16 April 2025

FAO: Josh Lawlor

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[redacted]

t for an EIA Screening Opinion

Trium Environmental Consulting LLP ('Trium) are writing on behalf of Hampstead Asset Management Ltd (hereinafter referred to as the 'Applicant') to request an Environmental Impact Assessment ('EIA') Screening Opinion from the London Borough of Camden ('LBC') with respect to development proposals for land at 14 Blackburn Road, London, NW6 1RZ ('the site').

The site location and planning application redline boundary are shown in **Figure 1** and **Figure 2**.

The Applicant intends on seeking detailed planning permission for:

"Demolition and redevelopment of the Site for a mixed-use development comprising purpose-built student accommodation (Sui Generis), affordable housing (Use Class C3), lower ground and ground floor flexible commercial/business space comprising of showrooms, retail and ancillary offices (Use Class E/Sui Generis) and a café/PBSA amenity space (Use Class E/Sui Generis) and associated works including service yard, cycle parking, hard and soft landscaping, amenity spaces and plant.' Hereafter referred to as the 'Proposed Development'.

Information Required for Screening

Regulation 6(2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations') require that the following information be provided with a screening request:

(*a*) *a plan sufficient to identify the land;*

(b) a description of the development, including in particular -

(i) a description of the physical characteristics of the development and, where relevant, of demolition works;

(ii) a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;

(c) a description of the aspects of the environment likely to be significantly affected by the development;

(d) to the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from-

(iii) the expected residues and emissions and the production of waste, where relevant; and

(iv) the use of natural resources, in particular soil, land, water and biodiversity; and

(e) such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment".

This letter therefore includes appropriate information, as necessary, referred to in Regulation 6(2) (i.e. the information detailed under Regulation 6(2) (a) and (b), as noted above), within the following sections. As this EIA Screening Opinion request is being submitted concurrently with the detailed planning application of the Proposed Development, reference is made throughout to the technical environmental reports that form part of the planning application submission.

1. Site Location and Site Environmental Context

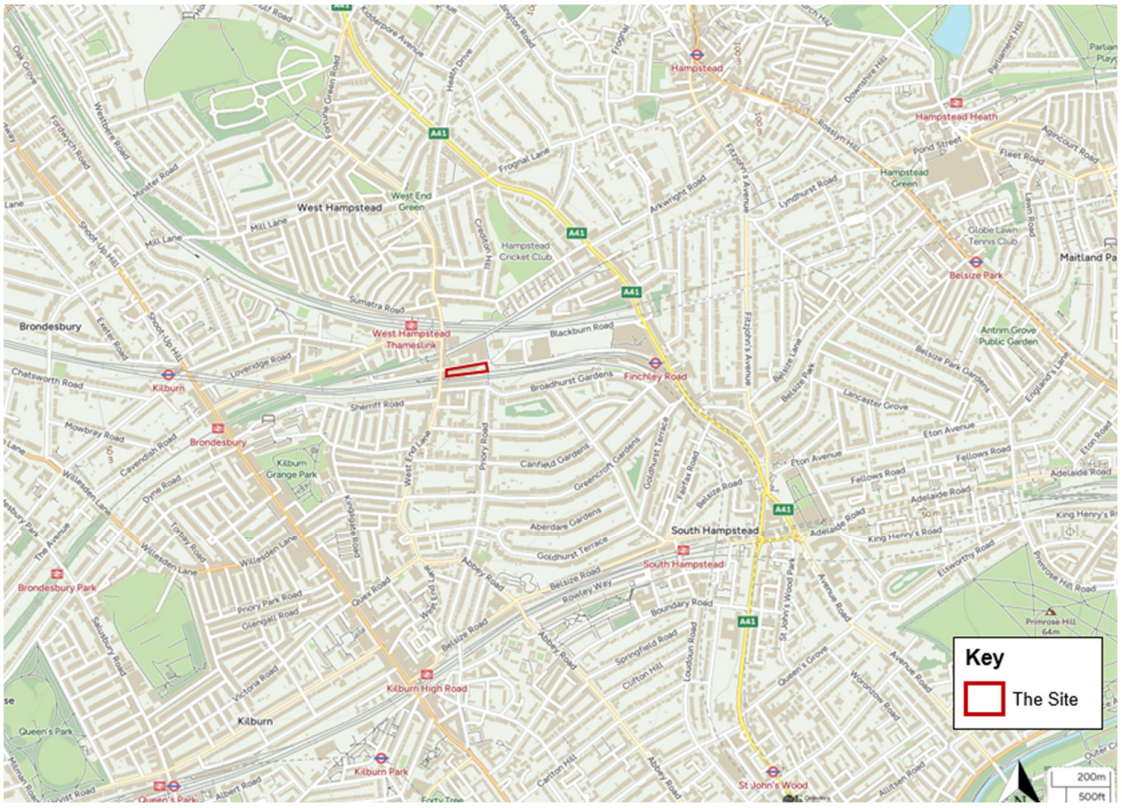
The site is located at 14 Blackburn Road, London, NW6 1RZ in West Hampstead the London Borough of Camden. The site is bound by Blackburn Road to the north and railway lines to the south. West Hampsted Underground Station, on the Jubilee Line, is located to the southwest of the site. To the east, the site is bound by West End Lane (B510) and to the west, by a footbridge crossing the railway line. The surrounding area predominantly comprises commercial and residential uses, including student accommodation. The indicative site location is shown in **Figure 1** and the indicative site boundary in **Figure 2**.

The site area is approximately 0.24 hectares (ha) and is broadly rectangular in shape. It is currently occupied by a builders' merchants consisting of numerous buildings including showrooms and sheds, materials and storage areas and car parking, which is located to the east of the site.

The site falls within a wider consented masterplan (The O2 Centre- 2022/0528/P) to provide a mixed-use development which extends to the Finchley Road tube station to the East, which was subject of an EIA (herein referred to as the 'O2 Masterplan ES'). The site comprises plot S8 of Outline Phase 2 of the O2 Centre.

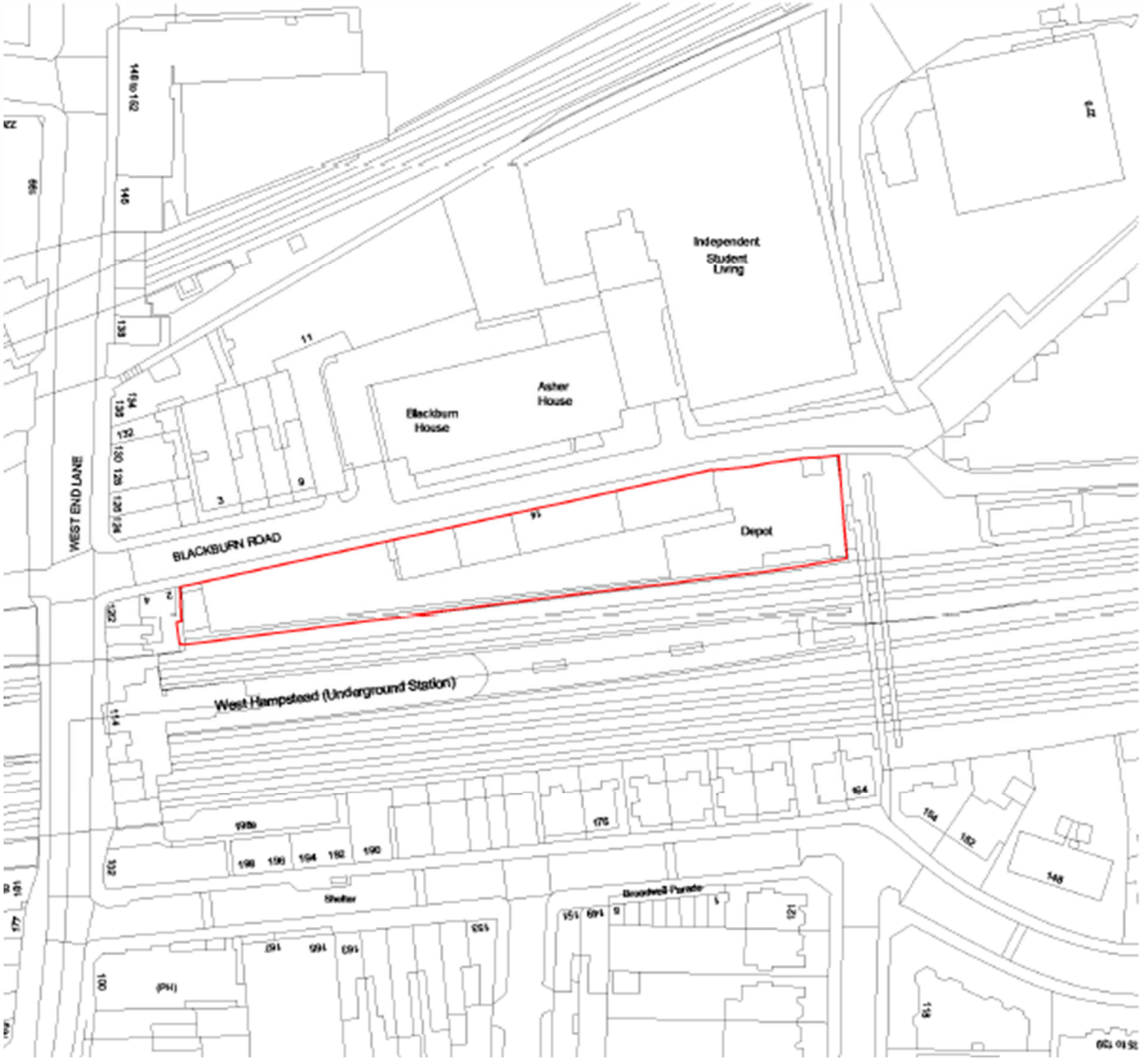
The Camden Local Plan[1] identifies the site to fall within the West Hampstead Interchange growth area to provide a mix of uses.

Figure 1 Indicative Site Location Plan[2]



[1] *Camden Council (2017), Camden Local Plan*
[2] *Note: Indicative site boundary shown*

Figure 2 Indicative Red Line Boundary for the Proposed Development[3]



2. Surrounding Environmental Context

A desk-based review of the surrounding environmental considerations has been undertaken, a summary of which is provided below and illustrated in **Figure 3**:

- The whole borough of Camden was declared an Air Quality Management Area (AQMA) by the LBC for exceedances in annual mean nitrogen dioxide (NO_2) and 24-hour particulate matter (PM_{10}) objectives[4];
- There are no ecologically statutory designated sites within or around the site. There are three Local Nature Reserves (LNR's) within 2km of the site, the closest being located approximately 1.5km northwest of the Proposed Development. The Proposed Development also lies within the 5km Impact Risk Zone for Hampstead Heath Woods Site of Special Scientific Interest (SSSI), located approximately 2.3km to the northeast. There are eight Sites of Importance for Nature Conservation (SINC) within 1km of the Proposed Development, the closest of which is approximately 50m west of the site; West Hampstead Railsides Meadley Orchard and Westbere Copse;

[3] *Refer to red line*
[4] *DEFRA (2021). https://uk-air.defra.gov.uk/aqma/details?aqma_ref=24#205*

- The Transport for London (TfL) Public Transport Access Level (PTAL) for the Site is 6a/6b, demonstrating excellent accessibility to the site. There are a range of local public transport facilities within the surrounding area, including West Hampstead approximately 10m south of the site, which provides a Jubilee Line service on the London underground. Approximately 70m to the northwest of the site lies West Hampstead mainline train station which provides London Overground services. There are a number of bus stops located along West End Lane, which is located to the west of the site;
- The closest Conservation Area's (CAs) are South Hampstead which is located south of the site and West End Green, located approximately 180m north of the site;
- Lilian Baylis House (formally Decca recording studios), including walls to Broadhurst Gardens Grade II Listed Building is located approximately 60m south of the site and Church of St James Grade II Listed Building is located approximately 150m southwest;
- The site is defined as being located within Flood Zone 1[5], indicating a 'low' probability of flooding from rivers;
- Kingsgate Primary School is located approximately 550m southwest of the Proposed Development, the Kingsgate Lower School is located approximately 440m northwest. Hampstead secondary school is located 1.5km northwest of the site. West Hampstead Medical Centre is located approximately 550m northwest; and
- The immediate evolving site context is shown in **Figure 4** below, which summarises the recently completed, under construction, consented and still to be determined applications various planning applications within the locality (including the O2 Centre). In addition, a number of additional cumulative schemes have been identified within a 1km study area and are listed within **Appendix 1**.

[5] *https://flood-map-for-planning.service.gov.uk/*

Figure 3 Surrounding Environmental Context

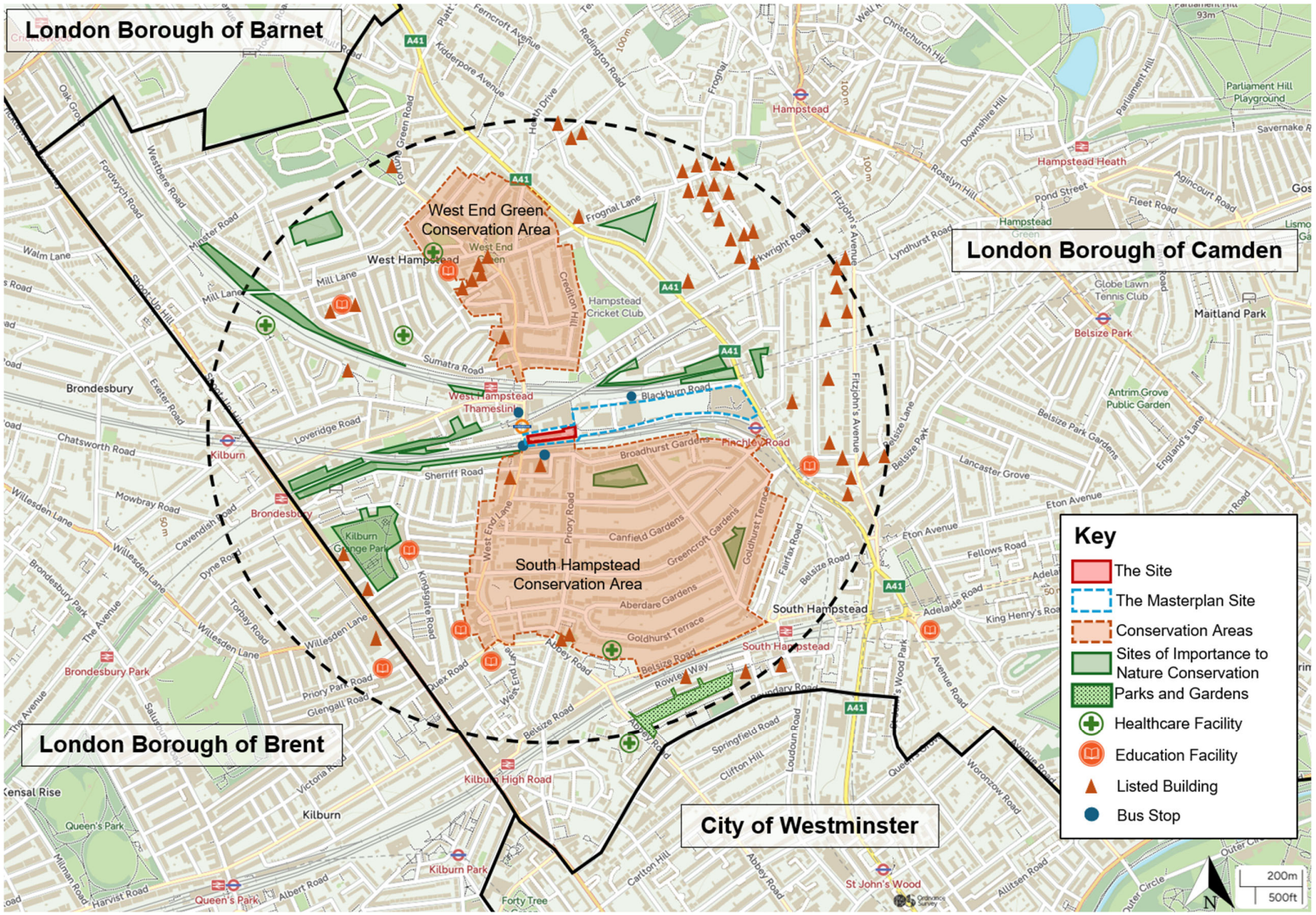


Figure 4 Changing Site Context

Site Context

Local Consented Development

This diagram shows the major emerging context around West End Lane, with their storey heights annotated. There are many tall consented schemes nearby, along Blackburn Road and beyond. Many of these projects are residential mixed-use.

- *Up to 4 storeys - Existing lower context*
- *Up to 12 storeys - Existing New Built*
- *Up to 9 storeys- Consented Schemes*
- *Up to 9 storeys - Existing student housing with consented rooftop extension*
- *Up to 15 storeys - 02 Masterplan Scheme*
- *Up to 8 - 9 storeys 25.7m - S8 Parameter Height*

3. Description of the Proposed Development

The Proposed Development will provide the following uses within two distinct new buildings that are linked at ground level and up to 10 storeys high, including a ground floor and amenity mezzanine level, over a single storey basement in the east and partial basement in the west:

- 192 purpose built student accommodation (PBSA) rooms (*Sui generis*);
- 35 affordable homes (*Use Class C3*);
- 1,619m^2 of lower ground and ground floor commercial space to provide new and enhanced business space which could re-provide space for the builders depot, and a ground floor café of the PBSA building (*Use Class E/Sui Generis*); and
- 124sqm publicly accessible ground floor café at the base of the PBSA building (Use Class E/Sui Generis).

The Proposed Development comprises a commercial unit across the two lower levels facing onto Blackburn Road. Above the commercial units, the affordable housing is located on the western portion of the site and will range from 4 to 7 storeys in height. The purpose built student accommodation (PBSA) is located on the eastern portion of the site and will range from 4 storeys to 10 storeys in height.

Two external amenity areas have been provided at roof level, one for the residential units, and one for the PBSA units. A café space is located to the east of the site, which will be connected to a proposed landscaped square.

The Proposed Development is car free and includes two loading bays for servicing, accessed from Blackburn Road. A total of 259 long stay cycle parking spaces will be provided in the basement level as follows:

- 173 for the PBSA units;
- 80 for the affordable units; and
- 6 spaces for the commercial uses.

A total of 38 short stay cycle parking spaces will be provided for all uses in suitable publicly accessible locations adjacent to the new buildings.

The landscaping proposals include an area of public realm with play equipment at the western end of the site at Level 06 and extensive green roofs on the buildings. External amenity space will also be provided on terraces of both the PBSA and affordable buildings.

Air source heat pumps will be provided on the roof level of each building. The Proposed Development will also include one small emergency diesel generator for life-safety purposes, which would operate for a limited number of hours per year (for maintenance and testing).

4. Application of the EIA Regulations

The EIA Regulations provide screening criteria and thresholds at which certain types of development projects should be screened in order to determine whether a project is an 'EIA development'.

Regulation 2 of the EIA Regulations defines 'EIA development' as that which falls either under Schedule 1, where EIA is mandatory, or under Schedule 2, where a development fulfils the relevant criteria and thresholds and importantly, is likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

Schedule 1 Development?

The Proposed Development does not fall under any of the project descriptions within Schedule 1, such as crude-oil refiners, thermal and nuclear power stations, and therefore it is not 'Schedule 1 Development' that would automatically require an EIA.

Schedule 2 Development?

The Proposed Development does fall within the definition under paragraph 10(b) 'Urban Development Projects', as listed in Column 1 of Schedule 2. However, for this type of development to be 'Schedule 2 Development' consideration must be given to whether the site is either:

(a) Located in a 'sensitive area' (as defined under Regulation 2)[6], or

(b) One where the relevant screening thresholds and criteria for paragraph 10(b) categories of development are met or exceeded, which in this case are that:

  (i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or

  (ii) The development includes more than 150 dwellings; or

  (iii) The overall area of the development exceeds 5 hectares.

Only if the criteria for at least one of (a) or (b) above are satisfied does consideration need to be given to whether significant environmental effects are likely, and whether an EIA is required.

The site is not located in a 'sensitive area' as defined by the EIA Regulations and the total site area is approximately 0.24ha (and so would not include more than 1ha of urban development which is not dwellinghouse development). The Proposed Development will provide 192 student accommodation rooms (equivalent to 76no C3 residential units) and 35 affordable housing C3 units and therefore the Proposed Development does not exceed the applicable thresholds and criteria of Schedule 2 paragraph 10(b)(ii) – 'more than 150 dwellings'. However for completeness the potential for likely significant effects to inform a screening decision by LCC is provided herein.

Conclusion

In line with Regulation 6(4a) of the EIA Regulations, the criteria provided in Schedule 3 ("*Selection criteria for screening Schedule 2 development*") must be considered when determining whether or not a Schedule 2 development is 'EIA development'.

Making use of the provision contained within Regulation 6(3)(d), the Applicant has taken the opportunity to provide further information on the Proposed Development and its potential effects in relation to each of the selection criteria contained in Schedule 3. This is provided in **Appendix 1** titled '*Consideration of Schedule 3 EIA Screening Criteria*'.

Appendix 1 illustrates that the Proposed Development is not expected to result in any likely significant effects.

The Proposed Development has been designed with the surrounding context in mind to mitigate any adverse impacts at the design stage. The cumulative schemes, particularly within the immediate context (as shown in Figure 4 and **Appendix 1**), are not expected to result in significant impacts on the Proposed Development or surrounding properties in relation to environmental effects or themselves be affected by the Proposed Development.

Consideration has been given in the relevant technical planning application reports specifically as to whether or not the Proposed Development would result in any materially different or worse effects from those associated with plot S8 of Outline Phase 2 of the O2 Centre (reported on in an Environmental Statement (ES) submitted with that planning application), and also whether the Proposed Development could result in significant effects on the future receptors that would come forward through the O2 Centre development. The reports have concluded that the Proposed Development would not result in any worse effects than if the development of plot S8 consented as part of the O2 Centre were to be built out, and in some instances, the effects of the proposed Development are considered to be more beneficial (i.e., in relation to economic outcomes). As evidenced in Appendix 1, no significant effects to the future development plots of the O2 Centre as a result of the Proposed Development have been identified.

Accounting for the above and in our professional opinion, the Proposed Development does not constitute 'EIA development' and, therefore, does not require an EIA.

We trust that the information presented within this letter is sufficient in order for LBC to produce and issue an EIA Screening Opinion for this Proposed Development within three weeks from the date of this letter.

[6] *Definition of 'sensitive area' within the EIA Regulations (within Regulation 2 – 'Interpretation') - "sensitive area" means any of the following— (a) land notified under section 28(1) (sites of special scientific interest) of the Wildlife and Countryside Act 1981(23); (b) a National Park within the meaning of the National Parks and Access to the Countryside Act 1949(24); (c) the Broads (25); (d) a property appearing on the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (26); (e) a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979(27); (f) an area of outstanding natural beauty designated as such by an order made by Natural England under section 82(1) (areas of outstanding natural beauty) of the Countryside and Rights of Way Act 2000(28) as confirmed by the Secretary of State; (g) a European site.*

Yours sincerely,

[redacted]

Vanessa Thorpe
Partner
Trium Environmental Consulting LLP

Appendix 1: Consideration of Schedule 3 EIA Screening Criteria

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
Air Quality	• Introduction of new receptors to an area that falls within the Borough-wide Air Quality Management Area (AQMA) for nitrogen dioxide (NO_2) and particulate matter (PM_{10}).	• During the construction works, traffic, plant and activities, would give rise to some emissions to air, including the potential to generate nuisance dust to neighbouring residents and commercial occupiers. However, these temporary effects would be expected at any construction site and would be minimised through implementation of a range of best practice mitigation measures, based on the scheme being considered a 'Medium Risk' site[7], to reduce dust emissions, to be included in a Dust Management Plan or Construction Management Plan (CMP). Such measures include erection of appropriate hoarding and / or fencing to reduce dust dispersion and use of vehicles and selection of plant with low emission levels. • During demolition and construction, potentially sensitive receptors in the local area would include residential dwellings and commercial and office buildings (high sensitivity receptors) within 250m of the site boundary, as well as those within 50m of the routes to be used by construction vehicles and up to 250m from the Proposed Development site entrance(s), as set out in the Institute of Air Quality Management's (IAQM) 'Guidance on the assessment of dust from demolition and construction' (IAQM Construction guidance)[8]. • Construction traffic will not exceed the EP/UK screening criteria. All construction traffic logistics would be agreed with LBC. Consideration would also be given to the avoidance, or limited use, of traffic routes in proximity to sensitive uses and the avoidance, or limited use, of roads during peak hours, where practicable. • An Air Quality Assessment accompanies the planning application, that includes assessment of construction impacts outlines recommended construction mitigation measures to be included with the CMP (submitted in support of this planning application)/DMP. With appropriate dust management measures in place, significant dust impacts are not likely. • The Proposed Development is car-free, with no onsite parking. Trips generated primarily by delivery and servicing vehicles will be approximately 56 daily vehicle trips (8 of which being HDVs) fall below the screening threshold of 25 HDVs and 100 LDVs recommended for use inside of an AQMA in the EPUK/IAQM guidance. • The Air Quality Assessment concludes:	Air Quality Assessment (including Air Quality Neutral Assessment) Construction Management Plan

[7] *GLA (2014), Supplementary Planning Guidance: The Control of Dust and Emissions During Construction and Demolition*
[8] *IAQM (2024) Guidance on the Assessment of Dust from Demolition and Construction v2.2*

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
		– pollutant concentrations within the Proposed Development will be below the relevant objectives and the criteria within the Camden Planning Guidance on Air Quality CPG[9], thus future residents will experience acceptable air quality; – the Proposed Development will be car-free and generate traffic well below industry screening thresholds; – the Proposed Development will not have a meaningful effect on whether or not the interim and long-term $PM_{2.5}$ concentration targets are met within the study area; – the Proposed Development will have an all-electric energy strategy. While the development will include one small diesel generator for life-safety purposes, this will operate for less than 50 hours per year and the exhaust stack will be located at roof level to ensure good dispersion of emissions; – As the Proposed Development is car free and the only source of on-site combustion will be an emergency generator, it therefore complies with the requirement that all new developments in London should be at least air quality neutral; and – the Proposed Development in conjunction with cumulative schemes, including the O2 Centre, will not generate significant cumulative effects. • Therefore, it is considered that the Proposed Development will not result in significant effects on Air Quality.	
Biodiversity	• A Phase 1 habitat survey undertaken at the site in December 2024 has confirmed the site is currently of low ecological value due to the small size and urban setting of the site. • The site offers low potential for bats and nesting birds (no further surveys are required). • The site is within the 5km Impact Risk Zone of Hampstead Heath Woods SSSI, however the Proposed Development does not present potential risks that could impact the designation.	• A Preliminary Ecological Appraisal (PEA) and Biodiversity Net Gain (BNG) assessment have been undertaken and are submitted with the planning application. The PEA makes recommendations for avoidance measures during the demolition and construction phase, including pre-works inspections by a suitably qualified ecologist prior to any demolition works and checks for bats and nesting birds. • The Proposed Development of the site has the potential to provide biodiversity enhancement through the provision of bat friendly planting and at boxes, extensive green roof planting, amenity and introduced shrub planting. • The Proposed Development has the potential to result in a Biodiversity Net Gain of 1483.42%, demonstrating compliance with relevant planning policies and legislation (e.g. The Environment Act 2021). • Therefore, it is considered that the Proposed Development will not result in significant effects on Biodiversity.	Preliminary Ecological Appraisal Biodiversity Net Gain Report
Archaeology (Buried Heritage)	• The site is not located within an Archaeological Priority Area (APA) reflecting the relatively low potential for	• The site has low potential for significant archaeological remains to be present. The site has experienced significant development during the late 19th and early 20th century including the	Summary of Archaeological

[9] *Camden Council (January 2021), Camden Planning Guidance: Air Quality*

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
	significant archaeological remains to be present. • The two closest APA's are Watling Street and Kilburn Priory and Settlement approximately 700m west and south of the site. • The site does not contain any nationally designated (protected) heritage assets, such as scheduled monuments, listed buildings or registered parks and gardens.	construction and reconfiguration of railway sidings and associated structures. This type of development will have led to disturbance and truncation of any earlier deposits. • Therefore, it is considered that the Proposed Development will not result in significant effects on Archaeology.	Potential (see **Appendix 2**)
Climate Change	• Increase in heavy rainfall events and associated surface water flooding. • Overheating within the new buildings.	• In accordance with best practice, the Proposed Development will incorporate carbon mitigation which follows the principles of the carbon management hierarchy (i.e. avoid, reduce, off-set) to reduce as far as reasonably practicable anticipated GHG emissions over the project's lifecycle. • The Proposed Development will also employ an all-electric strategy with use of air-source heat pumps. Other than the emergency life-saving generators, there will be no on-site combustion plant for the routine provision of energy. • In terms of the impact of climate change on the Proposed Development itself, the Proposed Development will incorporate into the design climate change resilience measures, particularly with regard to the energy strategy, thermal modelling and the surface water drainage strategy. This will be set out in an Adaptation to Climate Change report as part of the detailed BREEAM assessment. It is therefore considered unlikely that potential impacts from changes in climate conditions would result in significant effects on the Proposed Development. • Based on the scale of the Proposed Development and uses proposed, in the context of relevant greenhouse gas (GHG) emission benchmarks and budgets, it is considered unlikely that the contribution of GHG emissions associated with the Proposed Development (including embodied carbon within materials and operational carbon emissions) would lead to material changes in climate conditions over the life of the Proposed Development. • Therefore, it is considered that the Proposed Development will not result in significant effects on Climate Change.	Whole Life Carbon Assessment Sustainability Statement BREEAM 2018 Pre-Assessment Planning Report Flood Risk Assessment, Drainage Strategy and Foul Strategy
Daylight, Sunlight,	• BRE Guidelines[10] suggest that only neighbouring residential buildings, or	• During demolition / construction, there will be a change in the provision of daylight / sunlight to surrounding properties due to the removal of the existing building on the site, demolition / construction	Daylight and Sunlight: Report

[10] *Building Research Establishment 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice, 2022 (BRE Guidelines).*

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
Overshadowing, Solar Glare and Light Pollution	other sensitive uses, require consideration in terms of daylight and sunlight. Therefore, a review of sensitive neighbouring buildings in the surrounding context has been undertaken which have the potential to be affected in terms of daylight and sunlight. • BRE Guidelines also notes that outdoor amenity spaces are sensitive to changes in overshadowing, which are therefore also considered.	equipment (i.e., cranes) and the erection of the Proposed Development. Surrounding receptors will potentially see an improvement in daylight, sunlight and overshadowing conditions during the removal of existing buildings within the site, which will be a temporary, short term beneficial effect and is not considered to be significant. The use of this equipment will be temporary and short-term, and therefore whilst this may lead to some minimal adverse impacts on receptors, the effects are not considered to be significant. As the Proposed Development is constructed and the massing increases, the magnitude of daylight, sunlight and overshadowing impacts will gradually change and increase until completion, with the worst-case effects represented by the completed Proposed Development (set out below). • It is considered that the massing of the Proposed Development is in line with evolving surrounding context, which is considered to be a dense urban environment, and would not result in daylight and sunlight effects beyond what is anticipated for an area undergoing regeneration. • A Daylight and Sunlight Report considering the impacts on neighbouring properties has been prepared and is submitted in support of the planning application. A summary of the findings of the report is provided below. • The undeveloped nature of the baseline scenario and the design of the impacted buildings themselves is a material contributing factor to the levels of daylight/sunlight being received at the properties falling short of the aspirations of the BRE Guide. Where a neighbouring property suffers from poor design that unfairly restricts development, this should be taken into account. The assessment has therefore also considered alternative 'acceptable' levels of daylight and sunlight for a dense urban environment that has come about through case law • The daylight and sunlight report includes a comparison of the daylight, sunlight and overshadowing of the existing (baseline) massing, the Proposed Development and the O2 Centre. The following properties are identified as not being fully compliant with the aspirations detailed within the BRE Guide: – 3, 5, 7 & 9 Blackburn Road: impacts are comparable to (in some instances better than), the O2 Centre and are therefore considered to be supportable. – 11 Blackburn Road (Clockwork Warehouse Development): sunlight amenity with this property will meet the aspirations of the BRE Guide. Some shortfalls in the daylight levels due to the open baseline and the presence of balconies above windows. The retained levels of daylight are considered to be acceptable. – Clockwork Factory Apartments: levels of daylight and sunlight at this property are influenced by the presence of balconies. Daylight impacts to this cumulative scheme are similar to that of the O2 Centre and are therefore considered to be supportable. – IQ (Nido) Student Accommodation - Haywood House: Although the daylight and sunlight amenity to this building does fall short of the strict aspirations of the BRE Guide for residential properties in suburban locations, it compares much more favourably to dense urban environment targets and therefore the shortfalls and considered supportable.	

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
		– 168 - 188 Broadhurst Gardens (Even): The majority of the windows will meet the alternative daylight targets and the remainder are affected by an existing balcony, and therefore the impact is considered supportable. • The overshadowing analysis confirms that the Proposed Development will not result in any adverse sun on ground impacts to neighbouring residential amenity spaces. • A review of rooftop PVs has been undertaken and non have been identified that could be impacted by the Proposed Development. • The predominant material for the Proposed Development is brick-based and will avoid significant areas of glazing so avoiding any potential solar glare impacts. • The report concludes that the impacts, as a consequence of the Proposed Development, ought to be acceptable to the Council based upon the acceptability of the O2 Centre.	
Water Resources, Flood Risk and Drainage	• The Environment Agency's (EA) indicative flood map indicates that the site lies in Flood Zone 1 (lowest risk) and therefore has a likelihood of flooding by river or sea of less than 0.1% in any given year and is not located within 250m of any surface water features. • There is a 'Very Low' risk from rivers and sea at the site. • There is a 'Very Low' risk from surface water at the site. • The site does not lie within a Source Protection Zone (SPZ) and is not vulnerable to groundwater flooding.	• As part of site enabling, demolition and construction activities the Applicant has already prepared a CMP, which is being submitted in support of this planning application, which includes measures required to protect the environment during the demolition and construction works, including reference to the need for environmental management procedures ensuring that any surface water run-off from the construction site is minimized and disposed of. Given the distance to any surface water bodies from the site and the implementation of best practice measures, significant effects on water quality during the demolition and construction works are therefore not considered likely. • A Flood Risk Assessment, Drainage Strategy and Foul Strategy has been prepared for the planning application submission, setting out a sustainable drainage strategy that also considers projected climate change. Surface water drainage flows from the Proposed Development will discharge to the existing surface water sewer in Blackburn Road (which is understood to connect to the Thames Water combined sewer). Surface water drainage flows from the site will be attenuated via permavoid cellular units, raingardens and 4no. below ground tank as described above, each with associated restrictions to discharge via orifices. • Therefore, it is considered that the Proposed Development will not result in significant effects on Flood Risk and Drainage.	Construction Management Plan Flood Risk Assessment, Drainage Strategy and Foul Strategy
Ground Conditions and Contamination	• The site currently includes a single-storey commercial building used as a builders' merchants. • The ground conditions at the site are anticipated to comprise of Made	• A Phase 1 Desk Study has been prepared which will be submitted with the planning application. This has identified potential contaminant linkages with a maximum 'low to moderate' risk classification. • The Proposed Development proposes to remove the existing electrical substation at the northeastern corner of the site and replace it with two new electrical substations to be constructed on the southeastern corner of the proposed structure, one of which will be a UKPN substation.	Phase 1 Desk Study and Preliminary Risk Assessment. Construction Management Plan

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
	Ground overlying the London Clay Formation. • The site is not underlain by superficial deposits but instead directly overlies the bedrock geology of the London Clay Formation. The London Clay Formation is underlain by the Lambeth Group, Thanet Formation and the White Chalk Subgroup at depth. • The site was located in the World War II (WWII)-era Borough of Hampstead which was subjected to an overall very-high level of bombing. A preliminary search of the local records and consulted mapping suggest that the site sustained damage from bombing and, due to bombings recorded in close proximity of the site and the site consisting of open ground, it is unclear if the area has been affected by German or Allied ordnance. Therefore, there is a potential risk posed by unexploded ordnance (UXO).	• Targeted geo-environmental ground investigations will be required prior to construction works starting to inform the detailed foundation design and to identify any remediation measures required. In addition, an Asbestos Demolition and Refurbishment Survey will be undertaken and if necessary, asbestos containing materials removed (as referenced in the CMP), prior to any of the existing buildings being demolished. • A Stage 2 Detailed Risk Assessment for UXO is recommended in order to further assess the risk to any future works. • Risks to site workers and the environment (from potential land contamination) during the construction phase of the proposed redevelopment can be appropriately managed by successful implementation of construction phase risk assessments and method statements (RAMS). The associated construction phase risks from potential contamination should be appropriately considered and mitigated by the Principal Contractor in their preparation and implementation of construction phase RAMS. • It is considered that the Phase 1 Desk Study submitted with the planning application, provides sufficient information to govern conditions to be attached to a future planning consent (likely to require site investigations and remediation), such that residual effects will not be significant. • Therefore, it is considered that the Proposed Development will not result in significant effects on Ground Conditions and Contamination provided relevant controls are secured by way of an appropriate planning condition.	
Human Health and Population	• Effects to both the general population and relevant sub-groups, including vulnerable populations (i.e. due to age, income, health status, social disadvantages and geographic factors). • The introduction of a new population to the area and the ability of the existing social and community infrastructure to meet the needs of this local population growth. • The site is located in West Hampstead ward which is generally 'young' in	• A standalone Health Impact Assessment has been prepared and submitted with the planning application. A summary of the findings can be found below. • The HIA has identified the following vulnerable groups in the local area: – People with disabilities or other long-term conditions; – Children and young people, especially children classed as overweight or obese, and children in poverty; and – Older people, especially older people in poverty. • The HIA has concluded that overall, the Proposed Development will have a positive effect on health for people on-site and within the surrounding area. • In addition, the Regeneration Benefits Statement has identified a number of positive economic effects of the Proposed Development on the local area, including job creation and increase in spending, both during the demolition and construction phase, and once operational.	Health Impact Assessment report Regeneration Benefits Statement and Employment and Training Strategy

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
	terms of the age profile of the population with a higher proportion of the population of working age compared to the rest of the borough. The population is relatively diverse in terms of ethnicity. Overall the ward demonstrates a varied deprivation profile with the highest level of deprivation in terms of 'living environment'. The local population's physical health profile is generally good. • There are five GP surgeries within a 1.6km walking distance of the site (and within whose catchment area the Proposed Development falls). Although all these GPs accept new patients, these surgeries also exceed the NHS' recommended GP FTE to patient ratio of 1,800 patients per GP FTE by 582 patients per GP FTE. • The closest primary and secondary schools to the site, Kingsgate Primary School and Harris Academy School respectively, currently both have surplus capacity. • Although the LBC has several large parks and gardens, West Hampstead ward is very densely populated and the site is within an 800m walking distance of only three public parks.	• In terms of the population growth, using the GLA's most up to date Population Calculator[11], the Proposed Development is expected to accommodate approximately 101 residents, including 32 primary school aged children and 11 secondary school aged children. There is currently capacity in the closest primary schools which are considered sufficient to meet the demand from the Proposed Development. Secondary schools in the Borough are in deficit. • In relation to primary healthcare services, it is expected that it is unlikely that all students will choose to register with GP's close to the site. • It is expected that the Applicant will work with the Council to effectively mitigate any adverse impacts on such services, for example through the use of Community Infrastructure Levies (CIL). • • The additional population will also increase demand for open and play space, which is accommodated within the Proposed Development. • On this basis, whilst the Proposed Development would give rise to effects relating to demand for health infrastructure, it is felt these are not considered to be significant within the local or regional area. • Therefore, it is considered that the Proposed Development will not result in significant effects on population and human health.	
Major Accidents, Disasters and	• The Site is not located in the vicinity[12] of any Control of Major Accident Hazard (COMAH)[13] sites. It is considered that many of the events listed and assessed in the London Risk Register are not considered relevant or likely to pose a risk to future site users or surrounding receptors due to the		Flood Risk Assessment, Drainage

[11] *GLA (2019). Population Yield Calculator (v3.2).*
[12] *No establishments were identified within three miles of the site, as identified by https://notifications.hse.gov.uk/COMAH2015/Search.aspx.*
[13] *HSE Control of Major Accident Hazards (COMAH) Regulations sites www.hse.gov.uk/COMAH2015/Search.aspx*

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
Project Vulnerability	nature and location of the Proposed Development (an urban regeneration project in central London), examples of these include wildfires and animal diseases. Therefore, the majority of the London Risk Register14 is not considered relevant to the Proposed Development. The remaining events will be appropriately managed through established regulatory frameworks and the control measures implemented at the local and/or national government level. • The site is located within Flood Zone 1, (lowest risk) and therefore has a likelihood of flooding by river or sea of less than 0.1% in any given year and is not located within 250m of any surface water features. A drainage strategy submitted with the planning application will detail the management of surface water across the site. • For the purposes of the planning application, this risk management process will be further supported with project-specific information and assessments to be submitted in support of the planning application. This includes the assessment of potential weather-related events, specifically those relevant to the wind microclimate assessment in the form of strong winds (which is not applicable given the nature of the scheme and its associated height) and flood risk (for which the likelihood of flooding is low). A solar glare assessment has not been undertaken as the façades of the Proposed Development will not comprise large areas of unshaded glazing or other highly reflective materials. It is therefore not anticipated that instances of solar reflections would occur close to the centre points of a road or rail users field of vision. • The Proposed Development also comprises non-industrial development, so the risk of accidents and disasters in relation to the end use of the site is inherently low. • Therefore, it is considered that the Proposed Development will not result in significant effects with respect to Major Accidents, Disasters and Project Vulnerability.		Strategy and Foul Strategy
Noise and Vibration	• A baseline noise survey was undertaken over a six-day period between approximately 12:00pm on 22nd November 2024 to approximately 9:00am on 28th November 2024 to establish and quantify the existing noise environment present at the site. • The findings of the surveys concluded that the noise climate at the site consisted of a mixture of transportation noise sources, noise from neighbouring recreational use and noise from the existing business operating on site. • Automated vibration monitoring was undertaken from approximately	• During the demolition and construction works, there would likely be a short-term, temporary increase in noise and vibration levels, as a result of the operation of construction plant, equipment and delivery vehicles. These temporary, short-term effects would be typical of any construction project and may lead to some localised disturbance to the neighbouring residential and commercial properties. The noise and vibration effects could be effectively managed through the compliance with legislative requirements via the implementation of environmental management control measures detailed within the CMP, secured through a suitably worded planning condition. • Plant noise limits have been set based on the baseline noise levels and the required criteria of the LBC. It is expected that industry standard planning conditions (in accordance with BS 4142) will be applied to this planning permission that can be relied upon to ensure noise from fixed plant is at prescribed levels, in accordance with standard planning policy so that no adverse effects would result. • Furthermore, the layout of the Proposed Development incorporates elements of good acoustic design, such as strategic development layout to protect external amenity areas from transportation noise. It has been recommended that solid balustrades and acoustically absorptive finish should be applied to	Noise Impact Assessment

[14] *London Resilience Group (2022), London Risk Register* https://www.london.gov.uk/sites/default/files/london_risk_register_version_11.pdf

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
	5:00pm on 31st January 2024 to approximately 12:00pm on 3rd February 2024. • The vibration measurements indicate the site is not exposed to significant levels of ground borne vibration.	the soffit of any projecting balcony above to mitigate noise impacts. Residents will also have access to nearby public amenity space such as Kilburn Grange Park, located to the southwest of the site. • Enhanced levels of sound insulation should be provided between the commercial and residential elements of the Proposed Development. This will be provided in the form of the substantial concrete floor slab. • The Noise and Vibration Report demonstrates that the Proposed Development can be designed to deliver acceptable indoor noise levels for future residents, noting detailed design calculations should be undertaken once specifications for windows and ventilators are known. • Dwellings located on the southern façade overlooking the railway line may require additional strategies for removing excess heat in order to meet the acoustic requirements of the Approved Document O of the Building Regulations. • Therefore, it is considered that the Proposed Development will not result in significant effects on Noise and Vibration.	
Townscape, Visual and Heritage Impacts	• The site does not lie within a conservation area or contain any listed or locally listed buildings. • The closest Conservation Areas to the site are: – West End Green to the north; and – South Hamstead to the south. • Listed Buildings within 500m radius of the site: – Lilian Baylis House (Grade II); – Church of St James (Grade II); and – Hampstead Synagogue (Garde II*). • There are no Areas of Outstanding Natural Beauty, Areas of High Landscape Value, protected views or Scheduled Monuments within the study area for Townscape, Visual and Heritage impacts.	• A Townscape, Heritage and Visual Impact Assessment has been produced which includes a range of accurate visual representations of the Proposed Development (produced by a specialist visualisation company). • The existing buildings on the site are of low quality and will be replaced with high quality new buildings. The proposed scale, massing and materiality of the Proposed Development have been designed to fit in with both the existing and emerging townscape context (i.e. the wider O2 Masterplan). • There will be some changes to views across the site however these are considered to be beneficial. • There will be no adverse impact upon the setting of listed buildings or Conservation Areas and, due to the distance and intervening built form between these assets and the site, the Proposed Development will not be visible in the setting of these assets. • The Proposed Development will be entirely concealed from the protected London vista between Greenwich and St Pauls Cathedral. • Therefore, it is considered that the Proposed Development would only result in significant effects that are positive or neutral (not adverse) on Townscape, Views or Built Heritage.	Townscape, Heritage and Visual Impact Assessment

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
	• The site is located within Townscape Character Area (TCA) 1: Finchley Road.		
Transportation and Access	• The site is surrounded by streets with footways on both sides providing pedestrian routes to • West Hampstead Interchange and West End Land. The area offers range of amenities within walking distance, including retail outlets, healthcare facilities, food sites and fitness clubs. • The Site is within walking distance of West Hampstead stations, from which Thameslink, Overground and Jubilee London Underground services can be accessed. The Site is also within walking distance of Finchley Road, from which the Metropolitan Underground service can be accessed. Several bus stops are located within walking distance from the Site, which provide access to a range of services. The Site has a PTAL rating of between 6a and 6b, which is defined as 'excellent'.	• During the construction phase of the Proposed Development there is likely to be a short term, temporary increase in local traffic, which will include HDVs. This increase in traffic is likely to result in some temporary, localised disruption to road users, however, these will be short term effects typical of any construction project. They will be managed through the implementation of Construction Logistics Plan (CLP) and it is therefore considered that with the implementation of these secured mitigation measures, no significant long-term demolition and construction effects are anticipated. • The proposed commercial element of the Proposed Development will not operate as a traditional builder's merchants but will take the form of a builder's retail store/showroom, which forms a more compatible use with the surrounding land use while allowing the local business to continue to operate at the Site. • The Proposed Development is 'car-free' and in seeking to improve on the parameters established as part of the consented O2 Masterplan, proposes on-site servicing facilities. Additionally, the scheme proposes an on-street loading bay on Blackburn Road at the western end of the Site. • The Proposed Development would retain vehicular access from Blackburn Road, with this available for service vehicles related to the commercial elements of the development. Service vehicles related to the residential elements of the Proposed Development would access the Site from Blackburn Road carriageway. • Dedicated long-stay cycle parking would be provide on-site for all uses in adherence to the London Plan and incorporating the uplift in numbers that is required by the Camden Local Plan. Short-stay cycle parking is proposed in publicly accessible locations in adjacency of the proposed building to serve the requirements of the proposed uses and is also in accordance with policy.. • In accordance with the TfL 'Healthy Streets' assessment principles, an Active Travel Zone (ATZ) assessment has been undertaken as part of the TA. In view of the findings of the desktop analysis, Site survey and review of highway safety, it is considered that the Site is suitably located to support an 'active travel' lifestyle for future users and visitors of the Site. The Proposed Development can support the healthy streets credentials by enhancing the streetscape at the Site's frontages with the public highway. This will take the form of significant public realm improvements at the Blackburn Road frontage of the Site that can be secured through appropriate obligations to planning consent. • With regard to active travel impact, a pedestrian comfort level assessment has been carried out to assess the suitability of the proposed improved footway widths at the Blackburn Road frontage of the Site in accommodating baseline pedestrian movements, in addition to those generated by the fully developed O2 Masterplan and pedestrian trips resulting from the full occupation of the proposed	Transport Assessment Including: Travel Plan Servicing and Delivery Management Plan Draft Construction Logistics and Management Plan

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
		development. The pedestrian comfort level assessment has found that during the AM Peak when the highest levels of pedestrian activity are anticipated, the narrowest point of the proposed improved footway at the northern frontage of the Site (2.4m width) provides a high level of comfort for pedestrians. • An assessment of multimodal travel to/from the Proposed Development has been carried out as part of the TA. Further to deriving estimates of travel to/from the Site for all proposed uses, an estimation of trips associated with the implemented use of the Site has been carried out to facilitate an assessment of the net change in trips resulting from the Proposed Development at the Site. The trip generation exercise found that the net impact of the Proposed Development trips on local public transport facilities is negligible when viewed against historical passenger volumes and current usage patterns. • Given the car free nature of the proposed development vehicle trips will be limited to servicing vehicles only. An assessment of the servicing trip generation has found that the Proposed Development will result in a net decrease of some 49 vehicle trips across a typical day, when compared to the existing builder's merchant use of the Site. • Management strategies and plans have been prepared in association with the planning application that supports the proposals with a view to mitigating and managing any residual transport impact associated with the construction and operational phases of the proposed development. Within the context of such, the following documents accompany the planning application: – Framework Travel Plan; – Delivery, Servicing and Operational Waste Plan; and – Outline Construction Logistics Plan. • The Transport Assessment has also outlined a Student Move-in Move-out strategy that seeks to limit the number of car trips that would be associated with the beginning and end of the tenure for the PBSA units through promotional measures that raise awareness of feasible public transport options for access to/from the Site. • Therefore, it is considered that the Proposed Development will not result in significant effects on Transportation and Access.	
Waste and Materials	• The greatest potential for waste would be during the demolition and construction phase. The expected waste streams arising during the demolition and construction state include inert materials, such as crushed concrete, hardcore and brick,	• The demolition of the existing building will inevitably generate waste but works will be carried out in accordance with an agreed CMP. This would ensure that waste is managed in line with relevant legislation and best practice to maximise reuse and recycling. • Waste minimisation strategies incorporated in the design and procurement strategy, and information on how waste will be managed during the construction works (e.g. the employment of the waste hierarchy strategy, to minimise the volume of waste produced and to divert waste from landfill as far as possible) will also be outlined within the CMP. Mitigation measures (in line with the Institute of	Delivery and Servicing Plan (Waste Management Strategy)

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
	as well as materials stripped out from the existing structures.	Environmental Management and Assessment (IEMA) guidance) will be implemented to avoid, remedy or mitigate adverse effects in terms of materials consumption during the demolition and construction and will likely include: – Materials sourced locally as far as reasonably practicable; – Reused, upcycled or recycled materials, where feasible; – Minimising the stockpiling of construction materials on site through the use of a 'just in time' delivery system, which provides benefits in terms of minimising the space required for storage, the potential for damage to materials (potentially resulting in materials subsequently unsuitable for their purposes), and minimises the potential for material spoiling due to adverse weather conditions; – The setting of waste reduction targets and waste reuse / recycling targets prior to commencing onsite works, to encourage transparency and accountability. These targets, and the waste data generated during the demolition and construction works, should be monitoring throughout the works; and – Other good practice management measures, including the potential reuse (off-site) of excavation materials were possible, should be implemented. • The planning application (within the Delivery and Servicing Plan) provides detail on the proposed management of operational waste, including detail of the waste storage and waste collection / management system to be incorporated into the Proposed Development, to mitigate any impacts related to waste. • In view of the above, it is considered that the scale of the construction works, and Proposed Development (once complete and occupied) will not generate substantial amounts of construction or operational waste. Therefore, it is anticipated that no significant effects will arise as a result of the Proposed Development. • Therefore, it is considered that the Proposed Development will not result in significant effects on Waste and Materials.	
Wind Microclimate	• Within London, prevailing winds are from the south-west, and the risk of windy conditions at street level depends on the orientation and massing of the buildings with respect to the prevailing winds and the interaction with their surroundings. The risk is more likely in areas densely populated by tall buildings or when a tall building is introduced to an otherwise low-rise townscape or exposed site.	• The CFD analysis completed for the Proposed Development has concluded that the proposed massing would marginally increase the windiness along Blackburn Road. However, wind conditions would remain suitable for the proposed uses. • The landscaping for the terraces has been informed by the wind CFD analysis to ensure that suitable wind conditions can be met in these spaces for the summer season. • The CFD analysis has also included a scenario of the Proposed Development with the O2 Centre and also with other cumulative schemes in the area, which has confirmed no significant cumulative effects and no material difference to the wind conditions for the Proposed Development against current baseline conditions.	Pedestrian Level Wind Microclimate Assessment

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
	• A Wind Microclimate Assessment has been prepared in support of the planning application. Wind microclimate conditions were established for the existing site using a high-resolution Computational Fluid Dynamics (CFD) model, extending to a 400m radius from the site.	• Therefore, it is considered that the Proposed Development will not result in significant effects on Wind Microclimate.	
Consideration of Cumulative effects	• A review has been undertaken of the potential for any in combination effects relating to the Proposed with surrounding relevant cumulative schemes. Consideration has been given to the potential for cumulative effects in the context of the emerging site context (shown in Figure 4) and information available on the LBC's planning register. • In addition to those schemes shown in Figure 4 (including the O2 Centre), the schemes (referred to as 'cumulative schemes') included when considering the potential for cumulative effects are within 1km of the site that are subject to a planning application (and is either yet to be determined, have full planning consent or a resolution to grant), comprising either: – An uplift of more than 10,000 square metres GEA of mixed-use floorspace or, provide over 150 residential units; or – Office to residential conversions (granted under the General Permitted Development Order) giving rise to over 150 residential units; or – Any development/change of use adjacent to the site. • The following other cumulative schemes have been identified: – **Kilburn Square Estate, Kilburn Square, London (LB BRENT):** Demolition of Former Kilburn Square Clinic, 13-15 Brondesbury Road, substation, footbridge and garages and redevelopment of site to provide extra care flats (Use Class C3b) and general needs flats (Use Class C3)) in 4 buildings alongside access routes, car parking, motorcycle parking, cycle parking, refuse and recycling storage, amenity space, landscaping, playspace, boundary treatments, alterations to the entrance to Varley House, refurbishment of the existing podium parking area and other associated work – *Reference: 24/4057/FUL – Status: Approved – Date: 21/10/2023* – **156 West End Lane, London, NW6 1SD:** Comprehensive redevelopment following demolition of all existing buildings to provide self-contained residential dwellings Class C3), flexible non-residential use (Class A-A3, D1, D2), employment floorspace (Class B1) and community meeting space (Class D1) in buildings ranging from 3 to 7 storeys. New vehicular access from West End Lane and provision of accessible car parking spaces. Provision of new public open space and widening of Potteries Path and associated cycle parking and landscaping), namely the relocation of the sub-station, switch room and meter room from lower ground floor of east building to ground floor of west building, associated reconfiguration of the ground floor of the west building and associated amendments to the elevations of the west building. – *Reference: 2015/6455/P – Status: Approved – Date: 23/06/2017.* This has been subject of amendments under S73 - 2015/64554/P (granted 23/06/2017); 2019/4140/P (granted 14/07/2021); and 2023/1716/P (granted 12/05/2023). – **West Hampstead Square 187-199, London, NW6 2LJ:** Redevelopment of site to create seven new buildings between five and twelve storeys in height to provide 198 residential units (Class C3), retail, financial and professional services and food and drink floorspace (Class A1, A2, A3 and A4), flexible employment/healthcare floorspace (Class B1/D1) along with associated energy centre, storage, parking, landscaping and new public open space (existing buildings to be demolished).(Class B1/D1) along with associated energy centre, storage, parking, landscaping and	

Topic	Key Environmental Context	Consideration of Potential Environmental Effects and Proposed Mitigation	Where the Topic is Considered within the Planning Application
	new public open space (existing buildings to be demolished). – *Reference: 2011/6129/P – Status: Approved – Date: 19/12/2011.* This has been subject of an amendment under S73 - *2013/1924/P (granted 13/06/2014).* – **Clockwork Factory Apartments – 13 Blackburn Road:** This site is directly opposite the application Site. Application reference 2020/2940/P was submitted in September 2020, for 'Demolition of existing building and construction of three buildings between 1 and 9 storeys (plus basement) in height comprising 53 residential dwellings, 4,797sqm of commercial floorspace, publicly accessible space, landscaping and resident's facilities including cycle and refuse facilities' which is yet to be determined. The Committee Report for application 2022/0528/P advises (at paragraph 15.66) that "officers are minded to recommend permission to the committee" in relation to this application. – **Nido Apartments, Blackburn Road:** This site is to the northeast of the application Site. Application reference 2017/7072/P for 'Extensions at roof level to provide 41 additional student studio bedrooms comprising: dormer roof extension to purple block on Blackburn Road; two storey roof extension to red brick block on Blackburn Road; single storey roof extension to middle east seven storey block; and associated alterations including re-cladding existing zinc roof elements, replacement of timber infill panels, alterations to windows, re-cladding of ground floor plinth; and landscaping works to adjacent area. Including re-submission of previously approved common room extension Ref. 2015/5488/P' was submitted in January 2018, and went to Committee with a resolution for approval that was passed in March 2021. The application was later approved on the 17th May 2023. • Due to the nature of the site and surrounding context being an area of regeneration that is undergoing significant redevelopment, there is an acceptance that this will result in a change to the area, which for the most part is positive (e.g. in relation to socio-economics, biodiversity improvements, improved townscape setting and views, etc), and to which the Proposed Development contributes towards. Areas where adverse cumulative effects are possible include disturbance impacts (namely noise and additional HGV movements) during construction and changes to daylight and sunlight in the surrounding residential buildings. • All the identified developments should be constructed in adherence to a best practice measures, as well as incorporating a CMP during the demolition and construction process, or an equivalent construction plan designed to avoid and minimise environmental effects (e.g., noise and dust) as far as is practicable. It is expected that a CMP would be secured through a suitably worded planning condition for any of the above listed potential cumulative schemes. If the Proposed Development proceeds at the same time as one or more of these other schemes, as a result of environmental control and mitigation measures secured in relation to each scheme, it is considered unlikely that significant cumulative environmental effects will arise during the construction works. Construction contractors of neighboring sites where works are being undertaken simultaneously should hold regular liaison meetings to ensure plans are co-ordinated and impacts are minimised. It is also anticipated that the wider O2 masterplan will adopt appropriate mitigation measures to limit emissions of dust and noise levels. With these measures in place, the effect of construction activities from the Proposed Development with and on the wider O2 masterplan should be not significant. • Once complete and operational, non-significant beneficial (or significant beneficial / neutral – townscape visual) cumulative effects may be realised in relation to regeneration, townscape and visual, built heritage, socio-economics (employment / job creation and local spending), improved public realm, health and wellbeing and air quality (move towards cleaner energy strategies and less reliance on non-sustainable modes of transport). • As set out above, the technical assessments (where appropriate) have considered the impacts of the Proposed Development in conjunction with the O2 Centre and also have included a comparison of the impacts of the Proposed Development against Plot S8 of the O2 Centre and concluded that the impacts are comparable and so any adverse impacts identified should be considered acceptable.	

Appendix 2: Summary of Archaeological Potential

14 BLACKBURN ROAD, WEST HAMPSTEAD, CAMDEN.

SUMMARY OF ARCHAEOLOGICAL POTENTIAL

OSA REPORT NO: OSA25DT01

January 2025

OSA

ON SITE ARCHÆOLOGY LTD

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Report Summary.

REPORT NO:	OSA25DT01
SITE NAME:	14 Blackburn Road, West Hampstead, Camden, NW6 1 RZ.
COUNTY:	Greater London
NATIONAL GRID REFERENCE:	TQ 25630 84675
COMMISSIONED BY:	Fifth State Ltd, 83 Baker Street London W1U 6AG
RESEARCH AND TEXT:	Graham Bruce
GRAPHICS:	Graham Bruce
TIMING:	Research and Report preparation January 2025
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1.0 Abstract.

This Summary of Archaeological Potential has been prepared on behalf of Fifth State Ltd to provide initial information regarding the archaeological potential of a proposed development at 14 Blackburn Road, West Hampstead, Camden.

This archaeological summary draws upon information available in the online version of the Greater London Historic Environment Record (GLHER).

The site lies outside the limits of any of the Camden Borough designated Archaeological Priority Areas (APAs). The area within which the site is located remained as, predominantly, undeveloped agricultural land into the 19th century. The site was developed from the later 19th century and included railway sidings and associated structures.

The site that is the subject of this archaeological summary forms part of a larger development that received Outline Planning Consent for redevelopment in 2022. The low archaeological potential, likelihood of early 20th century disturbance and the consultation response to the outline application make it clear that the current site will not require any further archaeological investigation.

Figure 1. Site location.

Figure 2. Detailed site location (supplied by Fifth State Ltd).

2.0 Introduction.

This Summary of Archaeological Potential has been prepared on behalf of Fifth State Ltd to provide initial information regarding the archaeological potential of a proposed development at 14 Blackburn Road, West Hampstead, Camden.

This archaeological summary draws upon information available in the online version of the Greater London Historic Environment Record (GLHER).

The site lies on the south side of Blackburn Road, West Hampstead, immediately to the north of Hornsey railway station, on the Great Northern Route (forming part of the East Coast Main Line), and immediately to the north of the railway line. The site is located at National Grid Reference TQ 25630 84675 (see Figures 1 and 2).

The site is located on clay, silt and sand of the London Clay Formation (https://geologyviewer.bgs.ac.uk/).

3.0 Archaeological Data in the vicinity of the site.

There are a total of five Archaeology Priority Areas in the Borough of Camden, in the vicinity of the site (Figure 3 – site shaded red). For full details see O'Connor, et al, 2018.

2.1 Hampstead

The Archaeological Priority Area of Hampstead covers a medieval settlement that grew from a small farmstead in the 12th century. This APA encompasses archaeological remains between Chesterford Gardens in the west to Heath Street in the east, north to Hampstead Heath and south to the beginning of Rosslyn Street. The name 'Hamstede' comes from the Anglo Saxon for homestead or the manor house. This APA also includes a medieval and post-medieval cemetery, St John's Church Burial Ground and its associated additional ground. The earliest recorded archaeological evidence from Hampstead is a number of Palaeolithic and Mesolithic flint tools found from both in-situ deposits and as residual finds within Hampstead settlement. The main medieval settlement appears to have developed in the early medieval period and the distribution seems scattered following Hampstead High Street, St John's Church and the probable manor site of Frognal. The first historical reference to Hampstead is in association with a manor in 986 AD when it was gifted to the monastery of St Peter in Westminster by King Ethelred the Unready. The Domesday Book records a hamlet of 5 households, a slave with arable farmland and woodland for 100 pigs. Other unrecorded inhabitants may have lived here to work the abbey's demesne land. There is a reference to a small farmstead at Hampstead (Hamestede) by the 12th century. Between the mid-14th and the 17th centuries Hampstead was seen as a place to escape natural calamities such as plague and floods affecting London.

2.4 Watling Street

This Archaeological Priority Area comprises the continued route of Edgware Road and Maida Vale into the Camden Borough along Kilburn High Road, which is based on the route of the Roman road, Watling Street. Watling Street was one of the most important roads in Roman Britain and ran from Dover to London, from London to St Albans and onwards to Wroxeter.

2.6 Belsize Manor

The Archaeological Priority Area of Belsize Manor includes the complex of the former medieval moated enclosure, farm and house. The enclosure around the manor and the area of later gardens comprise the APA boundaries from Lancaster Grove to Glenilla Road and west to Belsize Lane. The first known record of Belsize Manor is a formal grant made by King Edward II to Westminster Abbey of the manor at Belsize, thus confirming the site's existence in 1496. By the 16th century the site housed numerous farms, ponds and additional agricultural buildings. Following the Dissolution of the Monasteries, the estate passed through numerous owners and, at least, four successive manors were called Belsize House. Under its new ownership by the Earl of Chesterford, the house and gardens became a place of public entertainment for music and dancing. It became a public residence after being rebuilt

as a Georgian manor in 1745. This was short lived, however, and the buildings were demolished in 1852.

2.7 Kilburn Priory and Settlement

This Archaeological Priority Area covers a stretch of Roman Watling Street, the historic settlement of Kilburn and its medieval priory. The settlement covered both sides of Kilburn High Road. The hermitage and priory lay to the east of the road. The first reference, in historic records, to the name Kilburn is the nearby priory of 'Cuneburna' referred to in 1134. The priory was built, with funds from Westminster Abbey, on the site of a hermitage which had existed beside the River Kilburn during the reign of Henry I c.1068. The priory was home to a community of Augustinian canonesses and the priory took the name of the local river, 'Cuneburna' which provided the priory with water. A settlement began to grow along the Roman Road of Watling Street to the west of the priory, now Kilburn High Street/ Edgeware Road, from around 1296. The village grew steadily, famous as a stopping place for pilgrims on their way to shrines in the north. In the early 16th century, the priory expanded and by 1535 it also contained a mansion and a 'hostium', a possible guesthouse for the priory which may have been the early origins of The Bell Inn. The priory suffered the fate similar to that of many monastic institutions and was closed as a religious house during the Dissolution of the Monasteries in 1537.

3.1 Primrose Hill

This APA covers the surviving area of Primrose Hill which is a Registered Park and Garden. The open area covers 25 hectares of steeply sloping recreational land which is topped by a plateau and crossed by numerous paths. The area was included in a grant of lands to the Leper Hospital of St James by Edward I around the 14th century. In the 15th century Henry VI gave the hospital and lands to his newly-founded college of Eton. The hill was cleared of trees in the mid-17th century and remained as farmland with hedgerow boundaries and a few trees surviving. After the arrival of the railway the owners, Eton College, planned to divide the hill into building plots. However, in 1838, the Crown Commissioners offered to buy Primrose Hill from Eton College in order to form an extension of Regent's Park. The site became Crown property in 1841 and had been secured as a public open space by the following year.

The two APAs closest to the site, 2.4 Watling Street and 2.7 Kilburn Priory and Settlement, are both approximately 700m away, at their closest points.

Figure 3 also shows the location of one APA in the Borough of Brent, to the west of 2.7 (Brent Post-Medieval Cemeteries APA).

Figure 3. Location of site (red) relative to APAs in the vicinity.

The Greater London Historic Environment Record includes a small number of archaeological events in the vicinity of the site. These include a heritage audit trail of stations on the North London Railway, carried out in 2008 (GLHER reference 153414), a desk based assessment of a site at 156 West End Lane, carried out in 2015 (GLHER reference 159423), which concluded that the site had low archaeological potential, and a desk based assessment of a site at 321-329 Finchley Road, in 2001 (GLHER reference 161291), which suggested that the site had some potential for remains of medieval rural archaeology and post-medieval building foundations.

4.0 Selected Cartographic sources.

Whilst a comprehensive map regression is beyond the scope of this summary of archaeological potential, extracts from a limited number of historic Ordnance Survey maps have been included to illustrate changes to the local area, and to the site, in the relatively recent past. The first map included is the 1866 edition of the OS (Figure 4). At this date the area within which the site is located included substantial areas of undeveloped agricultural land. Suburban development had begun to reach out into the area along Finchley Road to the southeast.

The situation had changed significantly by the end of the 19th century, as illustrated by the 1896 edition of the Ordnance Survey (Figure 5). By this date the area had been fully urbanised. West Hampstead station and Blackburn Road are both marked making it easy to identify the location of the site itself, which had not been occupied at this date.

By the early 20th century (Figure 6) the site itself had been developed with a series of railway sidings associated with the adjacent station.

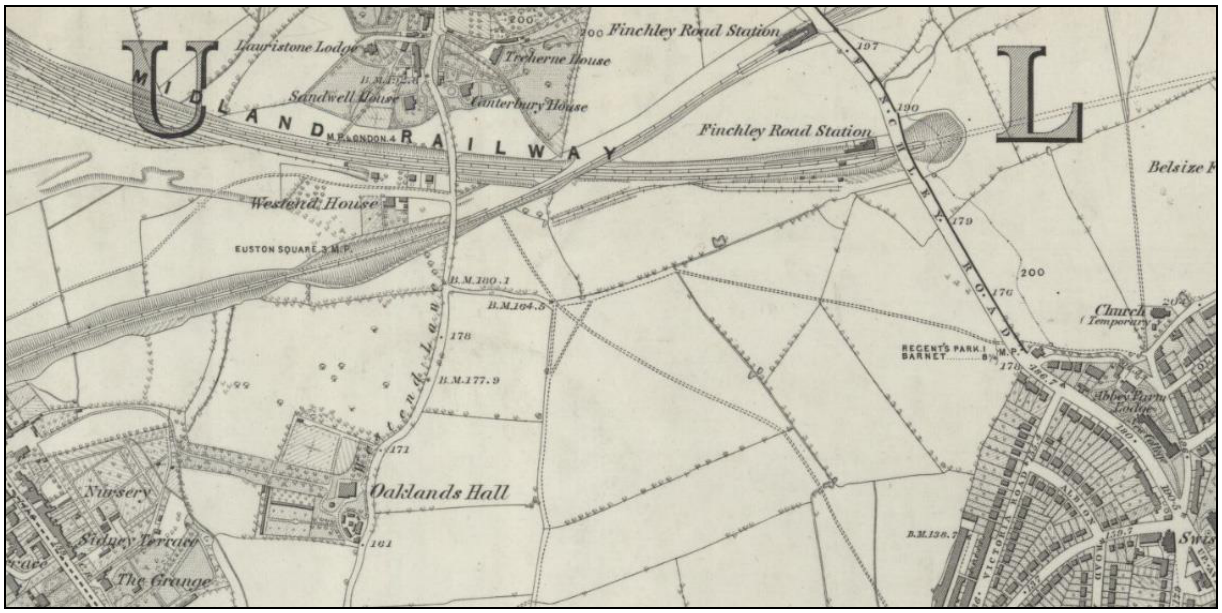

Figure 4. Extract from the 1866 edition of the Ordnance Survey.

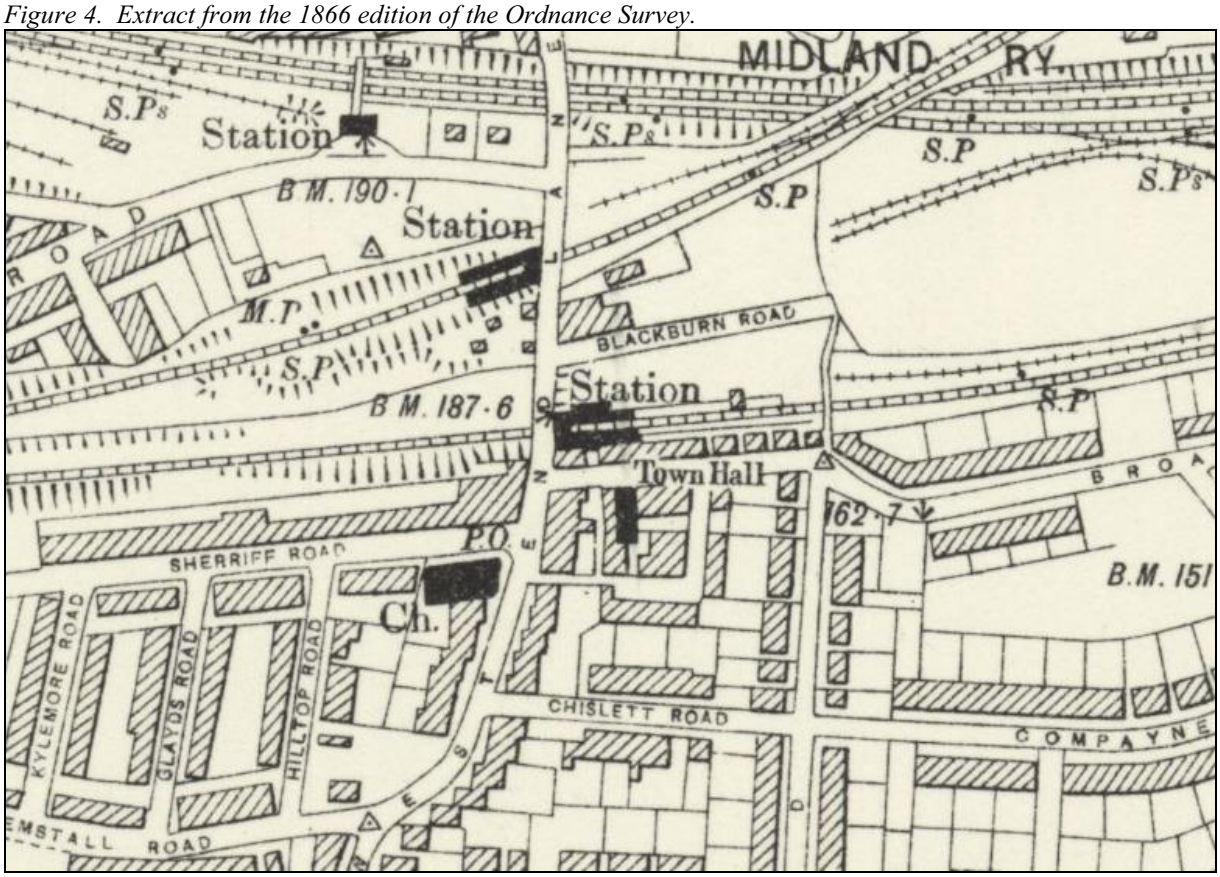

Figure 5. Extract from the 1896 edition of the Ordnance Survey

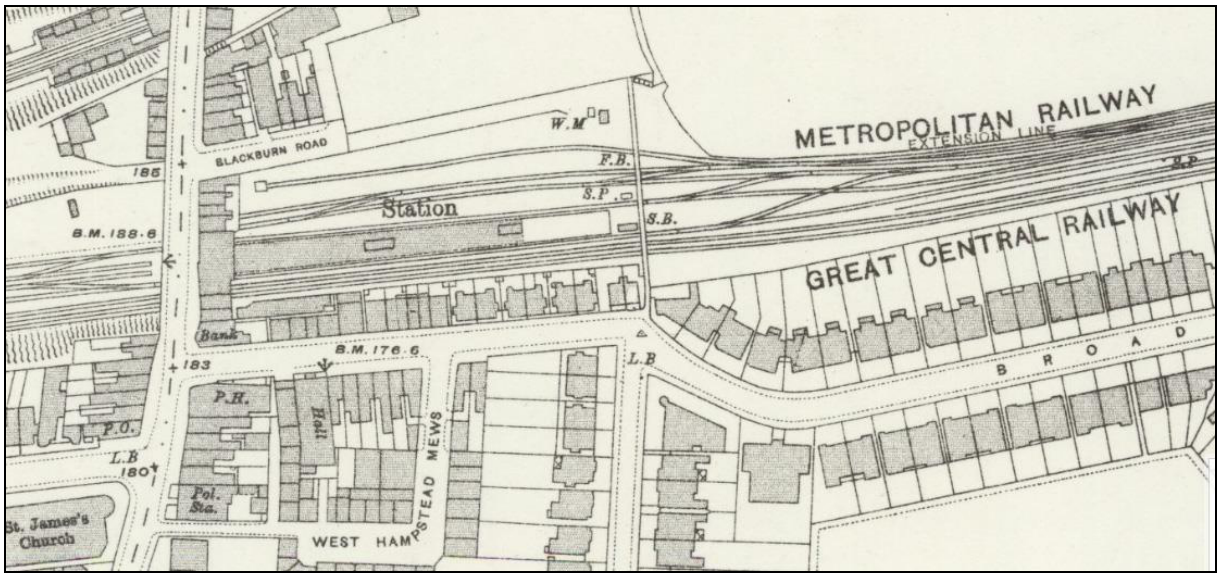

Figure 6. Extract from the 1915 edition of the Ordnance Survey.

5.0 Discussion of Archaeological Potential.

The site lies outside the limits of any of the Archaeological Priority Areas in this part of the borough reflecting the relatively low potential for significant archaeological remains to be present. In addition, the site has experienced significant development during the late 19th and early 20th century, including the construction and then reconfiguration of railway sidings and associated structures. This period of development will have led to disturbance and truncation of earlier deposits.

Historic England guidance relating to Archaeology Priority Areas in Greater London (EH, 2016) provides a hierarchy for APA tiers, with Tier 1 having the highest archaeological interest and Tier 4 being those areas that are not included within and APA. The guidance states that areas that do not currently merit inclusion within an APA (Tier 4) are not necessarily devoid of archaeological interest and may retain some potential, unless they can be shown to have been heavily disturbed in modern times. Planning applications within Tier 4 areas would not normally require archaeological assessment. Exceptions to this may include large major developments or schemes that involve demolition or substantial works to historic buildings which may have associated archaeological interest. These exceptions are not likely to apply in respect of the proposed scheme.

The site forming the subject of this archaeological summary consists of part of a larger development site that received Outline Planning Consent for redevelopment in 2022 (Camden Borough Planning Reference 2022/0528/P). The Planning Officer report relating to the outline application includes the following section relating to below ground archaeology:

Archaeology

13.57 The site is not located in an Archaeological Priority Area, and the Greater London Archaeology Advisory Service (GLAAS) raised no objection to the scope of the ES when this

was being prepared or to the current application and information submitted in support. The site is considered low risk by GLAAS but nonetheless, the ES deals with archaeology and the applicant carried out a desk-based assessment of archaeological impact.

13.58 The site was historically away from any settlement, located in either woodland or farmland. Furthermore, it is likely that any development from the late 19th Century onwards will have removed or severely truncated any earlier remains. As such, there is a low potential for remains of all periods, except from the early and mid-20th Century which would be of low heritage significance.

13.59 The main impact of the proposed development would likely be from demolition of existing buildings and excavation of ground for the foundations, basement, and infrastructure and utilities works. ***Given any archaeological remains are likely to be very limited in number and significance, GLAAS have advised that no further archaeological investigation is considered necessary****.*

The low archaeological potential, likelihood of early 20th century disturbance and the consultation response to the outline application make it clear that the current site will not require any further archaeological investigation.

6.0 Bibliography

Historic England. 2016. Greater London Archaeological Priority Area Guidelines.

O'Connor, T., Lee-Smith, K. and Bennett, A., 2018. London Borough of Camden. Archaeological Priority Areas Appraisal.