy CS17 – Energy and CO₂ Reductions
- Policy CS24 – Development and Accessibility to Services and Employment
- Policy CS25 – Accessibility and Parking
- Policy CS26 – Promoting Alternatives to the Car

Site Allocations and Development Management (SADM) Policies:

- Policy SADM12 – Trees, Landscaping and Development
- Policy SADM17 – Water Supply and Waste Water
- Policy SADM19 – Waste Storage in New Development
- Policy SADM20 – Environmental Pollution and Development
- Policy SADM39 – Transport Development Areas

3. Energy and CO₂ Emissions

This section will cover the following policies:

- Policy CS16 – Environmental Impact of Development
- Policy CS17 – Energy and CO2 Reductions
- Policy SP1 – Creating Sustainable Development

Hertsmere’s Core Strategy policy SP1 sets out that all developments must contribute to sustainable development by using a minimum number of non-renewable sources.

Policy CS16 encourages reducing energy consumption and the use of renewable energy on site. This is reiterated in Policy CS17, which requires all new developments to minimise carbon dioxide emissions, minimise energy consumption, and incorporate low carbon and renewable energy technologies.

3.1 Proposed Energy Strategy

An *Energy Assessment* has been prepared by Whitecode Consulting to accompany the planning application. The residential elements have been assessed against Part L1A 2021 of the Building Regulations using the Standard Assessment Procedure (SAP) 10.2 methodology. The non-residential elements have been assessed under Part L2A 2021 of the Building Regulations using DSM methodology and IES software. The strategy outlines the proposed energy strategy for the site following the energy hierarchy Be Lean – Be Clean – Be Green.

Be Lean

Energy efficiency is the first stage of the energy hierarchy. Energy demand should be reduced as far as possible before the heating strategy and installation of low carbon and renewable technologies is considered. This is important in protecting consumers from high prices.

The building will be constructed to achieve an improved thermal performance compared with Building Regulations minimum standards. The table below shows the proposed u-values for this development:

Element:	Part L 2021 Limiting Values (W/m2K)	Domestic design u-values (W/m2K)	Non-domestic design u-values (W/m2K)
Ground floor	0.18	0.10	0.10
Exposed floor	0.18	0.13	n/a
External Wall (Block E)	0.26	0.18	0.18
External Wall (Blocks A, B, C, D)	0.26	0.15	0.15
Communal Walls	0.26	0.18	0.15
Roof	0.16	0.11	0.11
Front Doors	1.60	1.20	n/a
Glazing	1.60	1.20	1.0 (includes glazed front doors)
Glazing frame factor	N/A	20%	10%
Glazing g-value	N/A	0.40	0.45
Air Permeability Rate	8 m³/hm² (@50Pa)	3 m³/hm² (@50Pa)	3 m³/hm² (@50Pa)

Table 3.1 Proposed u-values

In addition to improving the building fabric, pipework insulation will be based on BS5422 standards for both hot and cold pipework and duct insulation, with high thermal properties, will be specified to reduce heat loss. Energy efficient buildings services, lighting and controls strategy will also be implemented throughout the scheme to reduce fuel consumption. With this specification, the development can expect to achieve a 7% reduction in carbon emission. Results are presented in the table below.

Regulated carbon dioxide emissions (tonnes CO ₂ per annum)	Domestic tonnes CO ₂ per annum	Non-Domestic tonnes CO ₂ per annum
Baseline: Part L 2021 of the Building Regulations compliant development	257	13.5
After energy demand reduction (be lean)	239	12.5
Carbon savings over baseline	18	1
Carbon reduction over baseline	7%	7%

Table 3.2 Be Lean Results

Be Clean

The next stage of the energy hierarchy is 'Be Clean'. There are no existing or proposed local district heat networks which the site can connect to.

Be Green

The final stage of the energy hierarchy is 'Be Green' and air source hot water cylinders have been identified as the most appropriate technology for the hot water for the apartments. Using a reverse refrigeration cycle, it extracts ambient heat from the air to rapidly heat water with minimal environmental impact.

Results for the Be Green section indicate that with heat pumps the proposed development can expect to achieve a 66% reduction in carbon. The results are presented in the table below.

	Carbon dioxide emissions (tonnes CO ₂ per annum)
	Domestic
Baseline: Part L 2021 of the Building Regulations compliant development	270.5
After renewable energy (be green)	91.8
% carbon reduction	66%

Table 3.3 Sitewide Carbon Savings

When considering for all stages of the energy hierarchy cumulatively, the *Energy Strategy* concludes that the development can expect to achieve a sitewide CO2 emission reduction of 66% when compared against Part L 2021 baseline.

4. Overheating

An unintended consequence of improved building fabric and air tightness of newly built dwellings may be an increased risk of overheating. Newly constructed highly insulated dwellings were found to have the potential to be at higher risk of overheating than older, less insulated dwellings.

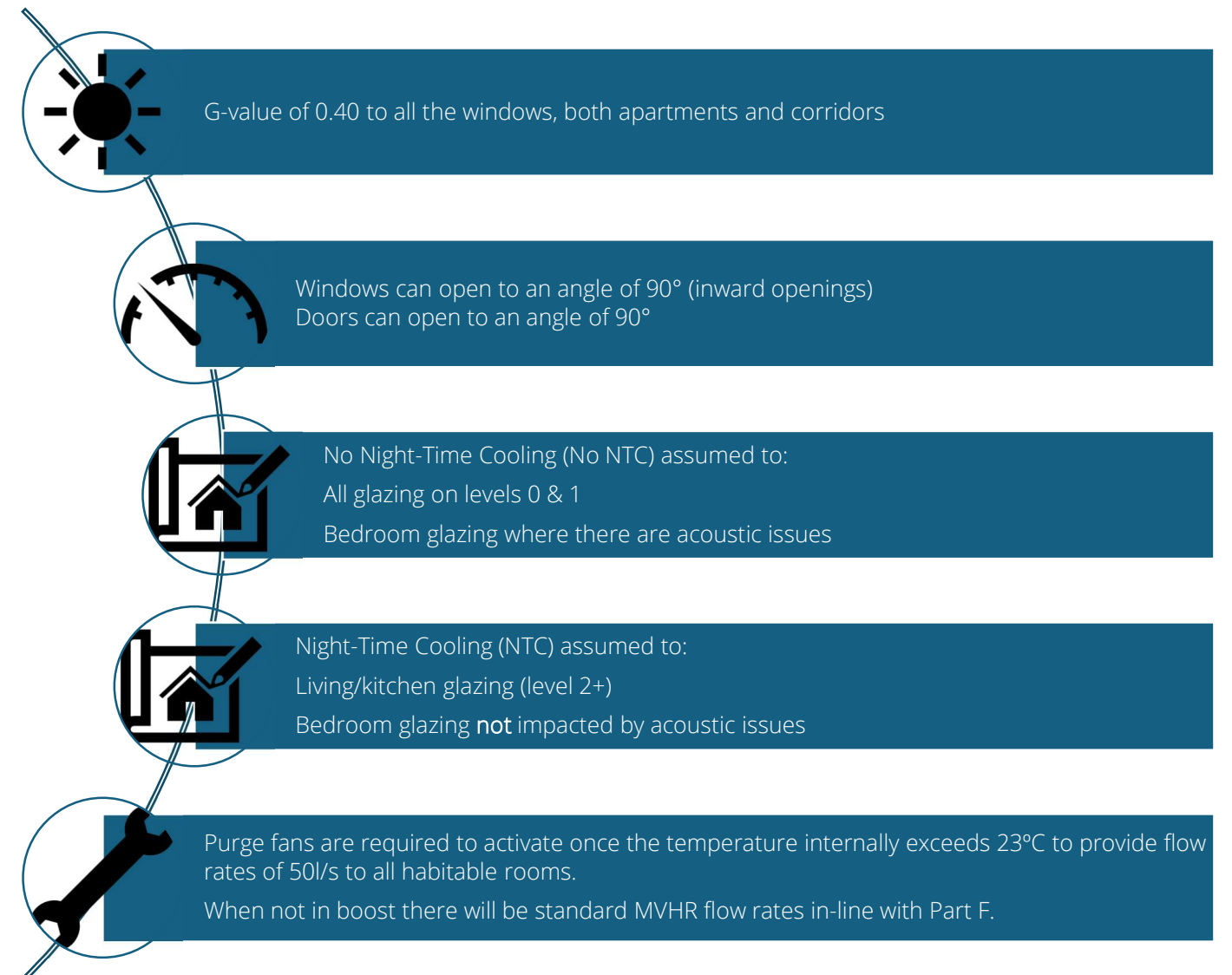
4.1 Dynamic Thermal Comfort Analysis

An *Overheating Assessment* has been carried out by Whitecode Consulting Ltd using dynamic simulations software, Integrated Environmental Solutions Virtual Environmental (IES VE) software, version 2025.1.0.0. The report ascertains whether the dwellings will overheat. A sample floor of each block in the development was assessed against the following criteria set out in CIBSE Technical Memorandum 59 – Design methodology for the assessment of overheating risk in homes (TM59:2017) as well as Part O:

- **Criterion 1** – For living rooms, kitchens and bedrooms: A limit is set for the number of hours that the operative temperature can exceed the maximum adaptive temperature. A temperature difference greater than or equal to 1K shall not exceed 3% of the occupied hours of a typical summer (1st May to 30th September).
- **Criterion 2** – For bedrooms only: To guarantee comfort during the sleeping hours the operative temperature in the bedroom from 10pm to 7am shall not exceed 26°C for more than 1% of annual hours (1% of the annual hours between 10pm to 7am for bedrooms is 32 hours).

The *Overheating Report* produced by Whitecode Consulting Ltd in July 2026 based on the following assumptions:

Strategy to comply with CIBSE TM59 Criteria and Part O



As a result, all rooms sampled are compliant against CIBSE TM59 and Part O when improving shading levels (explained in the overheating report, Section 5.0) and adding purge ventilation.

5. Transport

This section will cover the following policies:

- National Planning Policy Framework (NPPF)
- Hertfordshire County Council Travel Plan Guidance (2020)
- Hertfordshire's Local Transport Plan – Part 1: Transport Strategy (2011-2031)
- Hertsmer Local Plan (2012-2027)
- Hertsmer Local Cycling and Walking Infrastructure Plan (LCWIP)
- Hertsmer Sustainable Transport & Parking Standards Draft Supplementary Planning Document (2022)

The local policies emphasise reducing the reliance on cars and promoting more sustainable modes of transport such as public transport, walking, and cycling.

A *Transport Assessment* and *Travel Plan* was prepared by Paul Basham Associates to support the full planning application. It reviews the existing transport and movement conditions and site access arrangements. The assessment also reviews the anticipated transport impacts of the development.

5.1 Public Transport

The site benefits from excellent pedestrian, cycling, and public transport accessibility. It is surrounded by a well-developed footway network, with wide, often segregated footways and multiple signalised pedestrian and toucan crossings, particularly around the nearby High Street/Southgate Road/Barnet Road/Mutton Lane junction. Walking and cycling accessibility has been demonstrated by mapped travel distances of up to 30 minutes, with National Cycle Route 12 just a seven-minute cycle journey from the site. The site is also within 150 metres of two well-equipped pairs of bus stops at Mutton Lane and High Street which both provide regular local services.

Potters Bar Railway Station is just a 15-minute walk or a four-minute cycle from the site location via uninterrupted accessible routes and the station offers regular rail services to key destinations including London, Cambridge, and Peterborough.

As a result of these factors, the site location represents an excellent opportunity to encourage sustainable travel while maximising a reduction in car ownership and single occupancy car trips.

5.2 Local Amenities

A key primary desire line for pedestrians is present between the site location at High Street and Darkes Lane where a variety of local amenities and facilities are located, including Potters Bar Railway Station.

Access between the site and Darkes Lane can take place via The Walk, a street lit and segregated footway separated from the carriageway by a grass verge over a distance of 900m.

5.3 Cycling

The development will provide a total of 569 long-stay and 59 short-stay cycle spaces to serve the residential component of the proposals. A further 14 long-stay and 15 short stay spaces will be provided to serve the commercial element of the proposals.

The provision of cycle parking is in accordance with the Hertsmer Sustainable Transport & Parking Standards Draft Supplementary Planning Document (2022) which requires 1 space per bedroom and 0.2 spaces per unit recommended for visitor provision. Based on the scale of the proposed development this would necessitate at least 535 long-stay cycle spaces and 59 short-stay cycle spaces. Therefore, the proposed development is providing an additional 34 long-stay cycles spaces to encourage the use of sustainable methods of travel. Long stay parking is provided within secure cycle stores located on the ground floor of each block, while short stay parking will be distributed within communal space throughout the development.

5.4 Car Parking

Due to the central location of the site within Potters Bar, as previously identified, the proposed development would prioritise sustainable modes of travel over the use of the private car. It is understood that reference to the prior Parking Standards SPD (2014) would result in an overprovision of car parking at the site location which would encourage use of the private car, in conflict with paragraph 117 of the NPPF and HCC's LTP4 Policy 1: Transport User Hierarchy. Therefore, it has been agreed through pre-application discussions with Hertsmer Brough Council that use of the Sustainable Transport & Parking Standards Draft Supplementary Planning Document (2022) is relevant for the proposed development.

The proposed development will provide a total of 125 communal car parking spaces, including 8 blue badge spaces, 1 car club space, and 1 UKPN space. Of the 125 proposed car parking spaces, this includes 115 of which are located within the existing two-story car park which will be retained.

5.5 Pedestrian Access

The proposed development will utilise the existing Mutton Lane vehicle access, with the High Street vehicle access stopped up, consolidating all traffic through a well-established route currently handling approximately 563 daily two-way movements. Internally, the site will feature a shared surface highway network designed to prioritise pedestrians and cyclists over private vehicles, with swept path analysis confirming safe manoeuvring for cars, emergency vehicles, and refuse vehicles throughout. Direct pedestrian and cyclist access will be maintained from both Mutton Lane and High Street, alongside an informal northern route to The Walk. The proposed development will provide footway widths exceeding 7m along both frontages, supportive of the key priorities identified within the Regulation 18 Hertsmere Local Plan and in alignment with the indicative proposals associated with the Hertsmere LCWIP. Further public realm improvements, including dropped kerbs, tactile paving, and wider streetscape enhancements, are forecast to raise the Active Travel England route score along The Walk from 45% to 63%, collectively demonstrating a strong commitment to sustainable and active travel.

5.6 Travel Plan

A Travel Plan Strategy has also been prepared by Paul Basham Associates for the development to encourage building users to consider a more sustainable way of travelling.

6. Materials

This section will cover the following policies:

- Policy CS16 – Environmental Impact of Development

Hertsmere's Policy CS16 encourages the use of sustainable natural materials, reducing waste, and to consider the life cycle impact of materials.

6.1 Responsible Sourcing

Materials for key building elements are encouraged to be responsibly sourced with 100% of timber and timber-based products to be legally harvested and traded timber. Other specified materials will be encouraged to have responsible sourcing certification to schemes such as BES6001 and ISO14001. Relevant documentation demonstrating compliance must be provided or made available on request.

6.2 Designing for Durability and Resilience

The design of the building will incorporate suitable durability and protection measures to prevent damage to vulnerable parts of the internal and external building and landscaping elements. Measures such as bollards in delivery/ drop off areas, specification of hard-wearing wall and floor finishes in communal areas and kick plates on doors will be considered to minimise the frequency of replacement and maximising materials optimisation.

7. Waste

This section will cover the following policies:

- Policy SP1 – Creating Sustainable Development
- Policy CS16 – Environmental impact of new development
- Policy SADM19 – Waste Storage in New Development

Policy SP1 requires developments to minimise waste and encourage recycling during and after construction. Policy CS16 encourages reducing waste and Policy SADM19 states waste storage areas should be easily accessible and not obstruct pedestrian routes.

7.1 Construction Site Waste Management

The waste hierarchy strategy will be employed on-site to minimise the volume of waste produced and divert waste from landfill as far as possible.

Waste segregation strategies will be developed and implemented, with general, COSHH, gypsum/plasterboard and liquid waste to be segregated as a minimum.

7.2 Reuse and Recycling

Prefabrication and off-site cutting of materials will be utilised wherever possible to avoid waste being produced on site. Contractors will be required to arrange take back agreements for packaging and encouraged to implement on site initiatives to reuse materials such as timber. In addition, suitable excavation waste will be repurposed for backfill wherever possible. This strategy manages waste effectively and preserves valuable resources by avoiding the need to source new fill materials.

7.3 Residential Operational Waste

In order to ensure long term efficiency and hygiene, the appointment of a management company for the residential element will be responsible for bin rotation, regular cleaning and disinfection of the refuse stores. To add, clear signage will also be implemented to ensure the correct separation of waste.

8. Water

This section will cover the following policies:

- Policy CS16 – Environmental Impact of Development
- Policy SP1 – Creating Sustainable Development
- Policy SADM17 – Water Supply and Waste Water

Due to the effects of climate change, we are likely to see a change in UK summer temperatures and rainfall intensity leading to droughts and flooding.

Policy SADM17 encourages water efficiency measures to be utilised to ensure the development meets the water efficiency target of 110 litres per person, per day.

In line with Policy SP1 and CS16, developments must manage and reduce flooding from all sources and implement Sustainable Drainage Systems (SuDS).

8.1 Flood Risk Management

A *Flood Risk Assessment* has been prepared for the planning application by Building Design Consultants and confirms that the development is wholly located in Flood Zone 1, which is defined as land having a less than 0.1% annual probability of river or sea flooding. The report also confirms that most of the site is at a very low risk of surface water flooding with some areas of the site boundary at higher levels of susceptibility. There is a low risk of flooding from groundwater, sewers, and artificial sources.

8.2 Surface Water Run off

A *Drainage Strategy*, also by Building Design Consultants confirms that drainage systems will be designed to accommodate rainfall events up to and including the 1-in-100-year storm event, with an additional 40% climate change allowance. Surface water runoff will be retained and managed on site through attenuation features. The proposed approach aligns with best practice guidance for sustainable drainage and water quality treatment, with foul water generated by the development directed to the existing public foul sewer network within High Street.

The use of SUDs on-site has been investigated and assessed in accordance with the drainage hierarchy. The report confirms that the following SUDs features are proposed:

- Permeable paving,
- Rain gardens/ swales
- Underground attenuation tank
- Hydrobrake flow control

8.3 Water Consumption

All plots will be designed to use a maximum of 110 litres per person per day, to ensure this is achieved the Part G maximum consumption values will be targeted as per table 8.1. Residents will also be metered on their water usage to encourage behavioural changes towards water use and make savings.

Water Fitting:	Part G Limiting Values:
WC (Full flush)	4 L
WC (Part flush)	2.6 L
Shower	8 L/min
Bath	170 L
Basin Taps	5 L/min
Sink Taps	6 L/min
Dishwasher	1.25 L/place setting
Washing Machine	8.17 L/kg

Table 8.1 Part G Maximum consumption per fitting

9. Pollution

This section will cover the following policies:

- Policy SP1 – Creating Sustainable Development
- Policy CS16 - Environmental Impact of New Development
- SADM20 – Environmental Pollution and Development

Hertsmere's Policies SP1 and CS16 seek to minimise emissions to air, water, soil, and noise. While Policy SADM20 requires new sites to limit occupant exposure to existing pollution by ensuring suitable mitigation strategies are in place.

9.1 Noise

A *Noise Impact Assessment* has been prepared by Cass Allen to establish background sound levels around the site and determine the required acoustic performances for the facades.

Background noise levels were recorded around the existing site. Constant road traffic noise from High Street and Mutton Lane was identified as the most dominant noise source affecting the site. The report provides recommendations for acoustically upgraded glazing and ventilation to ensure that compliant indoor ambient noise levels are achieved.

The report concludes that, with this specification, internal noise levels in line with Local and National guidance limits can be achieved. However, acceptable noise levels for Part O are exceeded in several areas, requiring bedroom windows to be closed overnight in affected areas. This constraint has been reflected in the overheating assessment accordingly.

Overall, the site is considered acceptable when incorporating the recommended mitigation measures, including acoustically upgraded glazing and ventilation.

9.2 Air Quality

Pollution During Operation

An *Air Quality Assessment* has been prepared by Cass Allen. The report found that the biggest contribution to site pollution was vehicle emissions from the A1000 High Street, B556 Mutton Lane, Tesco Superstore carpark and the local road network. The predicted NO₂, PM₁₀ and PM_{2.5} concentration levels were assessed and will be below the relevant AQOs.

Pollution During Construction

The *Air Quality Assessment* identified that there is a high risk of dust associated with earthworks and construction and PM₁₀ provides a medium risk without mitigation. It is recommended that a Dust Management Plan (DMP) which will include a package of measures and procedures to be employed during construction to ensure that dust arising from site activities is suitably managed. A number of strategies to reduce pollution during the construction phase have been identified, these include:

- Undertake daily onsite and offsite inspection to monitor and record dust results
- Erect solid barriers around dusty activities and remove materials that have the potential to produce dust away from site as soon as possible
- Ensure all vehicles are switched off when stationary
- Impose and signpost a speed limit of 15mph on surfaced roads and 10mph on unsurfaced roads
- Only use cutting, grinding, or sawing equipment fitted with suitable dust suppression
- Avoid burning of waste materials
- During demolition: soft strip inside the buildings, use effective water suppression, avoid explosive blasting, and remove any biological debris

After the implementation of the mitigation measures, the *Air Quality Assessment* concludes that the significance of each phase of the construction programme will be reduced and there are no air quality constraints in relation to planning consent.

10. Conservation, Ecology and Biodiversity

This section will cover the following policies:

- Policy CS12 – The Enhancement of the Natural Environment
- Policy SP1 – Creating Sustainable Development
- Policy SADM12 – Trees, Landscaping and Development

Hertsmeres policies SP1 and CS12 promote developments to conserve and enhance the natural environment by providing opportunities for habitat creation. New developments should consider, where appropriate, planting for wildlife, green roofs and green walls and habitat creation, such as nesting and roosting boxes.

Policy SADM12 ensures trees and hedgerows of a high quality are protected and encourages new plantings.

10.1 Pre-development Ecological Value

An Arboricultural Impact Assessment and Arboricultural Method Statement has been prepared by The landscape Partnership to accompany the Planning Application. The report identifies all category A trees will be retained, while category B, C, and U trees will need to be removed for development purposes. Protective barriers shall be erected around retained trees.

Although the arboricultural and amenity impacts are assessed as moderate to high, the scheme incorporates measures to reinstate lost amenity, resulting in a net gain of 34 trees across the site. In addition, the development achieves a 17.53% net gain in Habitat Units, demonstrating compliance with Biodiversity Net Gain requirements.

10.2 Ecological Enhancement

The development presents an opportunity to enhance the biodiversity within the site through a variety of measures. New enhancement recommendations shall include:

- New tree planting
- Protective tree barriers
- Careful demolition of hard surfaces
- Careful excavation and root pruning operations

11. Summary

Below is a short summary for each section discussed in this report, showing how the application site meets the requirements set out in the National and Regional Planning Policies with regards to sustainability design and construction.

Energy

The Energy Strategy Overview indicates that the development can achieve a 66% improvement over Part L 2021 of the Building Regulations through implementation of passive measures, heat pump hot water cylinders and PV.

Transport

The Site benefits from access to public transport connections and will provide secure cycle parking for building occupants and visitors.

Potters Bar Railway Station is within walking distance and regular bus services are available in close proximity to the development. The scheme will provide 583 long stay car park spaces and 74 short stay spaces.

Implementation of a Travel Plan for the development will encourage occupants to use these alternative more sustainable forms of transport, which are healthier alternatives and better for the local environment.

Materials

The development will seek to use responsibly sourced materials, with all timber and timber-based products sourced from legal and sustainable suppliers.

The design of the building will incorporate suitable durability and protection measures to prevent damage to vulnerable parts of the internal and external building and landscaping elements. This will minimise the frequency of replacement and maximising materials optimisation.

Waste

Construction waste will be managed in accordance with the waste hierarchy, prioritising waste prevention, reuse and recycling where practical. Measures including prefabrication, off-site material preparation, packaging take-back schemes and reuse of excavation material will reduce waste generation.

During operation, dedicated refuse and recycling facilities, supported by a building management strategy, will encourage effective waste segregation and recycling by future occupants.

Water, Flood Risk and Drainage

The *Flood Risk Assessment* confirms that the site is wholly located in Flood Zone 1, indicating a low probability of flooding from rivers and the sea. Surface water runoff will be managed on site through Sustainable Drainage System (SuDS) features such as permeable paving, raingardens and attenuation tanks. The proposed surface water drainage strategy will be designed for a 1 in 100-year event plus an allowance for 40% Climate Change.

Water efficiency measures will ensure residential water consumption does not exceed 110 litres per person per day, in accordance with local planning policy requirements.

Pollution

The development seeks to reduce the demand for car journey's by promoting the use of public transport links and providing ample secure cycle parking to encourage a move away from car travel.

The reduction in operational CO₂ emissions and promotion of more sustainable means of transport will contribute positively to the local air quality.

The *Air Quality Assessment* confirms that, following implementation of mitigation measure provided, the development has no air quality constraints in terms of planning consent.

The new development has been assessed for noise pollution to establish the prevailing environmental sound climate around the site.

Suitable mitigation measures and glazing specifications will be established to ensure that development will achieve acceptable noise levels for internal noise and noise egress from surrounding roads is minimised.

Conservation, Ecology and Biodiversity

The development will retain all category A trees and implement a range of ecological enhancement measures across the site. These measures include new tree planting, protection of retained vegetation and sensitive construction practices. The landscaping strategy will provide opportunities for habitat enhancement and biodiversity improvements, contributing positively to the ecological value of the site and supporting the objectives of local environmental policies.

12. Conclusion

This Sustainability Statement has been developed in support of an application for full planning permission for the redevelopment of Potters Bar, within the Borough of Hertsmere.

The development will achieve 66% improvement over Part L 2021 Building Regulations. Through this objective, the Applicant is ensuring that they maximise the opportunities to enhance the environmental performance of the development and ultimately exceed Building Regulations and local planning policy.



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