On behalf of
Safeway Stores Limited and BDW Trading Limited

Date
June 2017

Project Number
UK11-23069

CAMDEN GOODS YARD ENVIRONMENTAL STATEMENT NON-TECHNICAL SUMMARY

RAMBOLL ENVIRON

CAMDEN GOODS YARD
ENVIRONMENTAL STATEMENT NON-TECHNICAL SUMMARY

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CONTENTS

1. INTRODUCTION

Purpose of Non-Technical Summary

1.1 This is the Non-Technical Summary (NTS) of the Environmental Statement (ES) which has been prepared by Ramboll Environ UK Limited (Ramboll Environ) in accordance with the statutory procedures set out in the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2011 (as amended in 2015) ('EIA Regulations')[1]. It has been prepared to accompany a full planning application made to the London Borough of Camden (LBC) by Safeway Stores Limited and BDW Trading Limited (hereafter collectively referred to as 'the Applicant') for the redevelopment of a site off Chalk Farm Road, within the LBC (hereinafter referred to as 'the application site').

1.2 The full planning application comprises the demolition of all existing buildings on-site and the provision of a mixed-use development (hereinafter referred to as 'the proposed development'). The proposed development would comprise eight mixed-use (including supermarket, petrol filling station, residential, office, retail, community and urban farm uses) buildings ranging from 3 – 14 storeys; open space, public realm and landscaping; associated parking; and highway works.

1.3 This NTS presents a summary of the main findings of the environmental impact assessment (EIA) that has been undertaken of the proposed development and that has been reported in the ES. The NTS provides:

- a description of the application site and surrounding context;
- an outline of the main development alternatives considered by the Applicant and an indication of the main reasons for their choice, taking into account the potential environmental effects;
- a description of the proposed development; and
- a summary of the likely significant environmental effects predicted and key mitigation measures (as relevant).

1.4 The aim of the NTS is to summarise the main findings of the ES in a clear and concise manner to assist the public in understanding what the likely significant environmental effects of the proposed development are likely to be.

Viewing of ES and Application

1.5 The full ES comprises:

- Volume 1: Environmental Statement Main Report;
- Volume 2A: Townscape and Visual Impact Assessment;
- Volume 2B: Built Heritage Assessment;
- Volume 3A: Technical Appendices;
- Volume 3B: Transport Assessment; and
- Non-Technical Summary (this document).

1.6 This NTS and the full ES, together with the planning application and other supporting documents are available for viewing on the LBC's website: http://www.camden.gov.uk/.

1.7 CD versions of the ES are available for purchase from Ramboll Environ:

Ramboll Environ
Artillery House
11-19 Artillery Row
London

[1] Whilst new EIA Regulations came into force on 16 May 2017, the proposed development was scoped under the EIA Regulations and therefore these Regulations continue to apply to the proposed development's EIA as prescribed by the transitional arrangements of the new 2017 EIA Regulations.

Tel: 0207 808 1420

Commenting on Application

1.8 Comments on the planning application should be forwarded to the LBC at:

London Borough of Camden
2nd Floor, 5 Pancras Square
c/o Town Hall
Judd Street
London
WC1H 9JE.

2. EXISTING SITE AND SURROUNDING CONTEXT

Application Site Location

2.1 The application site is located off Chalk Farm Road, at Ordnance Survey Grid Reference; Easting: 528397, Northing: 184129, adjacent to Juniper Crescent and Gilbeys Yard in Chalk Farm, Camden; as shown in Figure 2.1.

Figure 2.1: Application Site Location

2.2 As shown in Figure 2.2, the application site's surrounding context is of a mixed nature with residential use predominantly to the north, north-east, south and south-west; and commercial premises predominantly along Chalk Farm Road and Camden High Street. Camden Market, the former Horse Hospital; and the Stable buildings are to the north and north-east.

2.3 To the south-east, simple brick, three storey buildings face Camden High Street, many of which are now over-painted and decorated. Chalk Farm Road is the main thoroughfare leading north-west from Camden High Street, with the Market complex off its western side and a number of streets leading off its eastern side which are residential in character, some with two to three storey terraces dating to various periods and, on Ferdinand Street, larger, apartment blocks (approximately eight storey). Castlehaven open space is located within this area, to the south-east, which is the most significant area of public green space locally.

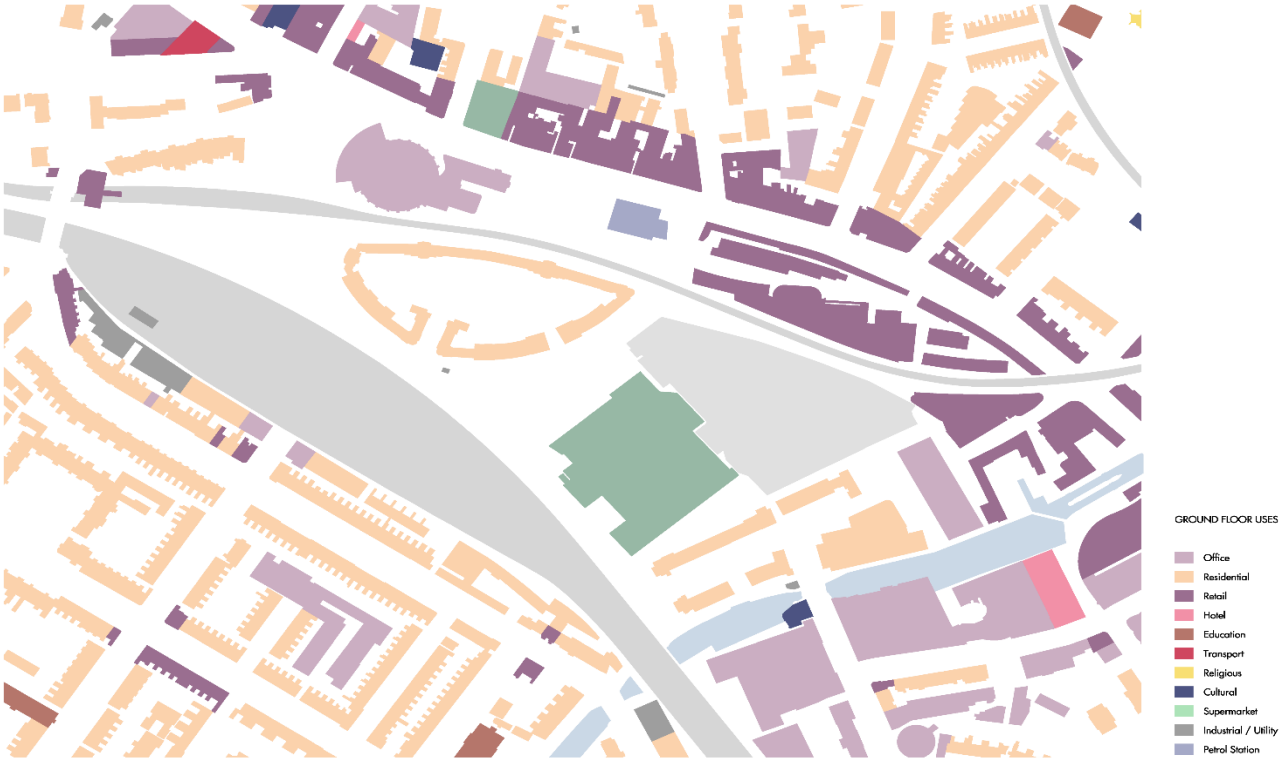

Figure 2.2: Surrounding Land Use Context

2.4 To the south-east is small scale, 20th century apartment blocks on Gilbeys Yard, including the Lockhouse at 35 Oval Road (approximately seven storeys in height) and larger former industrial and warehouse buildings on both sides of the Regent's Canal. The southern part of Oval Road is more residential in nature, with three and four storey Victorian terraces predominating in the area around Mornington Terrace.

2.5 The area beyond the railway lines in the south-west is characterised by gridded streets of Victorian terraces. The open spaces of Primrose Hill and Regent's Park are located further beyond to the south and south-west.

2.6 The Camden Town London Underground Station is located approximately 500 m to the east, whilst Chalk Farm London Underground Station is located approximately 400 m to the west. Both of these stations are served by the Northern line. Kentish Town West Rail Station is located approximately 600 m to the north.

Application Site Description

2.7 The application site occupies an area of approximately 3.26 hectares (ha) of land. As shown in Figure 2.3, it is formed of two adjoining parcels of land spatially separated by an elevated railway line but connected by a portion of an access road which runs underneath the railway line. The northern parcel of the application site is occupied by a Morrisons Petrol Filling Station (hereinafter referred to as the 'PFS parcel') and is bound by:

- Chalk Farm Road to the north;
- Commercial uses, including Horse Stables Market to the south-east;
- Railway lines to the south; and
- Five storey commercial uses with associated car parking to the west.

2.8 The southern parcel of the application site is occupied by a Morrison's Superstore (hereinafter referred to as the 'MS parcel') and is bound by:

- Juniper Crescent to the north;
- Railway lines to the north-east beyond which are commercial uses, including Camden Market;
- Existing three and four storey residential uses fronting onto Gilbeys Yard to the south-east;

- Railway lines to the south-west; and
- Juniper Crescent to the north-west beyond which are existing three and four storey residential uses.

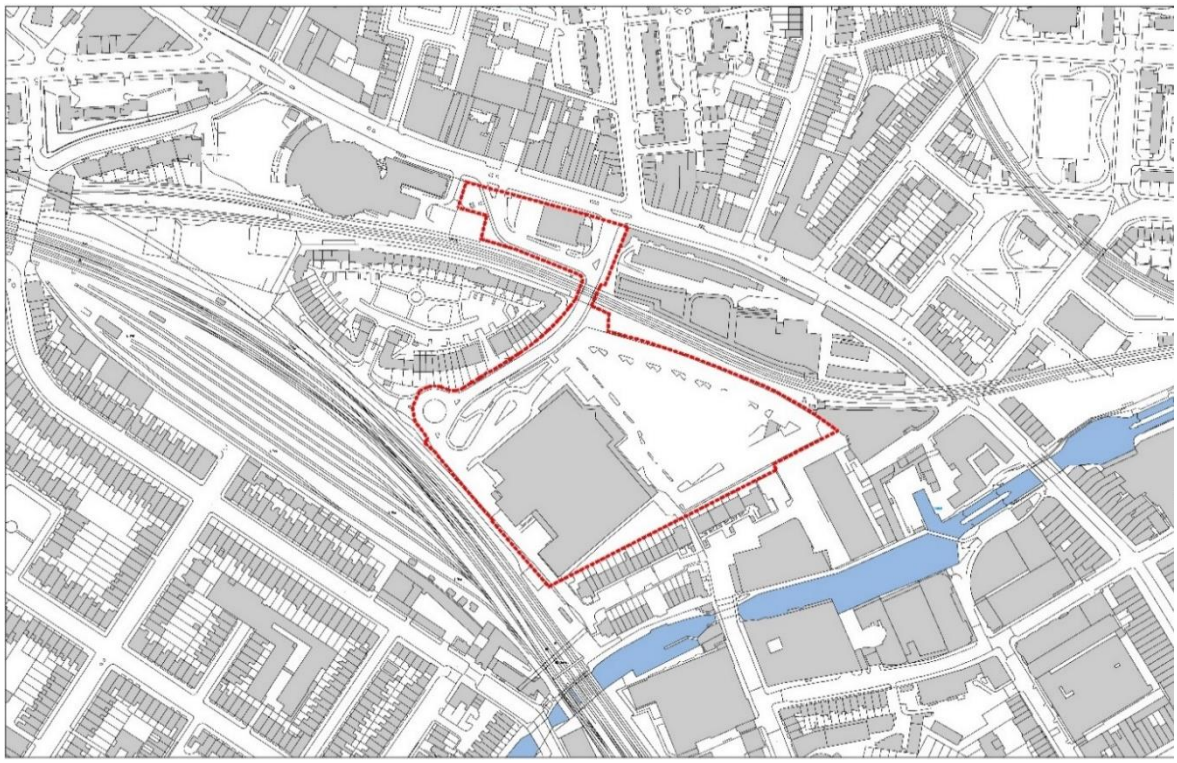

Figure 2.3: Application Site Redline Boundary

2.9 The topography of the MS parcel is relatively flat with no clearly visible dips or hills. Elevations range from approximately 32.82 m to 34.21 m Above Ordnance Datum (AOD) with a slope from the high point in the north-west to the low point in the south-east. The PFS parcel is similarly relatively flat with no clearly visible dips or hills. Elevations range from 27.33 m to 28.24 m AOD with small gradient falling from the north-west to the south-east.

2.10 The access road has an approximate elevation of 32.89 m AOD near the roundabout which falls down to approximately 27.15 m AOD near the railway overpass. This gives an approximate fall of 6 m AOD between the MS Parcel and the PFS parcel.

2.11 The MS parcel is occupied by the following:

- A double-height Morrisons supermarket located in the south of the parcel which includes a café, pharmacy, dry cleaners, customer toilets, bakery, butchers, fish counter, delicatessen and back-of-house areas including a warehouse, staff welfare facilities, canteen and various offices. The supermarket also includes a number of plant rooms;
- A secure concrete surfaced service yard located along the south-western frontage of the supermarket; this is accessed via an asphalt surfaced service road from the north-west;
- An area of waste storage, located in the south of the service yard including two front-loading skips, two 1,000 litre intermediate bulk containers (IBCs) of waste cooking oil, numerous wooden pallets and numerous bales of cardboard;
- A bus stop and vehicle waiting/turning area located in the north-west of the parcel, adjacent to the north-western elevation of the supermarket;
- An asphalt surfaced access road and roundabout located along the length of the north-western boundary of the parcel; and
- An asphalt surfaced car park with 425 car parking spaces in the north-east of the parcel. Vehicular access to the car park is via Juniper Crescent along the north-western boundary.

2.12 The PFS parcel is located in the north of the application site and is occupied by the following:

- A single storey kiosk building located in the east of the parcel, which includes a shop floor and back of house areas comprising an office, an electrical switch gear room, storage facilities and staff welfare facilities;
- A canopy covered concrete slab forecourt located at the centre of the parcel, which includes four fuel islands and eight fuel pumps;
- Four underground storage tanks (UST) located beneath the western extent of the forecourt and an associated UST fill point located in the eastern extent of the parcel;
- An electric compressed air pump (for inflating vehicle tyres) located in the eastern extent of the parcel, on a block paved plinth, adjacent to the northern elevation of the kiosk;
- A one-way access road off Chalk Farm Road along the eastern boundary which leads off along the southern boundary to provide access to the PFS and back to Chalk Farm Road; and
- An unkempt portion of open space in the west of the parcel.

2.13 Representative site photographs are shown in Figure 2.4.

Environmental Baseline Sensitivities

2.14 The key environmental character and sensitivities of the application site and surrounding study area of the EIA are described below:

- **Socio-Economics**
  - The existing uses at the application site accommodates approximately 240 employees, 85 full-time and 155 part-time, equating to approximately 161 full-time jobs.
  - The application site is located in Camden Town within the Primrose Hill ward and in close proximity to Haverstock ward. Camden Town is classified in the London Plan Town Centre designations as a major town centre and as having medium growth potential. It is also identified as a town centre and a location of growth in the Local Plan Submission Document.
- **Ground Contamination**
  - According to information published by the British Geological Survey (BGS), the application site is directly underlain by London Clay which is subsequently underlain by the Lambeth Group and Chalk. Made ground is considered likely to be present on the application site given the site's history.
  - Potentially contaminative historic uses at the application site have included the London and North Western Railway Camden Goods Station and associated goods shed/railway sidings, stores, warehouses and tanks which may have included the use and storage of fuels and oils.
- **Water Resources and Flood Risk**
  - The nearest surface water feature is the Regent's Canal located approximately 50 m south of the southern boundary of the application site.
  - The nearest Environment Agency (EA) designated main river is the River Thames which is located 3.5 km to the south-east of the application site. The River Brent is located approximately 6 km to the north-west of the application site.
  - According to the EA, the application site is located in Flood Zone 1 (low probability). This zone comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1% in any year).
- **Ecology**
  - No Sites of Special Scientific Interest (SSSIs) are located within a 2 km radius of the application site; however the study area does fall within a SSSI Impact Risk Zone for Hampstead Heath Woods which is located 2.93 km to the north-west.
  - Three Local Nature Reserves (LNRs) are located within the 2 km search area. The nearest is Belsize Wood which is located 1.36 km north-west of the application site.

Photo 1: South-west view of PFS Parcel facing north

Photo 2: North view of access road facing north

Photo 3: North-west view of MS Parcel facing south

Photo 4: North-east view of MS Parcel facing west

Photo 5: South-west view of MS Parcel facing east

Figure 2.4: Representative Application Site Photographs

- Six non-statutory sites are located within 1 km of the application site, the nearest being the Regent's Canal (part of the London's Canals Site of Metropolitan Importance for Nature Conservation (SMINC) which is located 50 m south-east of the study area.
- The habitats on the application site are considered to be of low or negligible value for wildlife.

- **Arboriculture**
  - An Arboricultural Survey identified 20 Category A (highest retention value), 28 Category B, and 44 Category C trees on-site. The most significant trees recorded within the survey comprise a number of London Plane trees located along the southern boundary, as well as within the centre and in the north-west corner of the application site. All these specimens are considered to be of a high, Category A, retention value.
- **Archaeology**
  - The application site partially falls within the Canalside Industry Archaeological Priority Area within the eastern corner. This is an Archaeological Priority Area due to its 19th and 20th century industrial heritage, as well as below ground archaeological potential. In terms of non-designated heritage assets, the application site lies on the site of the former 19th century London and North Western Railway Camden Goods Station, which included a vaulted basement and separate contemporary Horse Stables and tunnels.
- **Built Heritage**
  - The PFS parcel of the application site is located within the Regent's Canal Conservation Area. In addition, the application site is located in close proximity to a range of designated and non-designated heritage assets. These include Conservation Areas (Primrose Hill, Harmood Street and Camden Town) and listed buildings (including the Horse Hospital with ramps and boundary wall, The Roundhouse and Camden Incline Winding Engine House, amongst others).
- **Townscape and Visual**
  - Part of the application site is located within the Viewing Corridor for the Protected Vista from Assessment Point A.2, Parliament Hill: the summit – looking toward the Palace of Westminster, designated in the London View Management Framework Supplementary Planning Guidance (LVMF SPG).
  - The application site is not located within any other regionally or locally designated views; however, due to the location of the application site, its elevated topography and the scale of the proposals, there is likely to be visibility of the proposed development within the surrounding area which includes a range of townscape character areas and a number of conservation areas and other heritage assets.
- **Transport**
  - The application site is served by an access road extending south from Chalk Farm Road. Both parcels of land are served by this road. The access road connects to Chalk Farm Road via separate signal-controlled access and egress arrangements at either end of the PFS, with the access located at the eastern end and egress to the west.
  - The application site is in a highly sustainable location in terms of access by non-car modes. The average public transport accessibility level (PTAL) rating across the application site is 5 (Very Good), with the rating at specific points ranging between 2 and 6. There are two London Underground Stations (Camden Town and Chalk Farm) and a London Overground Station (Kentish Town West) located within 600 m of the application site.
- **Noise**
  - Noise surveys undertaken at the application site indicate that background noise levels are dominated by transportation noise sources, in particular from passing trains and road traffic movements along Chalk Farm Road.

- **Air Quality**
  - The application site is located within an Air Quality Management Area (AQMA), which incorporates the whole of the LBC. The AQMA has been designated due to the high traffic flows within the Borough, which give rise to concentrations of pollutants nitrogen dioxide (NO_2) and fine particulates (PM_{10}) that exceed the national, health based targets.

Planning Context and History

2.15 It is necessary to consider the proposed development against relevant policies and guidance at national, regional and local levels. At the national level, planning policy is contained within the National Planning Policy Framework (NPPF)[2]. The majority of regional level planning policy is contained within The London Plan (2016): Spatial Development Strategy for Greater London Consolidated with Alterations Since 2011[3] and its relevant Supplementary Planning Guidance and Documents (SPG and SPD).

2.16 Together with the London Plan (2016), the Camden Core Strategy 2010 – 2025 (2010)[4], Camden Development Policies (2010)[5] and the Camden Site Specific Allocations (2013)[6] make up the relevant Development Plan documents for the application site. In addition, the Camden Local Plan Submission Draft (2016)[7] is a material consideration and will be a Development Plan document on adoption and supersede the Development Policies document. Consideration has also been given to the emerging Camden Goods Yard Planning Framework Supplementary Planning Document (SPD)[8] that on adoption, will build on the policies in the Draft Local Plan and set out the specific vision for the wider Camden Goods Yard Site, which comprises five other parcels of land.

2.17 Relevant planning policy context is addressed in each individual technical chapter of this ES and a full planning policy analysis is contained in the Planning Statement which accompanies this application. It should be noted that the Draft Local Plan is only referred to within this ES in instances where there are significant deviations from the Development Plan.

Planning History

2.18 The existing Morrison supermarket was constructed under a planning permission granted in 1994 (Ref. 9400778). This decision followed a successful planning appeal against a non-determination, which was granted in 1993 (Ref. 9300246), and a parallel planning application granted by the LBC in the same year (Ref.9300040).

2.19 Permissions granted in 2002 (Ref: PEX0001067), 2009 (Ref: 2009/0802/P) and 2010 (Ref: 2010/3652/P) approved inter alia alterations and extensions to the approved Morrison supermarket which have all been implemented.

2.20 Planning permission granted in 2005 (ref: 2005/4882/P) approved the 'pod' exit from the Stables Market which exists within the Morrison supermarket car park.

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[2] Department for Communities and Local Government. 2012. The National Planning Policy Framework. London. HMSO.

[3] Greater London Authority, 2016, London Plan – The Spatial Development Strategy for London Consolidated with Alterations since 2011. London. GLA.

[4] London Borough of Camden, 2010. Camden Core Strategy 2010 – 2025 (2010). London. LBC.

[5] London Borough of Camden, 2010. Camden Local Development Framework – Camden Development Policies (2010). London. LBC.

[6] London Borough of Camden, 2013. Camden Site Allocations – Local Development Document. London. LBC.

[7] London Borough of Camden, 2016. Camden Local Plan, Submission Draft, 2016. London. LBC.

[8] London Borough of Camden, 2017. The Draft Camden Goods Yard Planning Framework. London. LBC.

3. DESIGN EVOLUTION AND ALTERNATIVES

3.1 In accordance with the EIA Regulations, the ES provides a description of the following main alternatives to the proposed development, considered by the Applicant:

- The 'Do Nothing' Alternative;
- Alternative sites; and
- Alternative designs through design evolution.

'Do Nothing' Alternative

3.2 The 'do nothing' alternative refers to the option of leaving the application site in its current state. This option would be undesirable and inappropriate for a number of reasons including the following:

- The application site is identified within the Draft Camden Goods Yard SPD as an opportunity area to create a new mixed-use neighbourhood;
- The opportunity to provide not only office, commercial space and workspace, but also residential units to support in the LBC's housing aims, providing a mix of type and tenure (including affordable housing), would be lost; and
- The opportunity to optimise an underutilised site, enhance public accessibility and deliver significant public realm, as well as biodiversity enhancement.

Alternative Sites

3.3 No alternative sites have been considered by the Applicant for the following reasons:

- The application site is owned by the Applicant, and therefore the Applicant did not consider alternative sites which are the property of a third party;
- The application site is identified within the Draft Camden Goods Yard SPD as an opportunity area to create a new mixed-use neighbourhood;
- The Applicant is seeking to optimise site's potential in accordance with the NPPF and Local Policy, set out in the Development Plan; and
- The application site would provide a key development opportunity to contribute to the regeneration of an underutilised site, within a wider context of future development growth including High Speed 2 (HS2), and to provide greater and more varied land use offer including offices, workspace, housing, retail and community facilities.

Environmental Opportunities, Constraints and Considerations

3.4 The following key environmental factors have influenced the proposals as they have evolved:

- Townscape character, visual and heritage impacts to designated heritage resources and views;
- Noise, air quality and amenity (wind, daylight, sunlight, views) impacts to existing residential receptors;
- Disturbance of existing below ground buried services and potential heritage resources (archaeology);
- Loss of existing trees;
- Topography (an approximate fall of 6 m between the MS parcel and the PFS parcel);
- Community and open space (including playspace) provisioning for the newly introduced residential population; and
- Enhancement of permeability and accessibility together with the promotion of more sustainable modes of transport.

Design Evolution

3.5 The design evolution process commenced with a design competition, which was based on the delivery of a high-density residential led mixed-use development, comprising between 450 – 1,300 new homes. The competition brief also specified the requirement for a new supermarket,

petrol filling station and car parking. The winning scheme promoted a thorough review of the application site and wider context, and evolved alongside the development brief. This process resulted in a number of design options being considered for the MS parcel, a selection of which are shown in Figure 3.1 and 3.2.

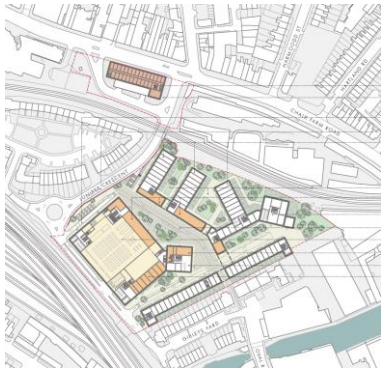
3.6 At the culmination of this process, a preferred option for the MS parcel was selected and was subject to extensive consultations, height and massing reviews and environmental testing. The key design amendments resulting over this period comprised:

- The number of residential units was reduced to 573;
- The proposed basement cinema was removed from the proposed development;
- The heights across the scheme were reduced from 3-20 storeys to 3-14 storeys (including ground level) in consideration of the surrounding sensitive receptors;
- The tallest elements were relocated to minimise the impact on the surrounding conservation areas;
- The layout of the scheme evolved to become more simplified and to consider the nearby residential receptors and allow for the optimum amount of open space and connectivity throughout the application site; and
- The provision of residential uses was optimised through sensitive reconfiguration of the layout.

3.7 Due to the constrained spatial extent of the PFS parcel it was not possible to explore a wide range of layout options. Nevertheless consideration was given a range of building heights and land uses, including a hotel, residential units, office and retail.

Over the course of the design evolution, the following design amendments were made to the PFS parcel:

- The height of the PFS parcel was reduced to 6 storeys (ground plus 5 storey) in response to consultations;
- Office and retail space was concluded to be the most appropriate use for the PFS parcel;
- A winter garden, roof terrace and a pocket park at ground level were introduced; and
- Access arrangements were subject to extensive testing in seeking to deliver an integrated design response.



Competition Scheme Layout

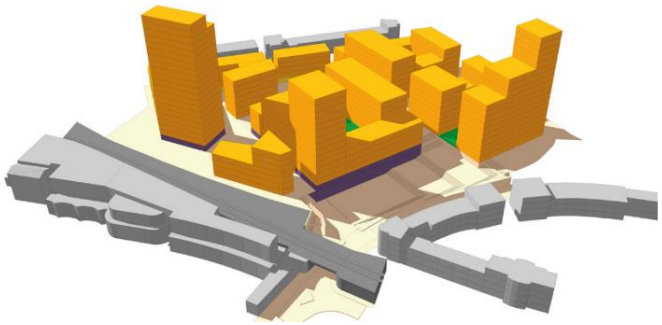
MS Parcel Option 1 Layout

MS Parcel Option 2 Layout

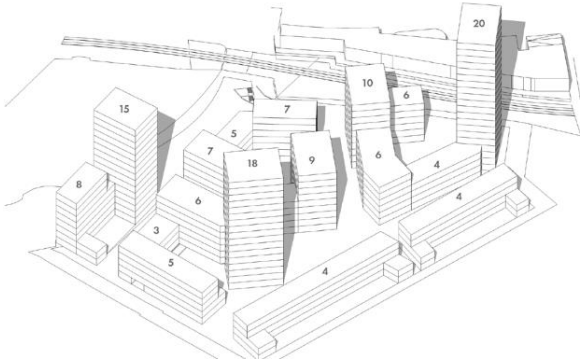
MS Parcel Option 3 Layout

MS Parcel Preferred Option – First Draft

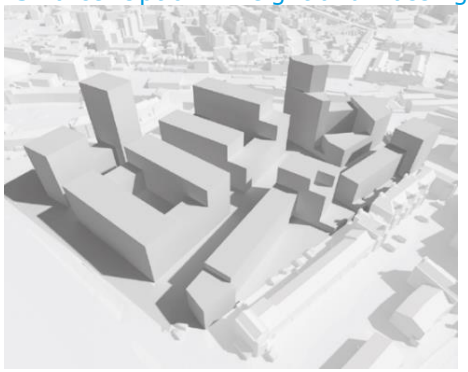
Figure 3.1: Design Evolution - Layout



MS Parcel Option 2 Height and Massing



MS Parcel Option 2 Height and Massing



MS Parcel Option 3 Height and Massing

Figure 3.2: Design Evolution – Height and Massing

4. DESCRIPTION OF PROPOSED DEVELOPMENT

4.1 The proposed development would deliver the comprehensive redevelopment of the application site. The proposals would comprise the demolition of all the existing buildings on-site; earthworks including the excavation of a single level basement across part of the application site; and the construction of a residential led, mixed use scheme.

Land Use and Floorspace

The land use and floorspace areas of the proposed development is summarised in Table 4.1.

Table 4.1: Proposed Development Area Schedule

Land Use	GEA (m^2)	GIA (m^2)	NIA (m^2)
MS parcel			
Residential (C3) – 573 units	60,568	51,418	38,561
Ancillary Residential (gymnasium, concierge)	755	704	607
Residential plant room and parking	1,472	1,402	1,192
Office (B1)	4,867	4,523	3,654
Workshops (B1c)	779	771	713
Affordable Workspace (B1c)	565	465	465
Morrisons Supermarket (A1) including ancillary retail and parking	19,963	19,352	15,539
Retail (Use Class A1 and A3)	787	672	631
Community Centre (D2)	86	74	71
Urban Farm (*sui generis*)	1,298	1,047	899
PFS parcel			
Retail (A1, A3 and A4)*	1,627	1,446	1,103
Office (B1)	8,114	6,873	6,585
Winter Garden (*Sui Generis*)	329	143	98
TOTAL	**101,210**	**88,890**	**68,926**
*Includes the Petrol Filling Station kiosk			

4.2 The proposed development would provide 20 residential wheelchair accessible and 300 supermarket car parking spaces. The MS parcel would deliver 1,049 residential cycle parking spaces (including 912 residential, 73 long-stay commercial and 64 short stay cycle spaces) and the PFS parcel would deliver 62 spaces (including 46 long stay commercial and retail and 16 short stay bays). In addition, the proposed development would provide 32 cycle hire scheme racks.

Proposed Development Layout

4.3 As shown in Figure 4.1, the proposed development would be delivered through eight blocks, seven on the MS parcel (Block A, B, C, D, E1, E2 and F) and one on the PFS parcel (PFS Block).

4.4 The residential uses would be spread throughout the proposed development in Blocks A-F, but would be concentrated predominantly in the south and south-east.

4.5 Office, retail and workspace areas would be concentrated predominantly in the north at the lower ground and ground floor levels to active the streets and squares throughout the proposed development

4.6 The new Morrisons supermarket would be located at the basement and ground floor levels of Block B in the centre of the proposed development, accessible from the north via a new public entrance off the access road, to be renamed Stephenson Street, and from the north-west via the basement car park entrance at Block A.

4.7 A petrol filling station together with retail and office space would be provided at the PFS Block.

Figure 4.1: Proposed Development Layout

4.8 Five new public spaces would be delivered across the proposed development:

- Goods Yard in the north;
- Camden Yard in the north-east;
- Railway Park in the east;
- Interchange Yard in the south-east; and
- Southampton Square in the south.

4.9 Two new north-south streets (Engine House Way, connecting Stephenson Street and Winding Vaults Way; and Roundhouse Way, positioned between Block B and F) and east-west streets (Winding Vaults Way and Makers Yard) would be delivered across the proposed development.

4.10 The proposed development's basement, lower ground, ground, representative and roof levels are shown in Figures 4.2 to 4.6.

Environmental Statement Non-Technical Summary
Camden Goods Yard

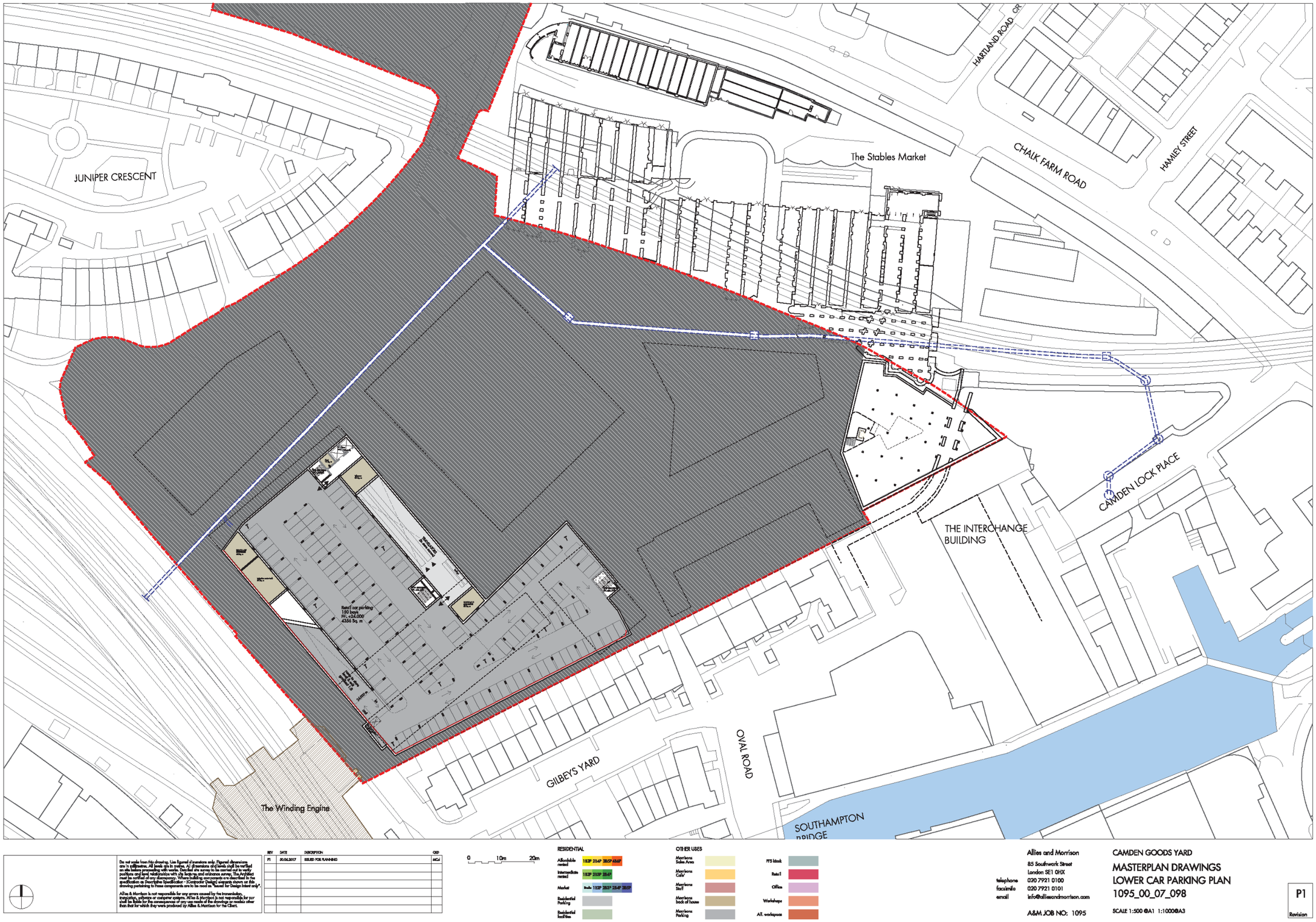


Figure 4.2: Proposed Development Basement Level

Environmental Statement Non-Technical Summary
Camden Goods Yard

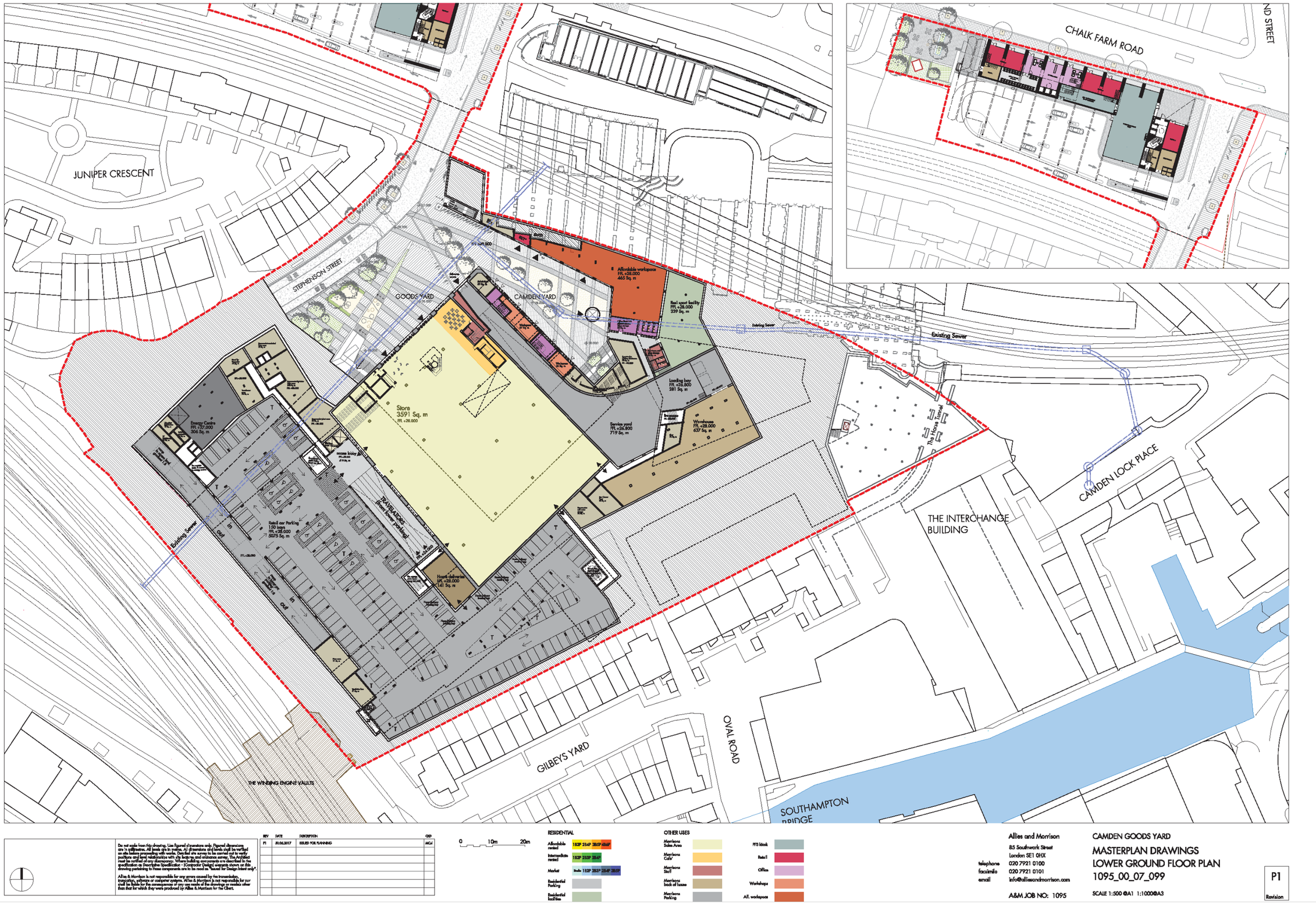
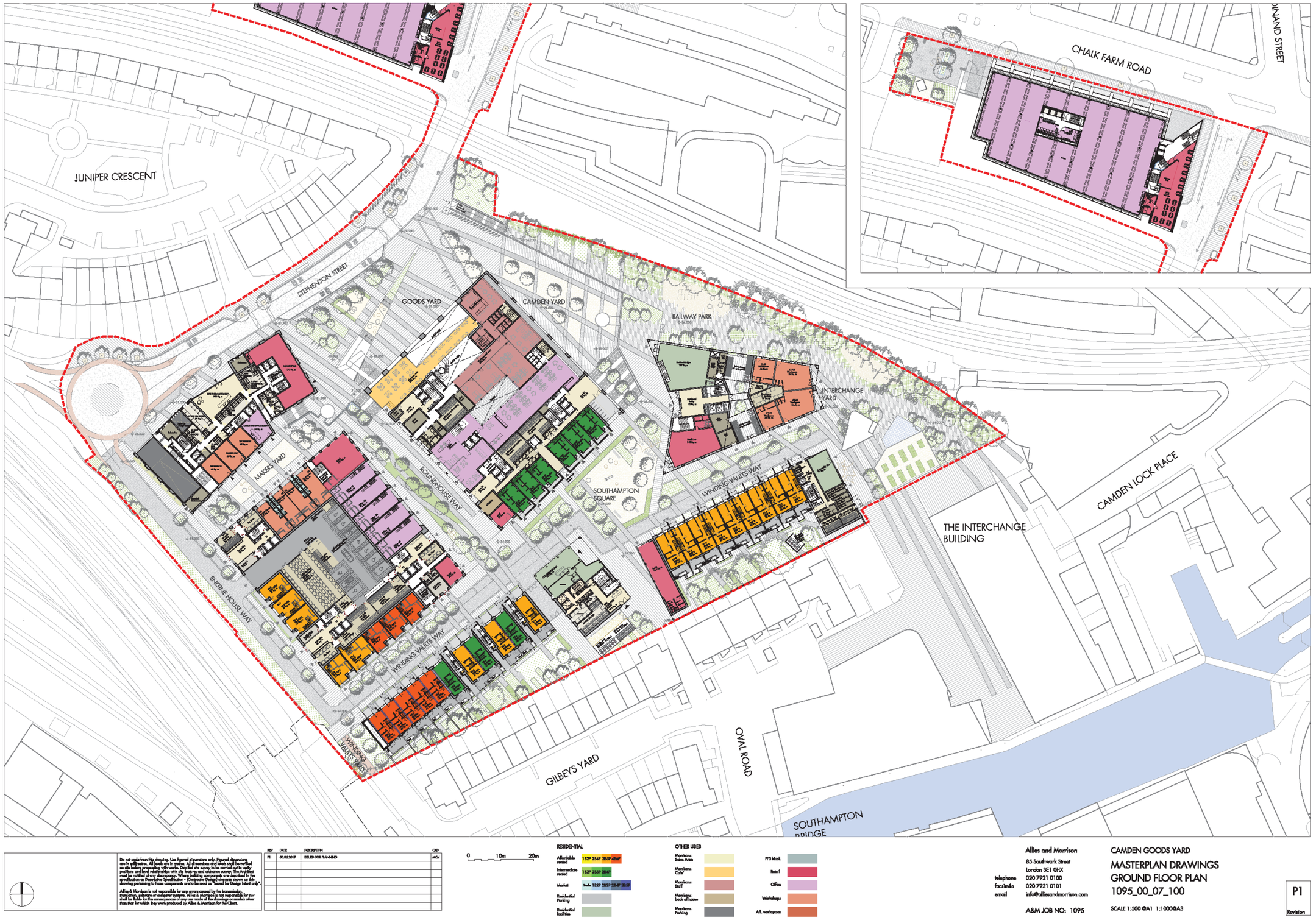


Figure 4.3: Proposed Development Lower Ground Level

Environmental Statement Non-Technical Summary
Camden Goods Yard



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CAMDEN GOODS YARD
MASTERPLAN DRAWINGS
GROUND FLOOR PLAN
1095_00_07_100

SCALE 1:500 @A1 1:1000@A3

P1
Revision

Figure 4.4: Proposed Development Ground Floor Level

Environmental Statement Non-Technical Summary
Camden Goods Yard

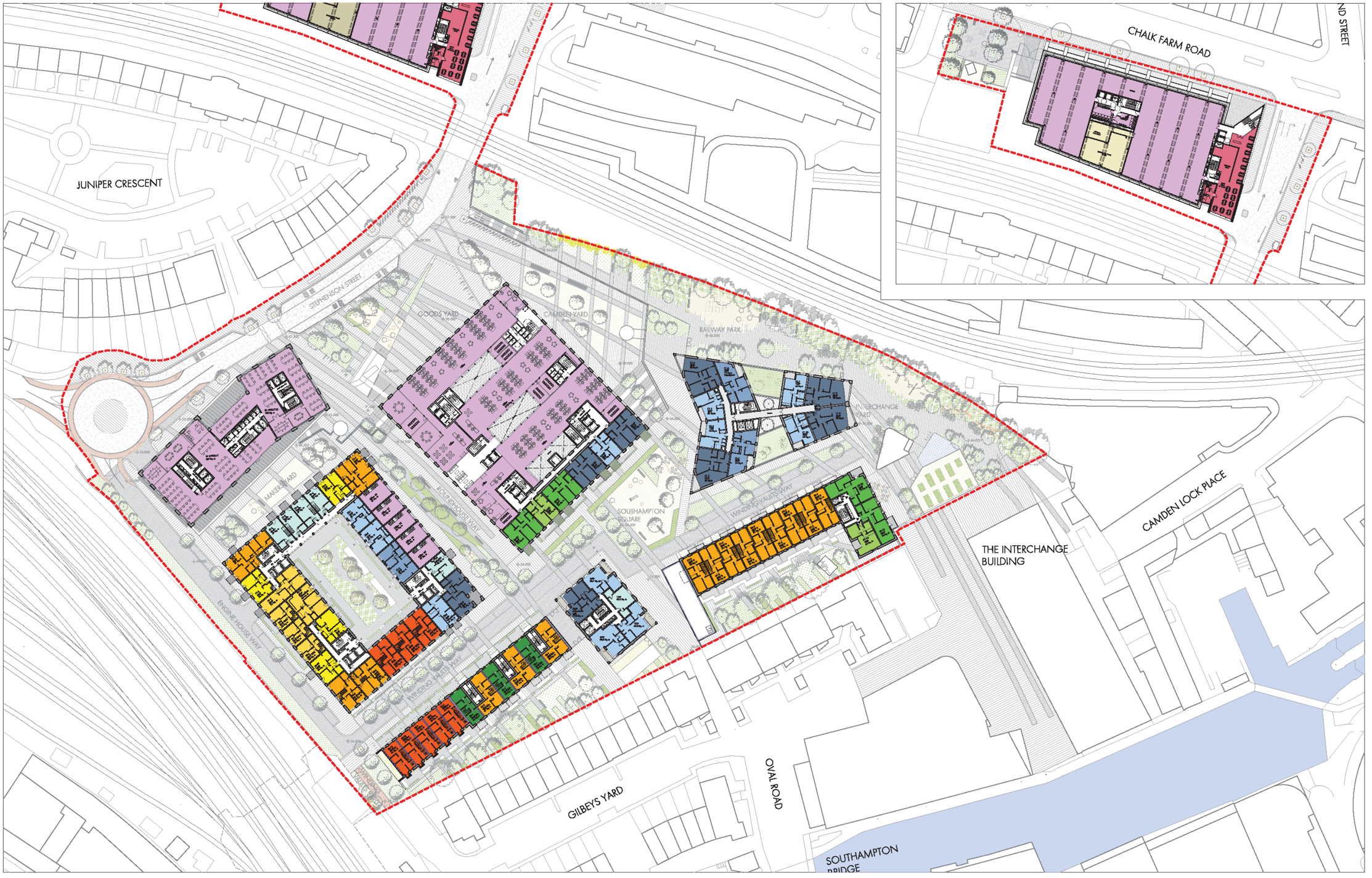

Figure 4.5: Proposed Development Representative Upper Floor Level

Environmental Statement Non-Technical Summary
Camden Goods Yard

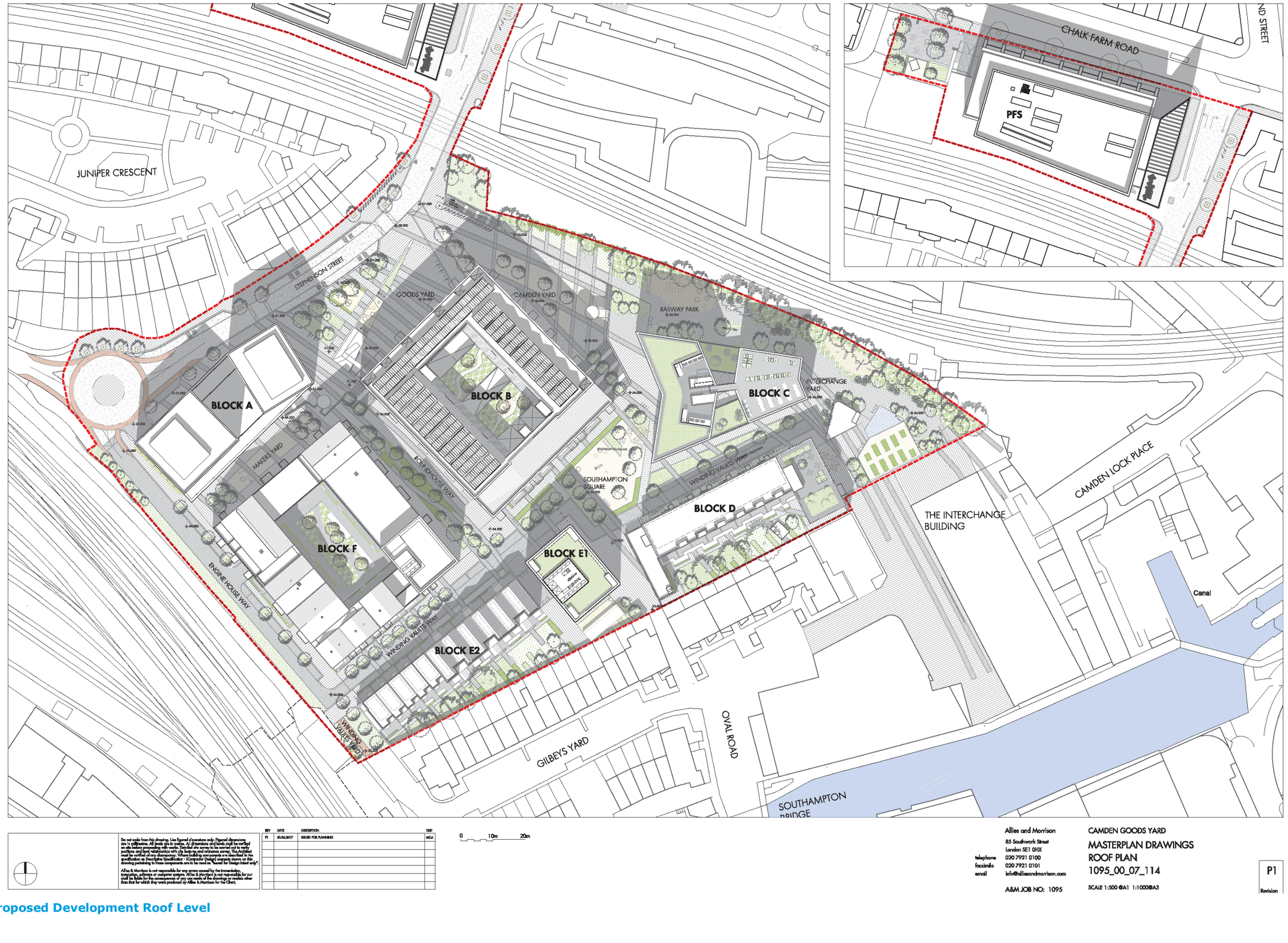

Figure 4.6: Proposed Development Roof Level

4.11 The basement level would accommodate the supermarket car parking spaces, the energy centre, servicing space and access arrangements including a travellator to the supermarket.

4.12 Land uses at lower ground and ground level would typically comprise car parking spaces for the supermarket; supermarket floorspace and associated servicing areas; retail; commercial; community and ancillary residential uses fronting streets and squares. Ancillary residential uses would comprise gymnasium; concierge services; residential lobbies; residents lounge; property management offices; as well as a community centre.

4.13 Residential use would typically be provided from ground floor levels and up, with the exception of Blocs A and C where office floorspace would be provided at lower levels. Individual residential front doors would be provided at ground floor level at Blocks B, D, E2 and F.

4.14 Upper floors would typically comprise office (Blocks A and C) and residential uses. The mix of residential tenures and unit sizes would comprise:

- 65% private market units;
- 22% affordable rent units; and
- 13% intermediate rent units.

Access and Connectivity

MS Parcel

4.15 Figure 4.7 shows the proposed access routes for the MS parcel.

Figure 4.7: Proposed MS Parcel Access

4.16 The main vehicle access to the proposed development would be from Chalk Farm Road where the junction would be reconfigured to create an entry and exit to the proposed development, removing the existing gyratory across the rear of the PFS parcel. From here, Stephenson Street would provide access to both parcels.

4.17 The principal vehicle access to the underground car parking of the supermarket would be from Stephenson Street. Vehicles would take a left turn at the proposed new roundabout and enter the basement carpark beneath Block A via Engine House Way.

4.18 Disabled residents would access the undercroft carpark at Block F via Engine House Way.

4.19 The supermarket's service yard would be located under Block B. Vehicles serving the supermarket would access the service yard via Stephenson Street and Goods Yard.

4.20 The northern perimeter of the MS parcel is bounded by an existing wall that creates a visual and spatial barrier the application site. To improve connectivity and permeability, the proposed development would remove the existing wall, reconfigure site levels and create a publicly accessible open space, Goods Yard, improving pedestrian access from the north of the application site, as well as improving views into the proposed development from Chalk Farm Road.

4.21 The majority of open spaces to be provided within the MS parcel, other than the residential courtyards and roof level terraces, would be publicly accessible to provide a pedestrian friendly environment for users of the retail, workshops and supermarket.

4.22 Pedestrian access in the north would be via the Goods Yard Square and in the south-east, the Interchange Yard would provide access from the Camden Market and Camden High Street. In the south pedestrian access would be through an existing Mews passage at Gilbeys Yard, off Oval Road. The passage would provide direct access into Southampton Square.

4.23 Cyclists would access the proposed development on the MS parcel using a segregated cycle path from Chalk Farm Road, following the same route a vehicles along Stephenson Street. As the centre of the proposed development would be pedestrian only, cyclists would be required to dismount before continuing on the proposed development. The cycle route would also provide connectivity through to Gilbeys Yard following Engine House Way and Winding Vaults Way.

PFS Parcel

4.23 Figure 4.8 shows the proposed access for the PFS parcel.

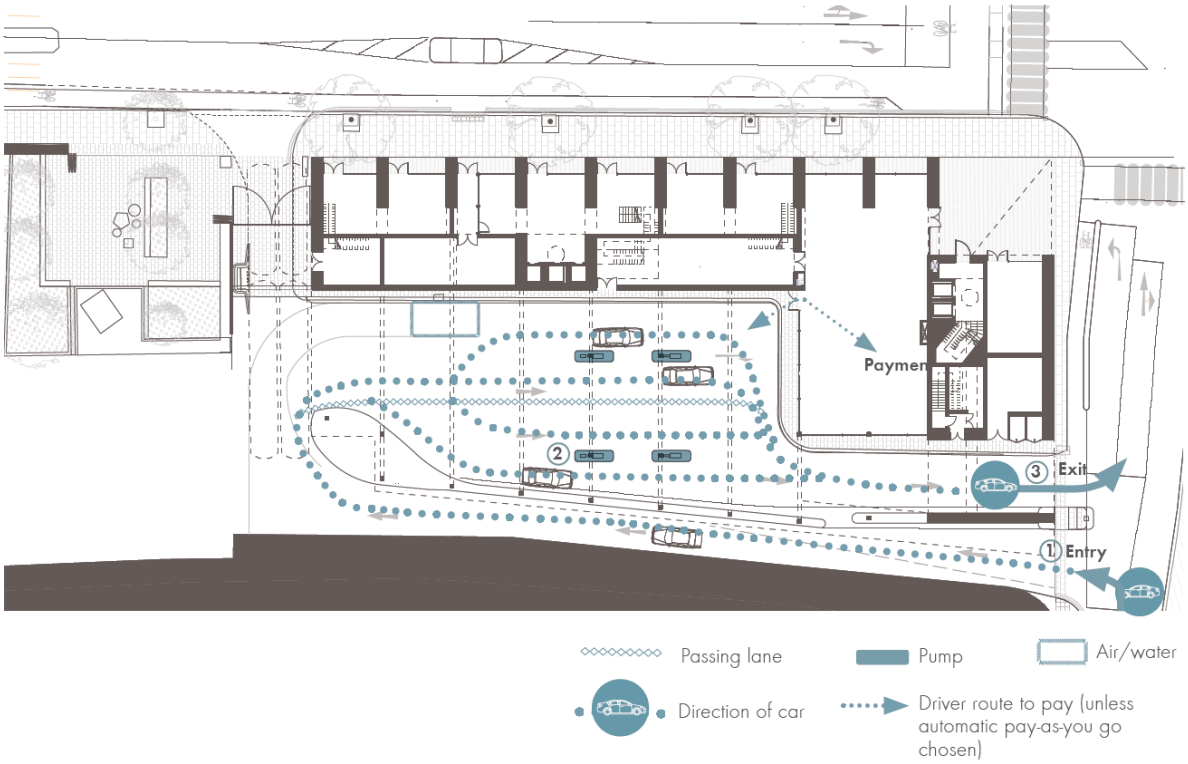

Figure 4.8: Proposed PFS Parcel Access

4.24 Access to the PFS parcel would be from Stephenson Street, via Chalk Farm Road. Vehicles would enter a one-slip road off Stephenson Street to access the PFS forecourt, before egressing back out on to Stephenson Street. Here vehicles could turn left and re-join Chalk Farm Road, or turn right to continue to the MS parcel. Pedestrians and office users would be able to enter the PFS from Chalk Farm Road.

Built Form, Height and Massing

4.25 Blocks would be delivered as taller apartment buildings (Block A, C and E1); courtyard buildings (Block B and F), mews and townhouses (D and E2).

4.26 The building heights of the proposed development would range from 5 to 14 storeys, with the tallest building (Block A) 52.67 m tall (84.17 mAOD). Building heights across the proposed development are shown in Figure 4.9.

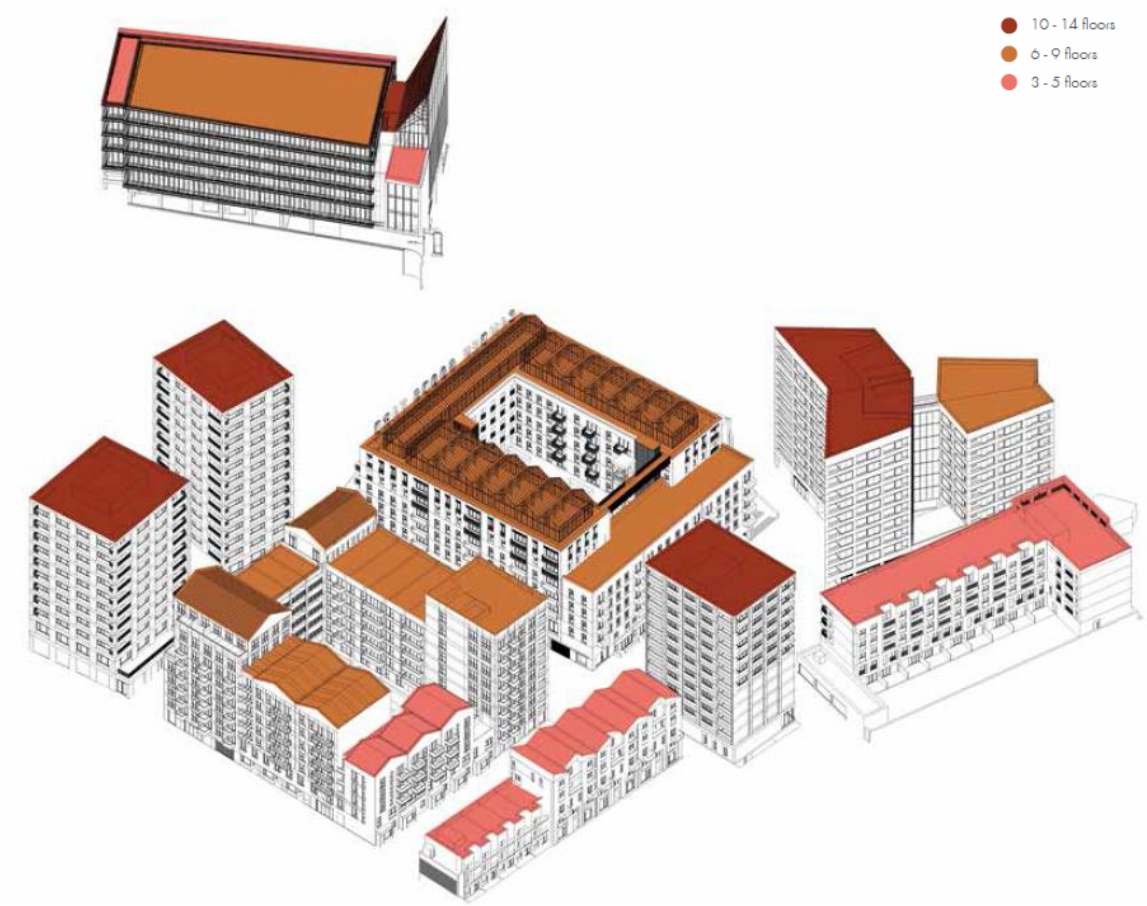

Figure 4.9: Proposed Development Block Heights

Building Appearance

MS Parcel

4.24 The overall architectural character of the proposed development would draw influence from the railway, warehouses and industrial buildings of and surrounding the application site and associated with Camden as a railway town.

4.25 The use of more contemporary materials was not considered during the design process to ensure the proposed development respected the heritage and existing townscape of the surrounding area (railway, warehouse and industrial buildings).

4.26 Therefore the blocks on the MS parcel are characterised by brick (as shown in Figure 4.10), masonry, precast, metalwork, painted timber, glazed bricks and set-back windows to create a 'converted industrial' feel.

4.27 Blocks B and F along with the terraces would be predominately in London Buff which is the prevailing brick in Camden, whilst Block A would be comprised of dark grey brick with metal folded panels. Block E1 would be white, whilst Block C would be mottled colours of red/purple.

Figure 4.10: MS parcel Proposed Block Appearance

4.28 Across the MS parcel, balconies would be articulated in different ways to introduce variety and distinguish buildings. Some would have painted metal with glass balustrades, others solid folded steel painted panels, perforated steel panels, painted steel railings.

PFS Parcel

4.29 For the PFS Block, brick would similarly be used at ground level; however due to it prominent location on the high street and at the entrance to the proposed development timber and glass would also be employed.

Landscaping and Public Realm

4.30 As shown in Figure 4.11, the proposed development would deliver an extensive network of public realm and open space which would facilitate a variety of uses. As such, the proposed development would deliver the following:

- 7,257 m^2 of civic space;
- 3,434 m^2 of green amenity open space;
- 368 m^2 of allotments/community gardens;
- 1,129 m^2 of children's playspace; and
- 108 m^2 of informal sports area.

Figure 4.11: Proposed Development Landscape Masterplan

MS Parcel

4.31 As discussed earlier, five new public squares and four new streets would be delivered across the MS parcel. Each element would have its own distinctive character to reflect the intended use as discussed in the following sections and as illustrated in the landscaping masterplan in Figure 4.11.

Goods Yard

4.32 This square would be located immediately to the north-west of Block B and would form the scheme's main public entrance and civic space. It would be located at lower ground level and would form direct physical and visual connections to Chalk Farm Road via Stephenson Street.

4.33 As the primary entrance to the supermarket, it would also provide access for service vehicles into the basement; offer space for circulation and access; offer space for temporary exhibitions and market stalls; as well as the opportunity for the community to gather, meet and circulate.

4.34 An accessible walkway would grade up through the space to follow the slope of Juniper Crescent / Stephenson Street to provide an accessible route to link into the steps and public lift to Roundhouse Way.

4.35 The Goods Yard would provide a public transit interchange, with new bus stops and stands for the two existing routes on Juniper Crescent. In addition, the square would be characterised by tree planting, planted courts, seating, play spaces and cycle parking facilities.

Camden Yard

4.36 The Camden Yard would be located in the north of the application site and would be a public space surrounded by active frontages with rental work spaces and retail outlets. Camden Yard would provide a multifunctional open space for use by tenants and operators. Visitors and shoppers could use the plaza to gather and relax, on fixed bench seats and loose furniture under a canopy of feature trees. This would also be the main pedestrian access routes through the proposed development, linking via stairs and a 24hr public lift to the upper residential ground level, Southampton Square and beyond to Oval Road.

Railway Park

4.37 The Railway Park would be located in the north-east of the proposed development, adjacent to Block C and above the previous horse stables, creating a continued area of open space from Camden Yard in the north to Interchange Yard in the south.

4.38 The Railway Park would provide extensive green space parallel to the rail corridor to the north and above the proposed retail element below. The Railway Park would comprise a wooded and informal green pedestrian link, enabling a variety of functions. Children's play facilities and outdoor gym elements would be included to add to the recreational character of the Railway Park. The Railway Park would be secured by gates at night to provide an element of security; however residents would still be able to use this space continuously.

Interchange Yard

4.39 Interchange Yard would be located in the south-eastern extent of the proposed development and would provide an integrated and multifunctional space, facilitating connections with the immediate surrounding context.

4.40 It would be provided at ground level and would be characterised by extensive landscaping; play space; 'break-out' areas for the workspaces and commercial units; areas for residents to grow vegetables; and links to the Camden Lock Market to the east and the existing Interchange Building to the south-east via public lift.

Southampton Square

4.41 Southampton Square would be located in the heart of the application site, to the west of Block C and to the south of Block B. Southampton Square would be the key multi-use residential open space within the proposed development.

4.42 The square would be at ground level and would be characterised by seating and gathering spaces under informal groups of trees; play facilities; planting over the basement and store podium; as well as a gravel surface to soften and allow for infiltration of rainwater. Screening hedges and mass planting areas would provide a degree of enclosure and intimacy for the square.

4.43 The square would facilitate connections to Gilbeys Yard and Oval Road.

Engine House Way

4.44 Engine House Way forms the south-western edge of the proposed development, leading from the new roundabout at Stephenson Street. This street would provide residential vehicle access to Block F, but would also provide the opportunity for extensive landscaping including fruiting trees, wildflower strips, and endemic grasses.

4.45 The southern end of Engine House Way would include a paved space for access into the heritage facility under the adjacent railway site. Visitor parking and massed wildflower meadow planting would be provided, as well as a cycle path into the adjacent Gilbeys Yard.

Makers Yard

4.46 Makers Yard would form the east-west link between Goods Yard and Engine House Way. It would be predominantly hard paved space between Blocks A and F, providing breakout space for

commercial operators and creative arts and crafts ventures along the ground levels flanking the space.

4.47 Detailed pavements would continue the railway track motif through this space with gravel surfaces within a geometric layout include canopy trees, adding texture, colour and greenery to this multi-functional space. Fixed seating and play facilities would facilitate a range of uses at various times and add scale and character to the space.

Roundhouse Way

4.48 Roundhouse Way would form a north-south street linking Goods Yard with Winding Vaults Way. The planting along Roundhouse Way would assist in creating a key pedestrian connection through the proposed development to the Oval Road.

4.49 The thoroughfare would be strategically lined with retail and commercial uses and seating to provide options for gathering, as well as opportunities for informal play. Lighting from adjacent shopfronts and commercial offices and workshops will add to the ambience, with pedestrian scale pole mounted lights leading through the space. Gravel surfacing under informal groups of trees would break up the space with the railway track motif expressed in the pavement finish. Paved areas would be designed to fall into planting, allowing a degree of infiltration of storm water runoff.

Winding Vaults Way

4.50 Winding Vaults Way would be located in the south of the application site between Block F and the residential Blocks E1 and E2. It would form an east-west Home Zone area. It would incorporate both on street public open space and landscaping, as well as private amenity space accessible only by the residents in Blocks E1 and E2.

4.51 This residential Home Zone relates to the lower scale residential apartments running parallel to the 'street'. This would provide a shared arrangement for access through the application site and servicing access to the blocks. A narrow vehicle route would be provided and defined by contrast paving and low kerbs, flanked by pedestrian pavements. Formal hedge planting would define the ground floor defensible space for residents, with paved step free access to residential foyers in the taller apartment buildings in Block E1 and E2.

PFS Parcel

Pocket Park

4.52 The proposed redevelopment of the PFS parcel would provide a small 'pocket park' at the base of the proposed block adjacent to Chalk Farm Road. The space would provide an area for relaxation off of the main road, and would include areas of enclosed space with feature planting, seating and minor elements of informal play for children. The pocket park would also provide outdoor space for future office workers within the block.

Play Space

4.53 Figure 4.12 shows the intended distribution of playspace across the proposed development.

Figure 4.12: Proposed Development Playspace

4.54 The proposed development would provide a mix of playspace (totalling 1,129 m^2) that would be incorporated into the overall landscaping strategy and character areas. Public playable space for the 0-4 years and 5-11 years groups would be provided within public realm, as well as courtyard areas where appropriate. Potential for informal play has also been integrated where possible throughout the public realm.

4.55 Integration of natural landscape elements, seating opportunities throughout the public realm would provide a flexible, playable landscape to meet the needs of different ages and would be shared by all generations throughout the day. Opportunities for play would also be provided across the proposed development where a child is present, including the streets, along well defined and overlooked 'playable routes', along key pedestrian connections, local green space, communal courtyards and private gardens.

4.56 Carefully selected play equipment, facilities and non-prescriptive features such as changes of level, hard and soft landscaping and other landscape features would create playful offers that would merge into the wider open space.

Roof Gardens

4.57 Roof gardens would be provided at Blocks A-C, including an urban farm at Block B, and a Winter garden and roof terrace at the PFS Block. The urban farm would house 750 m^2 of growing space within glass houses and would be supplemented by an events space for education along with a café/restaurant.

Servicing and Waste Management

4.58 A Servicing Management Plan (SMP) has been prepared for the proposed development and is presented in ES Volume 3B. This document identifies likely servicing and delivery requirements of the proposed development, as well as management measures to help minimise congestion in the local area.

4.59 The proposed residential units are anticipated to generate approximately 84,810 L of operational waste per week. It is anticipated that the proposed supermarket would generate similar levels of waste compared to the existing supermarket.

4.60 Appropriate and sufficient dedicated storage space for non-recyclable and recyclable waste generated by the supermarket and occupants of the proposed development would be provided within each block. This would enable appropriate management of waste disposal during the proposed development's operation.

Resource Use, Emissions, Residues and Sustainability

4.61 An Energy Statement and Sustainable Design and Construction Statement has been prepared for the proposed development and accompanies the application.

4.62 The energy statement has been developed in line with the Energy Hierarchy of 'Be Lean', 'Be Clean', and 'Be Green' to reduce the energy consumption of the proposed development. As such passive design, energy-efficient equipment and low carbon technology would be incorporated into the proposed development.

4.63 Passive and active energy efficiency ('Be Lean') measures (such as optimally sized windows, energy efficient white goods and lighting, mechanical ventilation) would be employed within the proposed development and would provide a reduction of 14.12 % CO_2 emissions against an energy efficient scheme.

4.64 In accordance with the 'Be Clean' measures, a centralised plant strategy comprising an on-site energy centre and site-wide district energy system operated by a gas-fired CHP unit, would provide low carbon and energy efficient heat. This would deliver a reduction of approximately 15.27 % CO_2 emissions against an energy efficient scheme.

4.65 In respect of renewable energy ('Be Green') measures, consideration was given to a range of options. The only feasible renewable energy systems was concluded to be roof mounted photovoltaic (PV) panels. However, the design of the proposed development, the orientation of roofs, the large areas of roof proposed for use as amenity spaces and the proposed use of Block B for an urban farm, means that only limited areas of roof would be available for use for PV panel arrays.

4.66 Accordingly 800 PV panels would be provided to achieve a further reduction of 5.78%.

4.67 The overall predicted reduction in CO_2 emissions for the proposed development when measured against a Building Regulations 2013 Part L compliant scheme, would be approximately 35.17 % which represents an annual saving of approximately 400 tonnes of CO_2.

4.68 The sanitary fittings within each residential unit would include low water use WCs, showers, taps, baths and (where installed) white goods to comply with an average household water consumption of <105 litres/person/day. An equivalent approach would be provided for non-residential units.

Operational Management Controls

4.69 The following would be implemented as part of the operational management of the proposed development:

- Travel Plan;
- Servicing Management Plan; and
- Operational Waste Management Plan.

5. DEMOLITION AND CONSTRUCTION WORKS

Overview

5.1 To enable assessment of likely environmental effects within this ES, an indicative, but feasible, programme has been developed by the Applicant based on a number of assumptions. These assumptions have been informed by an understanding of current and future projected market conditions, logistical arrangements, technical considerations and professional experience, all of which are considered to be reliable.

5.2 Given the scale of the proposed development, the current expectation is that the demolition and construction works would be phased over approximately 68 months (6 years) as presented in Table 5.1 and Figure 5.1. It is anticipated that works would commence in Q1 2019, with completion targeted for Q4 2024.

Table 5.1: Indicative Demolition and Construction Activities and Approximate Duration

Works	Start Date	Completion Date
Section 278 Works	Q1 2019	Q1 2020
PFS parcel (temporary supermarket):		
Demolition and Enabling Works, Substructure and Tanks	Q1 2019	Q4 2019
Frame/Superstructure, Façade/Cladding and Fit Out	Q3 2019	Q3 2020
MS parcel		
Demolition and Enabling Works	Q3 2020	Q1 2021
Substructure and Basement	Q3 2020	Q3 2022
Supermarket Structure to Podium	Q3 2021	Q4 2022
Block A Frame/Superstructure; Façade/Cladding; and Fit Out	Q4 2021	Q1 2024
Block B Frame/Superstructure; Façade/Cladding; and Fit Out	Q3 2021	Q3 2023
Block C Frame/Superstructure; Façade/Cladding; and Fit Out	Q2 2021	Q1 2023
Block D Frame/Superstructure; Façade/Cladding; and Fit Out	Q1 2023	Q4 2024
Block E1 Frame/Superstructure; Façade/Cladding; and Fit Out	Q3 2023	Q4 2024
Block E2 Frame/Superstructure; Façade/Cladding; and Fit Out	Q3 2023	Q4 2024
Block F Frame/Superstructure; Façade/Cladding; and Fit Out	Q3 2023	Q3 2024
PFS parcel (new permanent PFS):		
Strip out temporary store, fit out of offices, fit out PFS	Q4 2022	Q2 2023
Total Programme	**Q1 2029**	**Q4 2024**

5.3 The first phase of the works would be to redevelop the PFS parcel to provide a temporary supermarket with commercial space above. Once this is operational the existing MS parcel would be redeveloped. When the new supermarket is completed on the MS parcel, the temporary supermarket on the PFS parcel would be closed and adapted to form a new PFS.

5.4 Prior to the commencement of works on the PFS parcel and the MS parcel, the following investigations and activities would be undertaken:

- Review of the building registers for buildings to be demolished;
- Geotechnical and Site Investigations (SI) works;
- A programme of Archaeological Evaluation works;
- Surveys of existing services;
- Preparation of tender documents and construction method statements; and

- Draining down and removal of pollutants/contaminants such as refrigeration gases, diesel fuel and engine oils, if any.

5.5 The sequencing of activities on-site would be as follows:

- PFS parcel Enabling, Demolition, Construction of the PFS Block and Fit Out for temporary supermarket use at ground floor and offices above; MS parcel fully operational;
- PFS parcel operational as temporary supermarket and office use (on-site receptors); MS parcel Enabling, Demolition and Construction of Blocks A,B,C; and
- PFS parcel conversion of the PFS Block from temporary supermarket to PFS; MS parcel supermarket operational, Blocks B and C near complete with Blocks A, D, E1, E2 and F under construction.

5.6 The detailed demolition and construction programme would be designed and managed to minimise disruption to local residents, the general public, and the environment.

5.7 Prescribed hours of work would be agreed with LBC. It is envisaged that, in general, the hours of work would be as follows:

- 08:00 – 18:00 hours Monday to Friday;
- 08:00 – 13:00 hours Saturday;
- No working on Sundays or Bank Holidays.

5.8 For any works likely to be undertaken outside of these hours, agreement would be sought with LBC in advance.

Construction Management Plan

5.9 A framework Construction Management Plan (CMP) is presented in the ES and aligns with an Outline CMP that accompanies the application. The CMP would be further developed in advance of works commencing on-site and would include all details of relevant environmental management controls necessary for environmental protection during the works. This would be discussed and agreed with the relevant planning officers at LBC following the approval of the application.

5.10 The CMP would comprise a Construction Traffic Management Plan (CTMP), a draft of which accompanies the proposed development's Transport Assessment, as well as a site waste management plan (SWMP). It is envisaged that the CMP would address as a minimum the following:

- Roles and responsibilities;
- Control and management of construction wastes;
- Housekeeping procedures and environmental control measures relating to incidents, ecology, water, waste, noise, air quality, and contamination;
- Details of any environmental monitoring proposed;
- Details of prohibited or restricted operations (location, hours etc.);
- Details of proposed routes for HGVs travelling to and from the application site; and
- Details of all works involving interference with a public highway, including temporary carriageway / footpath closures, realignment and diversions.

Community Liaison

5.11 Measures for community liaison would be implemented by the contractor to co-ordinate the dissemination of information. Matters for public consultation during the demolition, earthworks and piling works would be brought to the public's attention through staging drop-in exhibitions and the circulation of bespoke newsletters within the established catchment area. Local stakeholders would be engaged in direct communication with the Applicant, design team and other such consultants as required from time to time through the established Resident's and

Community Liaison Groups. These groups would be open to new members as and when required and would be run in accordance with the stipulations of the LBC.

5.12 The CMP would set out the arrangements for dealing with incidents or complaints. In general, all complaints would be logged and reported to the appropriate authority where required. Measures to remedy the complaint would also be recorded and reported back to the complainant.

Potential Construction Environmental Effects

5.13 The main sources of potential environmental effects during demolition and construction of the proposed development have been identified as demolition and construction transport; noise and vibration; air quality; ground contamination; visual and residential amenity. Potential impacts have been identified and standard best practice mitigation measures have been incorporated into the development proposals to reduce the likelihood for significant environmental effects.

5.14 The EIA has taken account of the mitigation measures in assessing the residual demolition and construction effects of the proposed development.

6. ENVIRONMENTAL IMPACT ASSESSMENT

EIA Process and Methodology

6.1 This NTS reports on the findings of the EIA process. EIA is a process that identifies the potential significant environmental effects (both beneficial and adverse) of a proposed development and proposes mitigation to avoid, reduce and offset any likely significant adverse environmental effects. It is an iterative process which proactively seeks to integrate mitigation within the development proposals so as to avoid significant effects from arising.

6.2 The EIA process adopted for the proposed development has followed best practice guidelines, as set out by the Institute of Environmental Management and Assessment (IEMA) Quality Mark scheme. The process involved the following key steps:

- Consultation was undertaken with key stakeholders such as the LBC, Greater London Authority (GLA), EA, Historic England (HE), Transport for London (TfL) and Natural England on the issues to be considered by the EIA;
- The most up-to-date information on the nature of the sensitivity of the environment was gathered and assessed where applicable;
- The EIA used best practice methods to predict the potential nature, size and significance of any environmental change; and
- The results of the EIA process have been reported in the ES in a transparent way, to provide the information required to support the decision making process.

Topics Included in EIA

6.3 The following issues were assessed within the EIA as confirmed during the EIA Scoping process:

- Socio-Economics;
- Transport and Accessibility;
- Air Quality;
- Noise and Vibration;
- Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution;
- Wind;
- Built Heritage; and
- Townscape and Visual Amenity.

Topics Excluded from EIA

6.4 The following issues were scoped out of the EIA as confirmed during the EIA Scoping process:

- Climate Change;
- Archaeology;
- Ecology;
- Water Resources and Flood Risk;
- Waste;
- Aviation; and
- Health and Wellbeing.

6.5 Whilst it was not expected that ecology, existing trees and water resources and flood risk would give rise to significant environmental effects, standalone technical assessments (Preliminary Ecological Impact Assessment, Arboricultural Impact Assessment, and Flood Risk Assessment) have been undertaken to integrate mitigation measures within the development proposals.

6.6 This approach has been agreed with the LBC through the EIA Scoping process.

Assessment Approach

6.7 The ES provides assessments of potential significant environmental effects during demolition and construction and once the proposed development is complete and operational. Each technical assessment considers different types of effects including direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, beneficial and adverse effects. Where there is flexibility built in within the proposed development in terms of the final areas, the relevant topic areas within the EIA have assessed a scenario which reflects a worst case scenario so as not to overinflate / underestimate the likely significant effects.

6.8 Each of the above issues are addressed in a separate technical assessment chapter in ES Volumes 1, 2A and 2B. In each chapter, a description of the assessment methodology is given together with current application site conditions. This is followed by an assessment of the potential impacts and likely effects of the proposed development (both beneficial and adverse) taking into account mitigation measures that are embedded in the development proposals; the consideration of the need for additional mitigation or any recommendations for enhancement measures to reduce or offset any significant adverse effects identified during the assessment; and a concluding assessment on the residual effects that would remain after these measures have been implemented, as well as the cumulative effects of the proposed development. The likely significant environmental effects attributed to the proposed development are then confirmed.

6.9 Mitigation is the term used to refer to the process of avoiding where possible and, if not, minimising, controlling and/or off-setting potentially significant adverse impacts and effects of a development. As part of the iterative process, mitigation measures have been integrated (embedded) into the design stage; the demolition and construction stage; or the activities associated with the operation of the completed proposed development.

6.10 ES Volumes 1, 2A and 2B report upon the likely effects of the proposed development and the associated scale of significance (whether it be Negligible/Imperceptible, Minor/Slight, Moderate or Major), in order to determine what the likely significant effects of the proposed development would be. The results of this have been summarised in this document.

6.11 In addition to the above, the following two types of cumulative effects have been assessed:

- Intra-Project effects of different types of impacts from the proposed development that could interact to jointly affect a particular receptors at the application site. Potential impact interactions could include the combined effects of noise and dust during demolition and construction activities on a particular sensitive receptor; and
- Inter-Project effects which are combined effects generated from the proposed development with other committed or planned developments ('cumulative developments'). These 'other developments' may generate their own individually insignificant effects but when considered together could amount to a significant cumulative effect, for example, combined landscape and visual impacts from two or more (proposed) developments.

6.12 The cumulative scheme agreed during the EIA Scoping process for the purpose of the inter-project cumulative impact assessment is discussed in Section 8.

7. WHAT ARE THE LIKELY SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED DEVELOPMENT?

Socio-Economics

7.1 The application site is located in LBC to which there are approximately 246,200 residents. Within the local study area there are approximately 24,997 residents.

7.2 The largest share of employee jobs in the neighbourhood impact area are in the information and communication industry, providing 3,650 employee jobs (18.3 % of total employee jobs). The latest Annual Populations Survey (APS9), suggests that a lower proportion of working age residents (aged 16 – 64) in the local impact area are economically active, at 73.2%, relative to the average for the wider impact area, at 78.3%, and the level of 78.1% across England.

7.3 LBC ranks 69th out of 326 local authority areas, placing it within the 22% most deprived areas in England. When broken down by domain, evidence suggests that higher levels of deprivation in the local impact area are related to general income (19.9%) and income deprivation affecting children (11.0%) and older people (8.0%), living environment (1.2%) and crime (10.4%). However the education, skills and training domain appears to be an area within limited deprivation in LBC.

7.4 There are nine primary schools within the planning area, of which there is a combined surplus of 121 school places. There are 10 secondary schools in LBC with Haverstock School being the closest to the application site, located approximately 470 m to the centre of the application site. The combined surplus places for secondary schools total 695.

7.5 There are nine GP surgeries within a 1 mile (1.6 km) walking distance of the application site. The closest is Primrose Hill Surgery, located approximately 480 m to the centre from the application site.

Demolition and Construction

7.6 The construction of the proposed development would generate approximately 131 gross jobs on-site annually (net 51 jobs), 43 apprenticeship opportunities and economic productivity through increased spending across the local area and the LBC, which would give rise to beneficial effects.

Completed Development

2.21 The proposed development would deliver the comprehensive regeneration of the application site. In particular it would:

- deliver 573 new residential units;
- deliver commercial floorspace that would generate approximately 1,159 additional gross direct jobs on-site;
- generate demand for 84 primary school places, 60 secondary school places, 0.7 GPs and other health facilities (e.g. dentists, opticians, pharmacies and hospitals). It is expected that the additional demand for public services can be accommodated within existing facilities, with the exception of secondary education. As a response, financial contributions would be made by the Applicant;
- contribute of approximately £17.3 million within the LBC economy each year
- include enhancements to the local population, labour force and skills, an uplift in gross earnings (income) equivalent to approximately £21.3 million per annum, £14.0 million in retail expenditure and £8.9 million in leisure expenditure associated with the new residents each year, in addition to further local expenditure generated by employees of the proposed development once completed;

[9] Office for National Statistics, 2017. Annual Population Survey. London: Office for National Statistics.

- increase the provision of business space, which is estimated to generate a net uplift of approximately £2.3 million business rate revenue per annum, and also improve levels of business activity locally;
- deliver 10,323 m^2 of various types of public, playspace, communal and private open space within the proposed development designed to ensure that public spaces are accessible to all and encourage social interaction within the community.

7.7 The proposed development would give rise to a population of 1,124, including 84 primary and 60 secondary aged children. Taking the above into account, there would be adverse effects in relation to the provision of secondary school places; however the Applicant would provide a financial contribution via the CIL. Beneficial effects would arise in relation to the provision of new housing, employment space and opportunities, economic activity, open space and playspace.

7.8 The assessment concludes that the following significant effects would result from the proposed development:

- Generation of construction apprenticeships (beneficial - local level);
- Enhance local labour provision and skills (beneficial - neighbourhood and local levels);
- Uplift in income and expenditure (beneficial - neighbourhood and local levels);
- Council Tax revenue (beneficial - local level);
- New Homes Bonus Payments (beneficial - local level); and
- Business rate revenue (beneficial - local level).

Transport and Accessibility

7.9 The application site is located on two parcels of land divided by a railway line and is located between two stations on the Northern Line underground line, with Camden Town Station approximately 600 m to the south-east and Chalk Farm approximately 350 m to the north-west. The Northern Line extends into Central London to the south of the application site, providing access to several key interchange stations including Euston and King's Cross St Pancras, allowing access to other underground lines and national rail services. Services from these stations run every 3 minutes on average in each direction during the weekday daytime, which comprises services on both the Bank and Charring Cross branches.

7.10 TfL's 'Local Cycling Guides' identify several recommended and signed cycle routes in the vicinity of the application site. These include a variety of local roads recommended for cycling, including parts of Chalk Farm Road. There are also some off-road cycle routes within a reasonable 5 km cycle distance of the application site, including the canal towpath as it extends to the south.

7.11 There are existing cycle parking facilities at the MS parcel, with a total of 24 Sheffield cycle stands spread across three areas around the supermarket's perimeter (all of which are undercover), resulting in a total provision of 48 cycle spaces (2 bikes per stand).

Demolition and Construction

7.12 In summary, the traffic flows during the worst case demolition and construction period would comprise the following:

- Up to 85 daily two-way HGV movements associated with demolition and construction of the MS parcel; and
- Up to 1,776 daily two-way vehicle movements associated with the operation of the temporary supermarket at the PFS parcel.

7.13 This would result in the following percentage increases on links within the study area:

- Juniper Crescent: +63.10% HGVs daily
- Chalk Farm Road (east): +32.65% HGVs daily

7.14 The implementation of the CTMP would manage the flow of HGV movements along the access road to minimise the effects on pedestrians. A Zebra Crossing would be implemented on Juniper Crescent at an early stage to limit severance and a new signal-controlled junction delivered at Chalk Farm Road. In addition to address driver stress, suitable signage for motorists on approach to the application site would be provided to confirm new road layouts and customers in store notified as early as possible of planned changes to (e.g. on noticeboards).

7.15 When taking into account embedded mitigation, including the implementation of best practice control measures within the CTMP, CMP and upfront transport infrastructure including crossings and the new signal-controlled junction, as well as the additional mitigation, the transport effects during the demolition and construction stage would not be significant.

Completed Development

7.16 The completed proposed development is predicted to generate additional walking and cycle trips on the local network surrounding the application site. The completed proposed development would provide a well-designed pedestrian environment, which would include 912 residential long-stay cycle parking spaces, 73 long-stay long-stay cycle spaces for other uses and 64 short-stay spaces at the MS parcel and 46 long-stay and 16 short-stay spaces at the PFS parcel. When taking into account inherent mitigation that would be provided, the transport effects of the completed development would not be significant.

7.17 The proposed development would provide 300 car parking spaces for the proposed supermarket and 20 wheelchair accessible spaces for the residential dwellings (a net reduction of total spaces compared to existing uses). The proposed development's operational traffic flows would result in an 11.98 % increase in the AM peak hour. There would be increased peak hour delays of +28.2 seconds on Chalk Farm Road (east) and +51.5 seconds on Juniper Crescent, with up to 21 seconds additional waiting time for pedestrians.

7.18 As part of the proposed development's highway works, the Chalk Farm Road/Juniper Crescent signal junction would be reconfigured to provide a single all movements junction and improve circulation at this location. Travel Plans for the residential and commercial elements of the proposed development would also be prepared to minimise the reliance on single-occupancy car trips and promote non-car travel.

7.19 The proposed development would generate trips by public transport services (including London Underground, train and bus services); however the passenger increases are considered to be at a manageable level with seven or less passengers per service, and it is considered that this should not warrant further mitigation.

2.22 Servicing of the proposed development would be undertaken within the confines of the application site in controlled areas with dedicated spaces for performing loading and unloading activities. A DSMP would be prepared, which would aim to minimise servicing trips and ensure that servicing and deliveries to the residential and commercial uses within the proposed development can take place efficiently with negligible effects on the local road network.

7.20 The assessment concludes that no significant transport and accessibility effects would arise from the proposed development.

Air Quality

7.21 The application site is located within an AQMA. The AQMA encompasses the whole Borough and has been declared for elevated levels of NO_2 and PM_{10}. The proposed development is located outside the Camden Clear Zone.

Demolition and Construction

7.22 The main effect on air quality during demolition and construction works relates to dust, which is most likely to be generated from demolition activities and earthworks. Without proper mitigation,

some degree of dust impact may occur at neighbouring receptors and those parts of the proposed development built and occupied in the early phases. However, with the implementation of suitable mitigation measures, which would be set out within the CMP to be agreed with the LBC, the significance of effects from demolition, earthworks, construction and track out activities would not be significant.

7.23 Additionally the associated effect of HGV emissions on local air quality would not be significant along Chalk Farm Road.

7.24 Notwithstanding this, mitigation measures have been put forward in relation to the emissions of HGV traffic, primarily in relation to all mobile vehicles associated with the demolition / construction complying with the standards of the London Low Emission Zone (LEZ).

Completed Development

7.25 The air quality assessment has considered changes in traffic levels along the local road network as a result of the proposed development and the associated exhaust emissions. Changes in air quality at existing receptors as a result of the proposed on-site energy generating plant associated with electricity, heating, hot water and cooling systems was also considered. During the design process air quality constraints have been fully taken into account and appropriate mitigation measures incorporated into the design of the proposed development.

7.26 The assessment confirms the combined effect of both traffic and energy plant emissions would not result in a significant increase in pollutant concentrations at existing off-site receptors.

7.27 In terms of introduced on-site receptors, concentrations at the proposed receptors would be below the relevant national health based targets.

7.28 In addition, no exceedances of air quality objectives are predicted for the opening year of the proposed development at modelled proposed residential receptors. The proposed development would be Air Quality Neutral.

7.29 The assessment concludes that no significant air quality effects would arise from the proposed development and that the proposed development would be suitable for residential use.

Noise and Vibration

7.30 A noise and vibration measurement procedure was designed and agreed with LBC to determine the existing noise and vibration levels at the application site. The survey comprised week long noise monitoring at four positions across the application site and 48-hour vibration surveys at two positions.

7.31 The surveys established that both noise and vibration in the area are dominated by railway noise with trains passing on either side of the application site, to the east and west. Contributions of noise were also noted from road traffic noise and late-night entertainment venues in the area. The application site currently experiences elevated background levels of noise.

Demolition and Construction

7.32 Noise predictions have been undertaken to provide an estimate of the noise emissions from the application site during the demolition and construction works at the nearest off-site sensitive receptors, as well as future on-site receptors within occupied units of completed early phases.

7.33 Taking into account the proposed mitigation measures, noise levels are not predicted to give rise to significant effects at receptor locations. Mitigation measures would comprise a CMP and use of best practicable measures, including preparation of a Section 61 Agreement with LBC, as well as proposals for demolition and construction noise and vibration monitoring during works.

7.34 Temporary instances of vibration effects would arise from worst-case periods of demolition and construction activity; however, this would be short-term and monitored on a regular basis, with a specific limit set as an action level.

7.35 Traffic flows incorporating demolition and construction traffic have been assessed for the worst-case phase of the proposed development works, and it has been concluded that the effects due to demolition and construction traffic noise would not be significant.

Completed Development

7.36 The effect of ambient noise on the proposed development has been determined by predicting the likely noise levels at the proposed residential/office facades. Mechanical ventilation is proposed for all residential spaces. A glazing specification has been proposed which, in combination with mechanical ventilation, would be capable of ensuring compliance with relevant guidance. As such, the effects of noise on internal residential spaces would not be significant.

7.37 For external amenity spaces, noise levels have been reduced through locating these away from significant noise sources as far as possible and through the proposed development's layout which would ensure that all residents would have access to shared amenity spaces which would be sheltered.

7.38 Some of the private balconies would be subject to significant effects due to background noise, although residents would have access to a quieter shared space which is in line with the recommendations of relevant guidance.

7.39 For building services plant noise, conditions imposed by the LBC inherently limit noise emissions to an appropriate level. Appropriate criteria have been set in the noise assessment in order to ensure compliance is achieved once detailed designs are undertaken.

7.40 For commercial noise breakout, appropriate criteria have been set in this assessment to ensure there are no significant effects on receptors.

7.41 Calculations based on traffic flows have shown that the direct effect of road traffic due to the proposed development would not be significant when compared with current and future baseline flows.

7.42 Measured vibration levels at the application site would not be significant.

7.43 The assessment concludes that no significant noise and vibration effects would arise from the proposed development and that the proposed development would be suitable for residential use. Whilst balconies would be subject to noise levels exceeding relevant guidance, this would be offset by the provision of quieter shared amenity space across the proposed development.

Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution

7.44 The results of the baseline assessment indicate very high levels of BRE compliance for daylight and sunlight when taking the urban location of the application site into consideration. These high levels of daylight and sunlight are unusual for the urban context of the application site owing to the current low level massing of the application site allowing the surrounding residents to benefit from daylight and sunlight levels that are not consistent with the urban location of the application site.

7.45 Owing to the current low level massing on the application site, the overshadowing baseline condition shows minimal shadow is cast from the existing buildings on to the surrounding areas of open space and the surrounding sensitive amenity areas are unaffected by shadow cast from the existing buildings on site on the days assessed.

Demolition and Construction

7.46 The potential daylight, sunlight, overshadowing solar glare and light pollution effects during demolition and construction would gradually increase in magnitude as the massing of the proposed development increases. When considering the construction of the proposed development, the effects would be noticeable; however, such effects would be less than that of the completed development.

Completed Development

Daylight

7.47 Given the height and massing of the proposed development, there would be a number of instances in which existing sensitive receptors would experience noticeable reductions in daylight levels. The most significantly affected would be to limited properties along Chalk Farm Road, Gilbeys Yard and Juniper Crescent.

7.48 The application site is currently considered to have a low level massing, owing to this significant effects are likely to be unavoidable in relation to any substantial and viable new development proposed on the application site. It must be taken into consideration that the surrounding sensitive receptors currently see unrealistically high levels of daylight that are not consistent with the levels usually seen within an urban location. Any massing proposed on the application site that would exceed the parameters of the existing massing currently on-site would result in disproportionate percentage alterations in the daylight levels experienced by the nearby sensitive receptors. As emphasised within the Housing SPG (2016) for London, an appropriate degree of flexibility should be applied when using the BRE guidelines and factors such as local circumstances and the need to optimise housing capacity should be taken in to consideration.

Sunlight

7.49 In relation to sunlight, no significant effects are considered likely. Due to the minor nature of the overall effects on sunlight to surrounding sensitive receptors no mitigation is considered necessary.

Overshadowing

7.50 Whilst the proposed development would result in an increase in levels of overshadowing in the area surrounding the application site, this would not significantly affect any of the sensitive amenity areas nearby.

Solar Glare

7.51 In relation to solar glare the majority of viewpoints assessed would not be significantly affected by the proposed development, however eight of the viewpoints assessed would experience significant effects. These significant effects would be mitigated at the detailed design stage by the inclusion of effective measures such as fins/louvres on the facades closest to the road and rail viewpoints.

Light Pollution

7.52 The cumulative Light Pollution assessment upon the consented scheme on 100 Chalk Farm Road from the proposed PFS block demonstrate that there would be no significant effects as a result of light pollution.

7.53 The assessment concludes that:

- 11 surrounding sensitive receptors would likely experience significant daylight effects in relation to the completed proposed development. The two most significantly affected buildings being Gilbeys Yard (Block A) and Gilbeys Yard (Block B); and
- following the adoption of appropriate façade materials on the northern and southern facades of the PFS Block, there would be no significant solar glare effects.

Wind

7.54 This assessment considers the following impacts and effects in the context of wind comfort and safety:

- Wind conditions at thoroughfares; and
- Wind conditions at on-site amenity spaces at ground, terrace and balcony levels.

7.55 Extensive wind tunnel tests were undertaken to assess the effect of the proposed development on the wind microclimate. The wind tunnel testing did not take account of existing and proposed landscaping and therefore represents a worst-case (see wind tunnel model in Figure 7.1).

Figure 7.1: Wind Model

7.56 The baseline wind microclimate conditions throughout the application site are generally as would be expected within a built-up, urban environment within London. The majority of the application site has wind conditions suitable for standing and sitting, which is expected due to the low-rise nature of the existing buildings and immediate surroundings of the application site.

Demolition and Construction

7.57 Based on professional judgement, the demolition of the existing low-rise structures on the application site is not anticipated to give rise to any significant change to the existing (relatively calm) wind microclimate both on and off-site. On this basis, the temporary effects would not be significant. Due the benign height of the PFS Block on the PFS parcel, pedestrians using the temporary supermarket would experience wind conditions that are acceptable for thoroughfare use.

7.58 As construction of the proposed development progresses, the wind conditions of the application site and the surrounding area would gradually adjust to those described below for the completed development.

Completed Development

7.59 With the proposed development in place, which is significantly larger in massing compared to the existing buildings on the application site, the wind microclimate increases around the proposed development; however, the wind microclimate remains acceptable for thoroughfare use (walking and strolling).

7.60 All the proposed thoroughfare locations and bus stops are predicted to have acceptable wind conditions for the intended uses.

7.61 There would be no adverse effects at off-site residential amenity spaces.

7.62 The majority of entrances to Blocks within the proposed development would be suitable; however six locations would be winder than desired at Blocks A, C and F.

7.63 The amenity space to the north-west of the PFS Block would have the desired mix of sitting and standing conditions suitable for a pocket park.

7.64 The majority of on-site amenity areas at the MS parcel proposed for sitting would be acceptable for this use; however four locations in Makers Yard, Camden Yard and the courtyard of Block F would be windier than desired.

7.65 The majority of the balcony receptors would have the desired sitting wind conditions during the summer; however, seven receptors would have standing conditions. These balconies would require mitigation in the form of a solid balustrade.

7.66 The majority or roof terraces would have the desired wind condition; however, five receptors would have windier than desired conditions.

7.67 Two occurrences of strong winds exceeding the 15m/s threshold would occur at terrace level on the PFS Block; however, these are noted to be plant areas and therefore would not require mitigation.

7.68 Exceedances of the required wind microclimate conditions are marginal and would be readily mitigated by standard measures such as soft landscaping features including shrubs in planters, small trees, porous/solid screens and artwork.

7.69 On review of the proposed development's landscaping scheme the majority of windy locations would be addressed. Additional mitigation would be required at 24 locations and these would consist of the following:

- Shrubs in planters (1.5-2 m);
- Small trees (at least 1.5 m);
- Porous screens/artwork/sculptures (at least 2 m)
- Solid balustrades on balconies; and
- Recessing of entrances (1.5 m recess).

7.70 These measures would be tested at the detailed design stage to confirm their effectiveness.

7.71 On this basis, the assessment concludes no significant wind effects would arise from the proposed development.

Townscape and Visual

7.72 Although the MS parcel is set higher than its surroundings, there is a single structure and car park presently on that part of the application site which has almost no visibility in the surrounding area and poor townscape value. The PFS parcel is located on Chalk Farm Road and it also presently consists of a single storey structure and parking forecourt which poorly contributes to the townscape character along Chalk Farm Road.

7.73 The likely extent of the visibility of the proposed development has been tested throughout the design process and a number of key views in which the proposed development would be visible have been assessed with the agreement of Camden Officers.

Demolition and Construction

7.74 Cranes, machinery and other equipment, and partly constructed buildings, would be visible in some views and from some parts of the townscape. The erection of hoarding around the application site would help to reduce its visibility and would be a requirement of the CMP, amongst other best practice controls and management measures. However there would be an adverse visual effect on views and the townscape whilst the works are in progress. The scale of effect would depend on the proximity to the works and how visible they are. The effects would vary through the process but all would be temporary. No elements of the demolition and construction process would remain following its completion, except for the development itself.

Completed Development

7.75 The buildings proposed would be of a range of heights and mass, organised to create a legible, attractive and safe streetscape, and to have variety and interest on the skyline. The mass and detailed expression of each block has been carefully conceived to respond to its particular existing context, its place within the masterplan and its visibility in particular views. The typologies of buildings proposed include perimeter/courtyard blocks, terraced apartments and taller apartment blocks.

7.76 The proposed building heights were conceived taking into account the raised level of the MS parcel, the appearance of taller elements in varied contexts and views in the wider locality, and the intention to mark entrance points and public spaces within the application site and outside of it.

Views

7.77 Views of the proposed development on the MS parcel would be clearest:

- when adjacent and close to the main entrances to the application site at the south, on Oval Road, and at the north, on Juniper Crescent;
- along local streets orientated towards the application site - Oval Road, Princess Road, Edis Street, Ferdinand Street, Harmood Street, Hartland Road;
- along the more the distant road of Haverstock Hill which is orientated towards the application site and is on steeply rising ground;
- from local bridges over rail lines and the Regent's Canal; and
- from the summit of Primrose Hill.

7.78 There would be partial views of the tallest buildings proposed on the MS parcel from local parks – Regent's Park, Castlehaven Open Space and Talacre Gardens – and glimpsed views of parts of the proposed development along more distant streets directed towards the application site (for example Grafton Crescent) and along Chalk Farm Road, running parallel to the application site.

7.79 Due to the particular nature of the MS parcel, which has restricted routes to it, the proposed development on that part of the application site is partly concealed by existing parts of the townscape in all views assessed. The PFS parcel is situated on Chalk Farm Road and would be clearly visible and a significant new element in views up and down that main road.

7.80 Block A is the tallest part of the proposed development and would generally have the most visibility in views from the north and east. In views from the east, Block C would be more prominent and Block A largely occluded, and in views from the south, along Oval Road, Block E1 would be the most prominent element. The tall elements would landmark the entrances and key public spaces on the application site and each building mass proposed would have a different height and form, adding interest to the skyline profile of the proposed development overall.

7.81 Of the 37 views assessed and twelve views tested, almost all effects on local views and townscape character would be neutral or beneficial due to the high quality design of the proposed development which has been conceived in relation to the particular site.

7.82 The effect of the proposed development on the protected Parliament Hill view would be negligible.

7.83 Two of the assessment views are presented in Figures 7.2 and 7.3.

Figure 7.2: View 29 – Farm Road, at Hartland Road, looking north

Figure 7.3: View 36 - Oval Road, at north end of Gloucester Crescent

Townscape Character

7.84 The part of the townscape most affected by the proposed development would be the area immediately surrounding it. That area historically developed as a result of uses and activities associated with the rail, canal and road interchange (identified as townscape character area (TCA) 1: Regent's Canal and Rail Interchange in the assessment). The scale and design of the proposed development has been carefully conceived to be informed by the existing buildings and heritage which characterise this area, and therefore there would be little change to the character of the area. However, the increased permeability and activity on the application site and through the area would result in an improvement to the character of the area.

7.85 The views assessment shows that visibility of the proposed development in townscape character areas in the surrounding area would be limited and that the proposed development would read as a separate element within their setting and would not affect the townscape character which predominates in each area.

7.86 The townscape character on the application site would be improved and the townscape character in the surrounding area would be preserved.

7.87 The assessment concludes that:

- demolition and construction effects would not be significant due to their temporary nature and because there would be no residual effects from those processes.
- significant beneficial visual effects would arise within the following views:
  - Primrose Hill top viewing area;
  - King Henry's Road, at Regent's Park Road;
  - Chalk Farm Road, at Belmont Street;
  - Chalk Farm Road, at Hartland Road, looking north;
  - Oval Road, at north end of Gloucester Crescent; and
  - Oval Road, west pavement close to the canal.

Built Heritage

7.88 The PFS parcel is located within the Regent's Canal Conservation Area with the MS parcel being located in its setting. There are a range of designated and non-designated heritage assets within the study area. The application site either forms an element of their setting or the proposed development has the potential to impact on their significance through change to a part of their setting.

Demolition and Construction

7.89 The demolition and construction works would not give rise to any significant effects as they are temporary and the necessary first step in the redevelopment of the application site. The details of proposed mitigation measures would be set out in a CMP and would be agreed with LBC. The duration of effects would be medium-term, although any magnitude of impacts would reduce during the construction process as completed works obscure views of the later works under construction. Following the implementation of appropriate mitigation measures, these effects would not be significant.

Completed Development

7.90 When completed, the proposed development would have the potential to directly and indirectly (through altering setting) impact heritage assets within the study area. The significant effects that are likely to arise from the proposed development are to the Primrose Hill Conservation Area and Regent's Park Registered Park and Garden of Special Historic Interest (Grade I).

7.91 The proposed development would result in a changed experience of part of the conservation area's extensive townscape setting. The proposed development of the MS parcel would be a

significant new element in the setting of the conservation area, albeit a number of important elements of the conservation area would either not be changed or not harmed by the proposed development. When experienced in linear views along Princes Street and Edis Street it would form a new background element that contrasts with the strong horizontal emphasis of the building stock within the conservation area. It is these strong contrasts in scale and form at the eastern boundary of the conservation area with the otherwise consistent townscape that defines this part of the conservation area and is the basis of the overall harmful effect on its character or appearance.

7.92 Overall, when the beneficial and adverse elements arising from the proposed development are considered, the effect on the particular significance of this heritage asset would be moderate adverse and therefore significant for the purposes of this ES.

7.93 In the case of Regent's Park, the impact of the proposed development on the extensive designated landscape would be localised, arising from the proposed development of the MS parcel. For the most part, the proposed development would have no impact on the designated landscape or the heritage assets contained therein, due to the nature of separating distances, interposing landscaping and built form and relative dispositions. The upper levels of the proposed development would be visible in some views from the north-eastern parts of the park, in an area of more informal parkland character, as new elements of the urban setting that forms the distant, variable context of the heritage asset. The proposed development visible from this part of the park would be legible as individual, minor elements, predominantly through mature tree cover. In rising above the strong tree line that defines the edge of the more naturalistic parkland landscape, the harm arising from the proposed development would be comparatively modest and less than substantial for the purposes of the NPPF. The overall residual effect would be moderate adverse and therefore significant for the purposes of this ES.

7.94 All other effects from the proposed development on surrounding heritage assets would not be significant or would not have an effect.

8. CUMULATIVE EFFECTS

Intra-Project Cumulative Effects

8.1 Intra-project cumulative effects from the proposed development itself on surrounding sensitive receptors and on-site receptors during the demolition and construction works and also once the proposed development is completed, has been considered.

Demolition and Construction

8.2 The assessment concludes there would be the potential for interactions between noise and vibration; air quality; and transport effects on existing commercial users; existing hotel uses and community uses; existing residential uses; open spaces; pedestrians; cyclist; and future on-site receptors of completed early phases. In addition visual and townscape character effects could furthermore combine at existing residential receptors and open space receptors.

8.3 It accepted that as part of any construction works, receptors in close proximity would be affected to some degree by a combination of noise, dust, visual disturbance and increased traffic movements. However, by minimising all of these effects at source through application of control measures in the CMP (including the CTMP and SWMP); maintaining good housekeeping; operating monitoring where necessary; requiring just-in-time deliveries; and providing a public liaison whereby the public can communicate any complaints or unforeseen effects to the Applicant, it is expected that these combined effects would not be significant. Accordingly the residual intra-cumulative effects are not likely to be significant.

Completed Development

8.4 There would be the potential for some degree of interaction between socio-economics; noise and vibration; transport; daylight, sunlight and overshadowing; and wind effects in relation to existing commercial uses and residential occupants or properties in proximity to the application site. On the whole beneficial effects would arise in respect of socio-economics and wind. Adverse effects would be arise from the proposed development reducing the existing levels of daylight and sunlight to surrounding residential properties and amenity spaces although the existing site is afforded very high levels of daylight and sunlight for an urban location such as this. Furthermore adverse effects would arise in respect of commercial noise, severance, fear and intimidation, pedestrian delay and driver delay.

8.5 Considering both beneficial and adverse effects and the prevailing site conditions, the resulting intra-cumulative effects at commercial uses, surrounding residential receptors and future on-site occupants, the residual intra-cumulative effects are not likely to be significant.

Inter-Project Effects

8.6 The cumulative schemes identified for the purpose of the inter-project cumulative impact assessment are presented in Table 8.1 and Figure 8.1. This list was agreed during the EIA Process.

8.7 Furthermore, in response to LBC's Scoping Opinion, where applicable, consideration has been given to the potential temporary impacts associated with the construction of High Speed 2 (HS2) in particular construction vehicle movements; noise and vibration; and air quality.

Table 8.1: Cumulative Schemes			
No	**Application Reference**	**Site**	**Application Status**
1	2015/4562/P (2016/3940/P and 2012/4628/P)	Site at Hawley Wharf Land bounded by Chalk Farm Road, Castlehaven Road, Hawley Road, NW1 8RP.	Granted
2	2015/4774/P and 2015/4812/L	Camden Lock Market Site, Chalk Farm Road, NW1 8NH.	Granted
3	2013/5403/P	100,100a and 100b Chalk Farm Road, NW1 8EH.	Granted
4	2016/2201/P (2016/7074/P, 2016/5890/P, P2016/7089/P and 2015/1243/P)	44-44a Gloucester Avenue, NW1 8JD.	Granted 2016/7074/P: Registered
5	2016/3975/P	5-17 Haverstock Hill, NW3 2BP.	Registered
6	2016/6891/P	1 Centric Close London NW1 7EP.	Resolution to grant at committee
7	2015/0487/P	Marine Ices 4-8a Haverstock Hill & 45-47 Crogsland Road London NW3 2BL.	Granted
8	2015/0921/P	11 Crogsland Road London NW1 8HF.	Granted
9	2016/5760/P and 2016/5761/L	The Roundhouse Theatre Chalk Farm Road, NW1 8EH.	Resolution to grant at committee
10	2017/1515/P	28 Camden Wharf Jamestown Road, NW1 7BY (Ice Wharf building).	Registered
11	2017/2155/P et al.	Various minor exterior amendments at Long Stable Stables Market Chalk Farm Road, NW1 8AH.	Registered
12	2017/1407/P (2017/0492/P and 2014/7908/P)	140-146 Camden Street, NW1 9PF	Registered
13	2015/6240/P (2015/3396/P, 2015/5160/P, 2015/3443/P, 2014/5730/P and2013/8088/P)	Camden Collection, Agar Grove Estate, Site 1, Agar Grove, NW1 0RG	Granted
14	2016/5358/P, (2015/1189/P, 2014/3633/P and 2012/6338/P)	Camden Collection, St Martin's Walk (Bacton Estate), Haverstock Road, Wellesley Road, Vicars Road, London, NW5 4PT	Registered

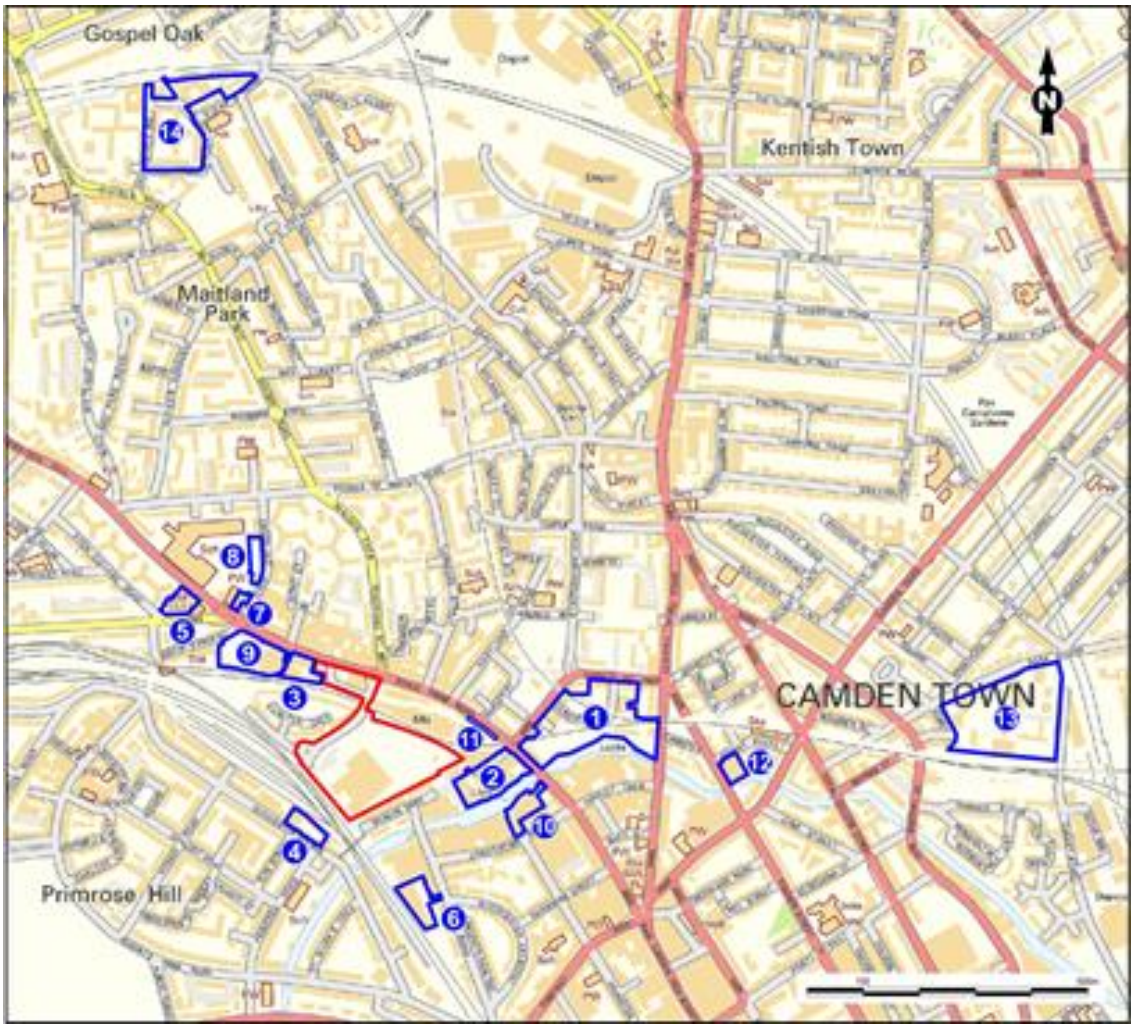

Figure 8.1: Cumulative Schemes

8.8 Consistent with the effects of the proposed development, the cumulative schemes would deliver high quality new housing, generate employment and have a beneficial effect on the local economy through additional spending.

8.9 The cumulative schemes would deliver high quality design and public realm improvements. The schemes would seek to promote more sustainable modes of transport (with the majority car free) and would make appropriate financial contributions towards community infrastructure, public transport capacity and highway works as necessary.

8.10 The cumulative schemes would contribute to the ongoing redevelopment of the study area and thereby add to the changing townscape character and local views.

8.11 Overall the EIA concludes that the inter-project cumulative effects would not give rise to any new significant environmental effects over and above those reported for the proposed development.

9. SUMMARY

9.1 The iterative nature of the design process has enabled the design of an appropriate development response at the application site. Overall, the proposed development would bring forward a high quality residential, mixed use scheme within a new urban neighbourhood.

9.2 The EIA process has concluded that significant adverse effects would arise in respect of the character or appearance of the Primrose Hill Conservation Area, arising from localised changes to elements of its extensive townscape setting, as well as the special historic interest of Regent's Park, associated with the visibility of new built form from northern parts of the park. This harm would, in planning terms, be less than substantial. In addition there would be significant daylight losses at three residential properties.

9.3 The proposed development would also deliver significant beneficial environmental effects, in respect of the provision of new housing; employment generation; local socio-economic development and seven assessment views.