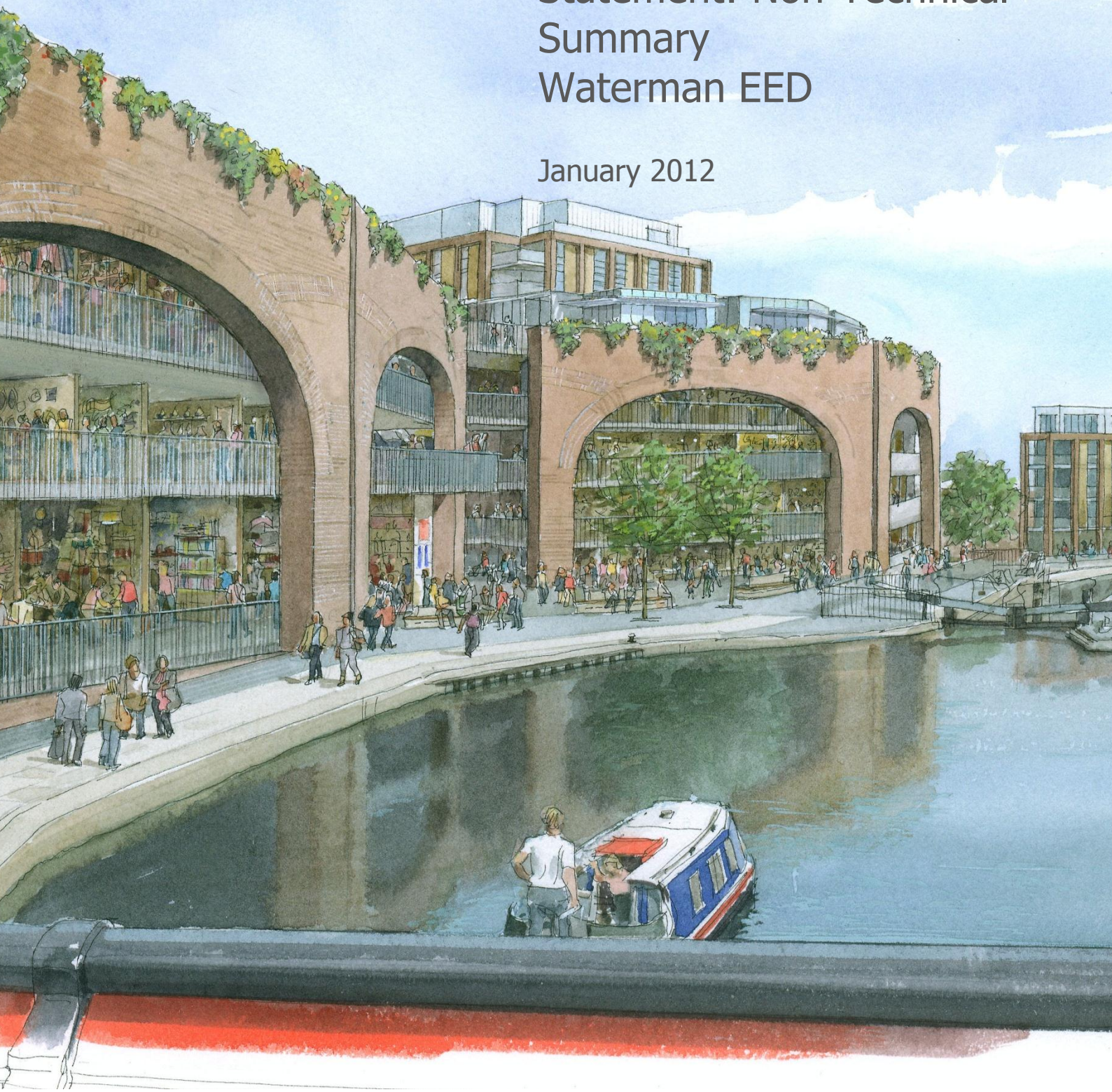


# **Camden Lock Village (Hawley Wharf) Stanley Sidings Limited**

## **Replacement Environmental Statement: Non-Technical Summary Waterman EED**

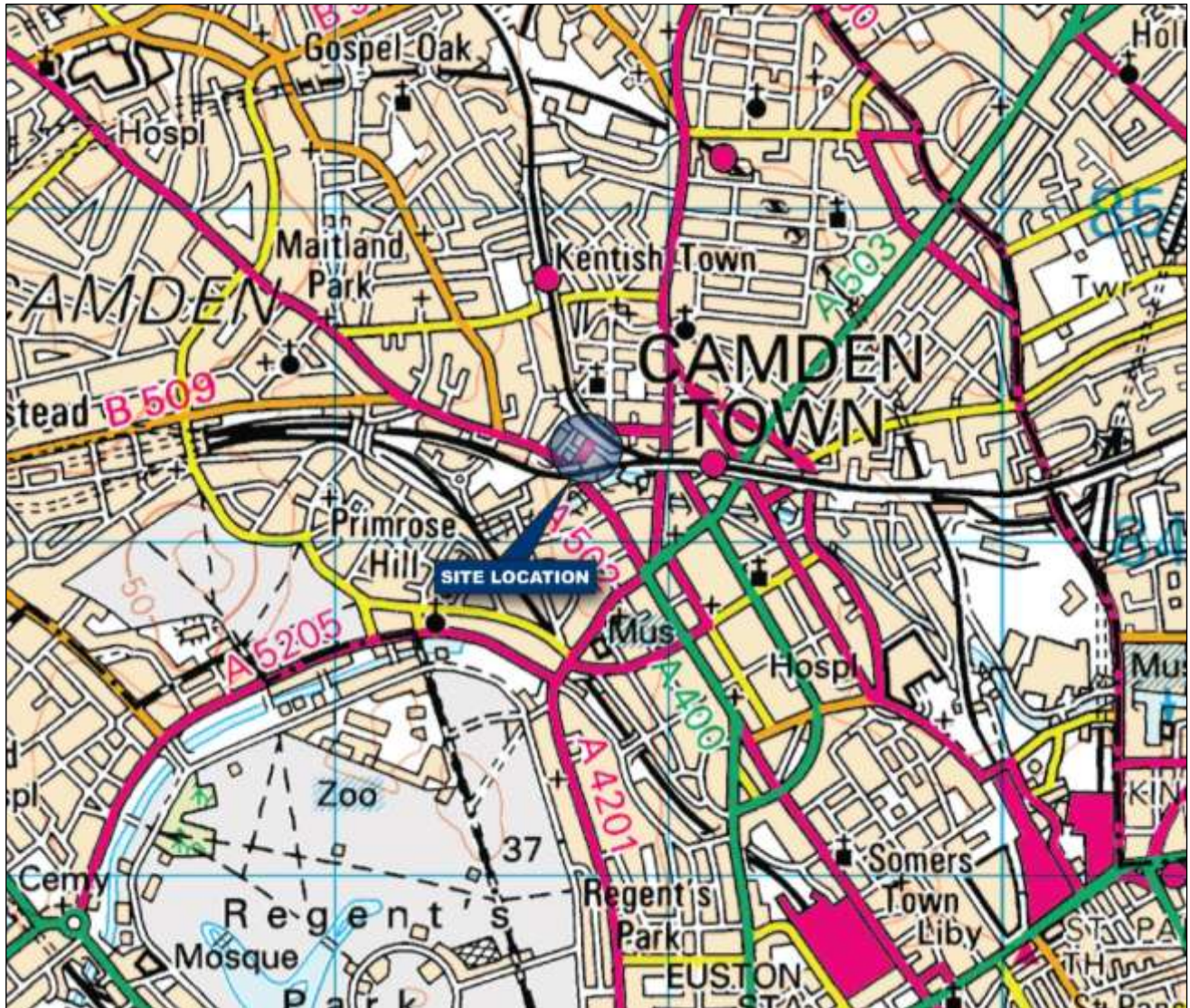
January 2012





## 1. Introduction

Stanley Sidings Limited (hereafter referred to as the 'Applicant') is seeking to obtain hybrid planning permission, conservation area consent and listed building consent for the mixed-use redevelopment of a brownfield land (hereafter referred to as the 'Site'). The Site is currently home to the Camden Lock Canal Market, together with a range of industrial uses and residential dwellings. As identified by Figure 1, the Site is located within the administrative boundary of the London Borough of Camden (LBC), north London. The Site covers an area approximately 2 hectares (ha) and lies within the heart of Camden Town; an area known for its unique culture, eclectic character, and, internationally renowned Camden Markets.



**Figure 1: Site Location**

Local planning policy (LBC's Hawley Wharf Area Planning Framework Supplementary Planning Document (SPD)) identifies the development opportunity of the Site and its surrounding areas. In what is considered by the Applicant as an appropriate response to the Hawley Wharf Area Planning Framework SPD, the proposals for the Site comprise a mixed-use development providing a total Gross External Area (GEA) of 48,876 square meters (sq.m.) of floorspace, split between market and local retail, commercial, leisure, industrial, education and residential land uses. A number of existing buildings and structures considered to be of built heritage merit would be retained and improved. New pedestrian routes and public spaces would be provided, in addition to car parking and servicing. The proposals are subsequently referred to as the 'Development' and are known as 'Camden Lock Village (Hawley Wharf)'.

## **Camden Lock Village (Hawley Wharf)**

### **ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY**

An Environmental Impact Assessment (EIA) has been undertaken to assess the likely significant environmental effects of the Development. The EIA is reported in an Environmental Statement (ES) which has been prepared to accompany the hybrid planning application. The ES describes the likely significant environmental effects of the Development, together with a range of mitigation measures required to prevent, reduce or offset any adverse environmental effects.

This document provides a summary of the ES findings in non-technical language.

## **2. EIA Methodology**

An EIA aims to ensure that the potential likely significant environmental effects of a new development (which can be beneficial and adverse) are given due consideration in the determination of a planning application. In accordance with relevant legislative requirements and best practice guidelines the EIA has been undertaken using established methods and criteria. This involved site visits and surveys, data reviews, consultation with a number of relevant authorities, computer modelling and specialist assessments undertaken by a team of qualified and experienced consultants.

The first stage of the EIA process involved undertaking a 'scoping study'. This study identified the potentially significant environmental issues associated with the Development and therefore the focus of the EIA and content of the ES. The scoping study was agreed with LBC.

On the basis of the above, it was agreed with LBC that the EIA would need to include an assessment of the following environmental topics: demolition and construction; waste management; socio-economics; built heritage; transportation and access; noise and vibration; air quality; archaeology; ground conditions and contamination; surface water drainage and flood risk; wind; daylight, sunlight, overshadowing, light pollution and solar glare; ecology; townscape and visual effects; and cumulative effects (the effects of the Development combined with the predicted effects of other presently or reasonably foreseeable schemes).

Each of the environmental assessment topics listed above is reported in the ES as a 'technical chapter'. Each technical chapter describes how the assessment has been undertaken, the current conditions on and adjacent to the Site and the potential effects of the Development. Each technical chapter also describes a range of measures that would be incorporated to avoid, reduce, or offset any identified adverse effects, and / or enhance potential beneficial effects. Such measures are referred to as 'mitigation measures'. The resulting effects (known as 'residual effects') following the implementation of mitigation are also described.

## **3. Existing Land Uses and Activities**

The Site is currently occupied by a number of different uses, buildings and structures. A prominent feature of the Site relates to two raised railway viaducts referred to as the 'East-West Viaduct' and the 'Northwest-East Viaduct' (named according to the in which they run). For descriptive purposes, as shown by Figure 2, the Site has been divided into four areas: Area A; Area B; Area C; and Area D).

Area A, located within the southwest of the Site is home to Camden Lock Canal Market. This comprises a number of market stalls, some of which are located beneath the East-West Viaduct and in Numbers 1 to 6 Chalk Farm Road. Located immediately to the south of Area A is the Regent's Canal and towpath, and to the west, Chalk Farm Road.

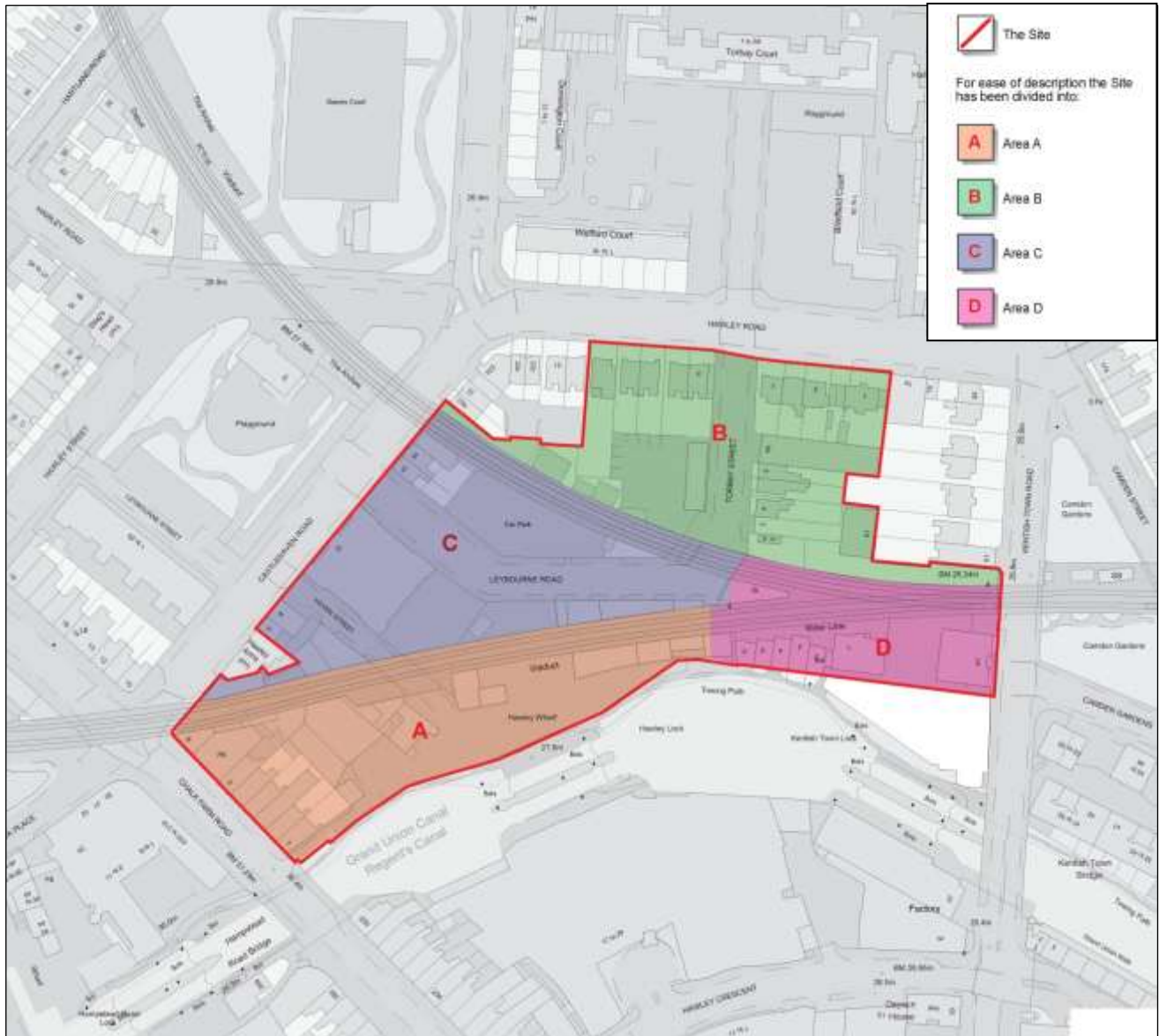
Area B is located within the north of the Site and includes residential and light industrial uses, together with the Grade II Listed Number 1 Hawley Road. Areas of hardstanding are utilised for car parking and vehicle washing within Area B.

Area C comprises the central and western areas of the Site. Land uses include car parking, offices, residential, retail and light industrial. The light industrial uses include vehicle repair workshops which are located within the arches beneath the East-West Viaduct and Northwest-East Viaduct.

Area D is located within the southeast of the Site. Land uses occupying Area D primarily comprise offices and car parking.



## ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY



### Figure 2: The Site and its Component Areas

Land uses surrounding the Site are varied, including residential, commercial and retail uses in all directions. Key landmarks and venues in proximity to the Site include:

- The Hawley Arms Public House, located adjacent to the western boundary of the Site;
- The Grade II Listed Hampstead Road Bridge over the Regent's Canal located to the southwest of the Site;
- Camden Town London Underground Limited (LUL) Station located to the south of the Site;
- Five other markets which collectively comprise the 'Camden Markets': Camden Market; Stables Market; Camden Market at Buck Street; Electric Market; and Inverness Street Market;
- The MTV Studios located opposite the Site to the south of the Regent's Canal; and
- The Grade II\* Listed Roundhouse music and entertainment venue.

Figure 3 and Figure 4 provide some photographs of the Site and its surrounds.

## Camden Lock Village (Hawley Wharf) ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY



Figure 3: The Regent's Canal and Tow Path



Figure 4: The Hawley Arms Public House

### 4. Alternatives

In line with the EIA Regulations, the ES provides a description of the main alternatives to the Development, considered by the Applicant. These include:

- The 'do-nothing' alternative. This would leave the Site in its current state. However, due to the fact that some of the existing market retail uses within the southwest of the Site do not have a valid planning permission it would be necessary to remove such land uses and return this part of the Site to its permitted state;
- The 'do-minimum' alternative. This would leave the majority of the Site in its current state, but apply for and obtain planning permission for the existing market retail uses within the southwest of the Site; and
- A series of 'alternative designs'.

Without redevelopment, the Site would be likely to remain under-utilised and experience a further deterioration of the existing Site buildings and the general Site environment with time. This would go against planning policy which emphasises the need to encourage extensive sustainable redevelopment through the use of previously developed urban sites. In addition, the do-nothing and do-minimum alternatives would forfeit the many potential benefits associated with redevelopment. As such, it is considered that the beneficial effects that would arise from appropriate redevelopment would considerably outweigh the minimal beneficial effects that would arise from the do-nothing and do-minimum alternatives.

In 2009, the Applicant commissioned Make Architects, and later a second supporting architect, Allford Hall Monaghan Morris (AHMM), to design a masterplan for the comprehensive redevelopment of the Site to include new market retail, residential and business landuses. In designing the masterplan, a series of alternative designs were developed. From the outset, a range of various constraints and opportunities presented by the Site have been carefully considered within the design process. Such constraints and opportunities include:

- National, regional and local planning policies. Particular consideration has been given to the framework for redevelopment at the Site and beyond as set out within LBC's Hawley Wharf Area Planning Framework SPD;
- The existing built environment and land uses. The Development has sought to respect and complement elements of the Site's existing built form, together with the Site's surrounding built form and mix of landuses;
- Site levels and the need to ensure circulation, movement and accessibility for all;

## Camden Lock Village (Hawley Wharf) ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY

- The need to maintain and enhance local townscape character, local and long-distance views, particularly those associated with the Regent's Canal Conservation areas and the statutorily protected view of the Palace of Westminster from Parliament Hill which impinges the western part of the Site;
- The need to sensitively treat those built heritage assets retained within the Development (the Grade II Listed Number 1 Hawley Road, the brick abutment of the Grade II Listed Hampstead Road Bridge, Numbers 1 to 6 Chalk Farm Road and the East-West Viaduct and Northwest-East Viaduct);
- The need to maintain and enhance the quality and character of the Regent's Canal Conservation Area, located in the south of the Site and beyond and the built heritage assets which exist in proximity to the Site;
- The need to improve the pedestrian permeability of the Site, together with the overall pedestrian experience within the Site. This has been informed by extensive pedestrian surveys which identified the most practicably advantageous form of pedestrian routes and public spaces within the Site. Such studies inevitably informed the location, shape and configuration of buildings proposed within the Site;
- Encouraging the use of the nearby extensive public transport network;
- The need to minimise significant effects on residential amenity to existing surrounding residents and future residents of the Development itself in terms of noise, vibration, air quality, wind and daylight, sunlight and overshadowing. This has been achieved via various detailed technical analysis which have informed the overall design of the Development;
- The need to reduce flood risk, accounting for the effects of climate change via the implementation of appropriate surface water attenuation; and
- Aspirations to improve the ecological value of the Site.

In addition to the above key constraints and opportunities, alternative designs were also drawn up in consideration of the extensive consultation and collaboration with LBC, the local community, and a range of other statutory and non-statutory consultees. Key design outcomes arising from this process included:

- The final visual appearance of Building A, located within the southwest of the Site, fronting the Regent's Canal. A series of proposed arches in which market retail land uses would be accommodated was felt to complement the existing East-West Viaduct and the Northwest-East Viaduct which bisect the Site. However, its original rooftop pavilion was reduced in height and a proposed wavy pavilion roof was replaced with a flat roof. Such design alterations were made to greater respect the setting of the Regent's Canal Conservation Area. The arches of Building A were then widened and reduced in number in order to maximise more space adjacent to the Regent's Canal, improve permeability within and around Building A and to break up the building frontage when viewed from the Grade II Listed Hampstead Road Bridge and Kentish Town Bridge. Finally, Building A was divided into separate buildings at ground level. This was so as to open up ground level views and to avoid a long building frontage along the Regent's Canal.



**Figure 5: Initial Concepts for Building A**



## Camden Lock Village (Hawley Wharf) ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY

- The increased physical separation of market retail uses from the residential components of the Development to ensure residential amenity. As such, market retail has been proposed in the south of the Site and all residential units are considered to be sufficiently removed from the market retail.
- The additional pedestrian gateway spaces at various locations to reduce pedestrian flows elsewhere in the Site, again, in order to ensure residential amenity.
- The reduction of building heights within the west of the Site in order to respect and enhance the prevailing townscape and visual experience.
- The introduction of local community leisure uses in the form of a cinema.
- The introduction of a primary school and nursery within the north of the Site.

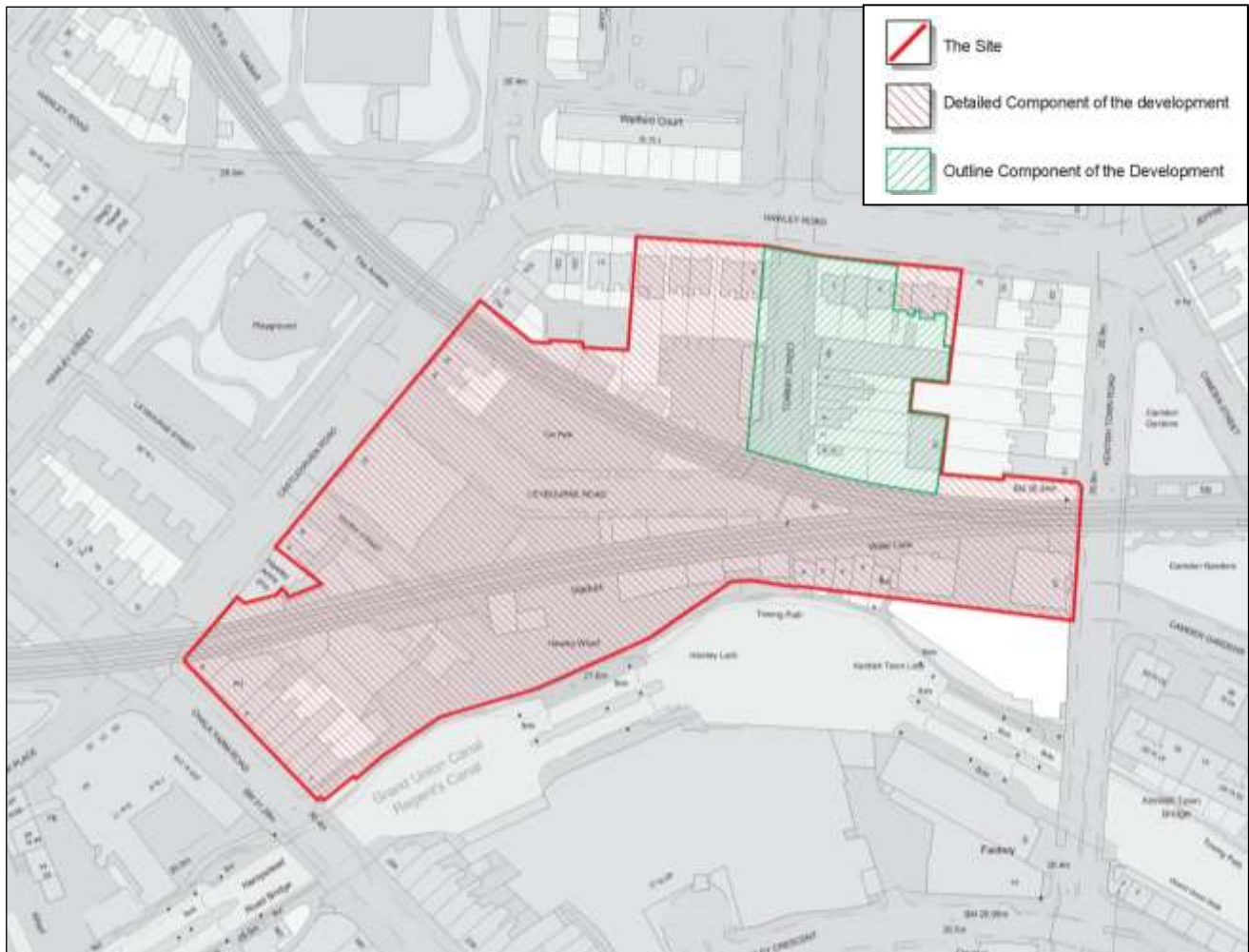
The Development has resulted from the careful consideration of policy objectives for the Site and the wider area, the Applicant's commercial objectives and consultee aspirations for the Site, together with prevailing environmental constraints and opportunities. The proposed Development is considered to offer the most advantageous design solution in response to all of the above.



Figure 6: The Initial Masterplan, 2009

## 5. The Development

The hybrid planning application comprises detailed architectural proposals for the majority of the Site and broad 'outline' proposals for the school element of the Development. Listed Building consent is also sought in respect of the Grade II Listed Number 1 Hawley Road and the brick abutment of the Grade II Listed Hampstead Road Bridge. In addition, Conservation Area Consent is sought by virtue of the fact that the south of the Site is located in the Regent's Canal Conservation Area. Figure 7 illustrates the extent of the detailed and outline components of the Development within the Site.



**Figure 7: Extent of the Detailed and Outline Components of the Development**

The Development necessitates the demolition of the majority of existing buildings and structures on the Site, with the exception of the Grade II Listed Number 1 Hawley Road, the brick abutment of the Grade II Listed Hampstead Road Bridge, Numbers 1 to 6 Chalk Farm Road, the East-West Viaduct and the Northwest-East Viaduct which would be retained and improved, upgraded and modified.

The Development would provide the following mix of land uses and facilities:

- 6,012sq.m. of market retail use;
- 616sq.m of local retail use;
- 1,857sq.m of restaurants and cafes;
- 766sq.m of hot food takeaway use;
- 786sq.m of flexible business and café use;
- 8,341sq.m of business and industrial use;



## Camden Lock Village (Hawley Wharf)

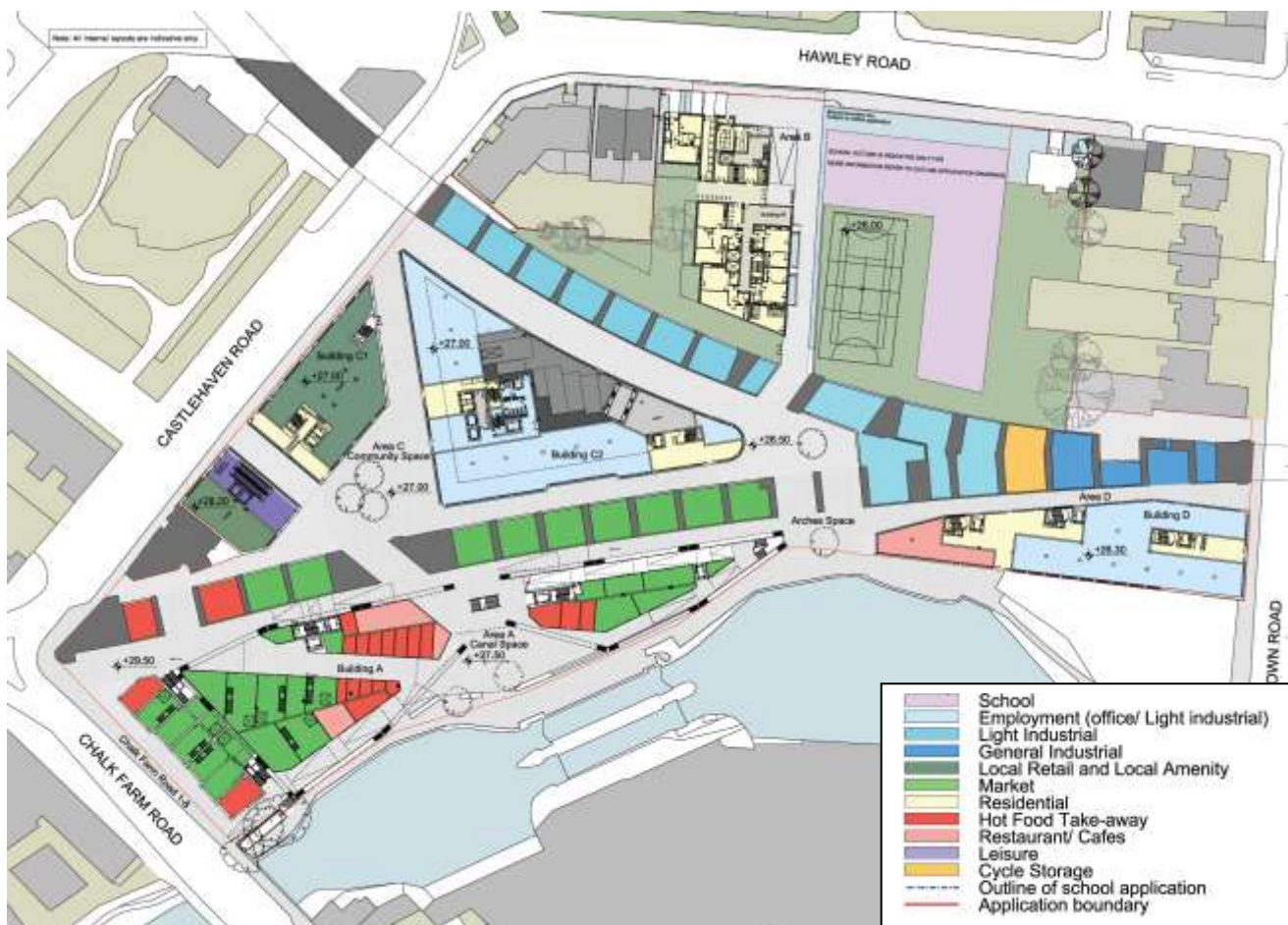
### ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY

- 21,531sq.m of residential floorspace within 183 residential units;
- 3,448sq.m of leisure use in the form of a cinema;
- Up to 1,931sq.m of educational use in the form of a primary school and nursery;
- 6,115sq.m of public and private open space and playspace;
- 2,215sq.m of living roofs;
- A minimum of 2,900sq.m of educational outdoor amenity;
- 19 car parking spaces of which 9 would be for the mobility impaired; and
- 491 cycle parking spaces.

The Development would comprise 11 buildings, of which 8 would be newly constructed. The remaining three buildings would relate to the retained Grade II Listed Number 1 Hawley Road, Numbers 1 to 6 Chalk Farm Road and the East-West and Northwest-East Viaducts.

The proposed buildings would be of varying height (low to medium rise) fully respecting the existing surrounding built form, townscape and on and off-Site built heritage assets, particularly the Regent's Canal Conservation Area, the Grade II Listed Number 1 Hawley Road, the brick abutment of the Grade II Listed Hampstead Bridge Road, Numbers 1 to 6 Chalk Farm Road, the East-West Viaduct and the Northwest-East Viaduct. The tallest building would rise to 9 levels at 57.5m above ordnance datum (AOD) and would be located within the west of the Site. The lowest building would comprise only 2 levels, and would not be any lower than 34.40m AOD and no higher than 39.05m AOD. This building would be located in the north of the Site.

The buildings of the Development would be located within the Site as shown in Figure 8. This Figure also provides a nomenclature for the proposed building of the Development.



**Figure 8: Masterplan for the Development**

## Camden Lock Village (Hawley Wharf) ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY

In terms of land use distribution across the Site, this would be generally provided as follows:

- Building A within the southwest of the Site, fronting the Regent's Canal would provide market retail within a series of brick arches, with pedestrian walkways and balconies overlooking the Regent's Canal. Comprising 4 levels the restaurant would be provided on the fourth level within a glass pavilion. Public roof terraces and seating areas would surround the pavilion. An artist's impression of Building A is provided within Figure 9;



**Figure 9: An Artists Impression of Building A**

- Located within the west and centre of the Site, the linear South Arches would exist beneath the retained East-West Viaduct. The majority of the South Arches would be refurbished to provide market retail uses over two levels. The remainder of the South Arches would remain 'open' to provide pedestrian access beneath to East-West Viaduct;



## Camden Lock Village (Hawley Wharf)

### ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY

- The existing Numbers 1 to 6 Chalk Farm Road located in the west of the Site would be retained and sensitively refurbished and modified to retail use. Immediately adjacent to Numbers 1 to 6 Chalk Farm Road, Number 7 / 8 Chalk Farm Road would be constructed to form a direct continuation of Numbers 1 to 6 Chalk Farm Road, thereby replicating the previous terraced Victorian villas that once existed;
- Buildings W and X would be located within the north of the Site and would be entirely residential in use. Reaching a maximum of 4 levels, Building W would stand at a maximum height of 39.95m AOD. Building X would comprise a maximum of 9 levels, reaching a maximum height of 54.6m AOD;
- Building C1 would be located within the west of the Site. This building would provide a range of land uses and would also incorporate a double basement. The lower basement level would provide a Site-wide energy centre, together with residential storage, refuse storage and car parking. The upper basement level would provide an art house cinema comprising three screens. Local retail would be provided above the upper basement and 51 residential units would be provided at levels 1 to 5;
- Building C2 could be located within the centre of the Site. It would have a triangular footprint. Building C2 would share a double basement with Building C1 and comprise a mix of uses, with flexible office and business space located at lower levels and a further 50 residential uses provided from level 3 to level 8;
- The North Arches would be located within the northwest and centre of the Site in a linear formation beneath the retained and refurbished Northwest-East Viaduct. The North Arches would predominantly contain light industrial uses over two refurbished levels. Similar to the South Arches, some of the North Arches would remain 'open' to provide pedestrian access beneath the elevated viaduct;
- Positioned in the southeast of the Site, Building D would comprise a wedge shaped building. A basement would be utilised for storage and cycle parking. A café and business accommodation would be provided at ground level. 37 residential units would be provided at levels 1 to 5.
- The East Arches would be located within the east of the Site, beneath the East-West Viaduct and Northwest-East Viaduct. The majority of the East Arches would contain industrial uses over two refurbished levels. One of the East Arches would provide a public cycle parking facility.
- The Grade II Listed Number 1 Hawley Road would remain in its current location in the northeast corner of the Site. The building would be retained and converted from storage to an educational use. However, listed building consent is sought to demolish its' annex at Number 1c Hawley Road, make good the exterior of the property including cosmetic repairs to the front steps and portico entrance, and to carry out internal repairs which would not compromise its Listed status.
- School Block S1 and School Block S2 would also be located in the northeast of the Site, to the west of the Grade II Listed Number 1 Hawley Road. The interlinked Blocks would provide a primary school and nursery.

The location and footprints of the Development's building have given rise to a sequence of east-west and north-south pedestrian routes within the Site, together with a series of three ground floor public open spaces, each with a different character and function:

- The Canal Space would be located within the southwest of the Site adjacent to the north of the Regent's Canal. The Canal Space would provide an area for visitors of the market to spill out and appreciate the Site's unique location adjacent to the Canal;
- The Arches Space would be located within the south of the Site. This is envisaged to be a much more tranquil space than the Canal Space; and
- The Community Space would be located within the centre of the Site. It is intended for use by local residents and workers. It is envisaged that during the weekends and bank holidays, the Community Space would be used to accommodate a farmers' market. Figure 10 provides an artists' impression of the Community Space.



**Figure 10: An Artists' Impression of the Community Space**

It is envisaged that the pedestrian routes and public open spaces would:

- Enliven the Site via the provision of a vibrant and active ground floor plan at appropriate locations which would not affect the amenity of surrounding residential areas or residential areas proposed by the Development itself;
- Bring about an increased level of natural surveillance, thereby assisting in improving real and perceived crime and safety issues;
- Provide a unique sense of identity, community and character within the Site, specific and appropriate to the land uses proposed; and
- Facilitate the integration of the Site with the wider area.

At roof level, a public communal roof terrace above Numbers 1 to 6 and 7 / 8 Chalk Farm Road would provide a seating area for visitors to the market.

Private open space and playspace for residents of the Development would be provided in a combination of gardens, balconies and terraces.

A Multi-Use Games Area (MUGA) would be provided at ground level in association with School Block S1 and School Block S2. In addition, the school would provide a mix of hard and soft playspace and outdoor learning areas at ground and roof level.

Vehicular access and circulation would be limited to two key access points and to key circulation routes. The first vehicular access point would be located within the northwest of the Site, to the north of Building C2 and to the south of the Northwest-East Viaduct, terminating to the northwest of the Arches Space. This route would



comprise a shared surface with pedestrians. The access point would provide two-way vehicular access to / from Castlehaven Road and would allow for the servicing of the Development.

A second vehicular access point would be provided within the east of the Site, adjacent to the north of the East Arches. This would provide two-way access to / from Kentish Town Road to service the industrial units within the East Arches, School Block S1, School Block S2 and the Grade II Listed Number 1 Hawley Road.

As previously noted, 19 car parking spaces would be provided by the Development, of which 9 would be allocated for the mobility impaired. A total of 419 cycle parking spaces would be provided for both residents, occupants, users and visitors of the Site.

In terms of servicing, a centralised off-street loading area would be provided within Level 00 of Building C2. This would serve the majority of Buildings proposed. However, the proposed industrial units of the East Arches would be serviced via a route from Kentish Town Road. Furthermore, School Block S1, School Block S2 and the Grade II Listed Number 1 Hawley Road would be serviced from the northeast of the Site, along a route from Hawley Road to the north of the North Arches.

In regards to waste management, commercial non-recoverable and recoverable waste generated from the market retail land uses would be collected by a dedicated Facilities Management team and stored within the centralised servicing and refuse storage area within Building C2. This area would also serve all other commercial land uses proposed.

For the residential components of the Development, communal waste rooms for general and recyclable waste would be located at appropriate locations throughout the Development. Residents would deposit their waste in the appropriate storage vessel within the appropriate communal waste rooms and the Facilities Management Team would present the bins for collection. Alternatively, a waste contractor would process the bins directly from the waste storage room.

A variety of paving styles would be provided within the Development to distinguish between the proposed land uses and the areas of public open space. In respect of soft landscaping, gardens would be provided in connection with the residential land uses proposed within Building W and X. Brown roofs and wildflower sedum roofs would be provided on all new buildings, with the exception of Building A which would incorporate a green wall. Such features would provide ecological benefits, and the wildflower sedum roofs would provide some reduction in surface water run-off. However, the majority of surface water runoff would be managed through the provision of below ground attenuation tanks.

Energy efficiency measures have been incorporated into the design of the Development, primarily through the provision of a Site-wide biodiesel Combined Heat and Power (CHP) system. In addition, photovoltaic panels are proposed to provide a proportion of electricity required to serve the Development.

## **6. Development Programme, Demolition and Construction**

The current expectation is that the demolition and construction works for the Development would span three years. Once all existing occupants have vacated the Site, the following sequence of demolition and construction phases would occur:

- **Phase 1:** Site preparation and enabling works including;
  - Closures of Haven Street, Laybourne Road and Torbay Street;
  - Utility service diversions on Haven Street / Leybourne Road;
  - Demolition and clearance, as appropriate of existing buildings and structures within:
    - The west and centre of the Site, with the exception of Numbers 1 to 6 Chalk Farm Road and the East-West Viaduct and Northwest-East Viaduct in this area (Area C);
    - The north of the Site, with the exception of the Grade II listed Number 1 Hawley Road (Area B);
    - The south and southwest of the Site, with the exception of the brick abutment of the Grade II Listed Hampstead Road Bridge (Area A); and
    - The southeast of the Site, with the exception of the converged East-West Viaduct and Northwest-East Viaduct in this area (Area D).

## **Camden Lock Village (Hawley Wharf)**

### **ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY**

- **Phase 2:** Construction of the majority of the Area C buildings (basement and substructure of Building C1, basement and substructure of Building C2 and the Northern Arches);
- **Phase 3:** Construction of the Area A buildings (Building A, the Southern Arches and 1 to 8 Chalk Farm Road, commencing only after the ground floor slab of Building C1 and C2 are complete);
- **Phase 4:** Construction of the remainder of the Area C buildings (Building C1);
- **Phase 5:** Construction of the Area B buildings (Buildings W, X and School Block 1 and School Block 2); and
- **Phase 6:** Construction of the Area D buildings (Building B and the Eastern Arches).

Phases 2 to 6 would comprise a number of different activities including:

- Any further demolition and Site clearance as necessary;
- Piling and construction of the substructure (construction of foundations, and where applicable, basement levels);
- Construction of the structural frame, installation of the external envelope and shall and core of the buildings;
- Where applicable, structural works to existing buildings and structures to be retained (the Grade II Listed Hawley Road, the brick abutment to the Grade II Listed Kentish Town Road Bridge and 1 to 6 Chalk Farm Road);
- Installation of services; and
- Landscaping.

Works carried out in relation to the East-West Viaduct and Northwest-East Viaduct would be carried out in consultation with Network Rail. Similarly, due to the proximity of the London Underground Limited (LUL) Northern Line tunnels beneath Chalk Farm Road and Kentish Town Road, works in these areas would be carried out in agreement with LUL.

In order to control and manage the potential environmental effects typically associated with demolition and construction, a site-specific Environmental Management Plan (EMP) would be developed and implemented throughout the duration of the works. This would specify a range of measures to manage the environmental effects that could arise and would provide, for example, details of controls in relation to noise and vibration, dust, the protection of the Regent's Canal and the safeguarding of all on-Site built heritage assets including the Grade II Listed Number 1 Hawley Road, the brick abutments of the Grade II Listed Hampstead Road Bridge, Numbers 1 to 6 Chalk Farm Road and the Northwest-East and East-West Viaducts.

The EMP would be prepared in line with relevant legislative and best practice guidelines including LBC's Guide for Contractors Working in Camden and the Code of Practice for Works Affecting British Waterways (although no direct works will be undertaken to the Regent's Canal). The EMP would be agreed with LBC and Contractors would be required to implement the EMP, ensuring that monitoring and auditing is undertaken where this has been specified.

EMPs are an established method of managing environmental effects resulting from demolition and construction works and they are successfully adopted for other major schemes in urban areas.

## **7. Waste Management**

An assessment has been undertaken to establish the volumes of waste which would be likely to arise from both the demolition and construction works and the operation of the completed Development. Consideration has then been given to the proposed Servicing and Waste Management Strategy prepared for the completed and operational Development.

The demolition and construction works have the potential to generate significant volumes of waste. This would include approximately 48,449 cubic meters (cu.m.) of excavated material and approximately 9,060cu.m.



of waste associated with the construction, erection and fit out of the proposed buildings. The Applicant would look to re-use and reclaim Site arisings and make use of pre-fabricated building components where practically feasible.

The implementation of a mandatory Site Waste Management Plan (SWMP) would facilitate the re-use and recycling of demolition and construction waste. As such, the volume of waste going to landfill would be minimised as far as practically possible. All demolition and construction waste would be managed in accordance with the relevant legislative requirements.

Although the Development would inevitably increase the existing Site's waste generation by approximately 90%, the Development would provide appropriate facilities for the segregated storage and removal of both residential and commercial waste. As such, the Development has the potential to allow the recycling and / or composting of up to 45% of residential waste arisings and up to 58% of commercial waste arisings. This would be in accordance with national waste targets. However, the reduction of waste generated from the completed and operational Development would be further encouraged through the provision of information to residential and non-residential occupants. Such information would highlight and encourage measures to reduce waste and maximise re-use and recycling.

## **8. Socio-Economics**

A socio-economic assessment has been undertaken using a wide range of information sources. These sources include a detailed review of planning policies, guidance and standards, population Census data and previous professional experience of similar schemes.

The demolition and construction works associated with the Development would generate approximately 145 full-time jobs over the anticipated 3 year demolition and construction works. Additional on-Site construction employment would give rise to additional spending in the local area, estimated to be in the region of £64,000 per annum.

Although it is acknowledged that existing on-Site employment would be displaced as a result of the demolition and construction works, all existing on-Site tenants hold flexible leases and the Applicant would endeavour to work with any existing tenants on the Site who would wish to take up a new lease in the completed and operational Development.

It has been estimated that the commercial elements of the Development would create 1,298 direct jobs. Such jobs would be of varying type, reflecting the mixed-use nature of the Development. When considered against the background of the estimated 545 jobs currently existing at the Site, this would represent an uplift of approximately 753 direct jobs.

The direct employment created by the Development has the potential to generate 'multiplier effects' in the form of a further 136 indirect jobs. This would give rise to the total generation of 889 direct and indirect jobs. Further multiplier effects would result from additional local expenditure brought about by these direct and indirect jobs. This has been estimated at approximately £994,000 per year.

The provision of the market retail element of the Development would be of benefit to Camden Town contributing to the character and diversity of the area, and improve the overall standard and quality of Camden's internationally renowned markets. A detailed retail specific study concluded that the uplift in market retail would not be detrimental to other retail within the local area.

The Development would provide 183 new homes of which 8% would be affordable. This provision would assist in achieving National, regional and local housing targets, including the provision of 28% of LBC's annual target of affordable housing. This new population is expected to contribute approximately £2.3 million per year to the local economy.

It has been estimated that the provision of new homes would generate an on-Site population of 300 individuals. Of this new population, it is anticipated that 9 primary school aged children and 3 secondary school aged children would inhabit the Development. The provision of a new primary school and nursery within the Development would accommodate the educational demands of the Development (and more). The additional 3 secondary school aged children are not expected to place significant pressure on existing secondary schools in the area. In addition, there is considered to be adequate capacity in local healthcare services to adequately cope with the potential healthcare demands on the new on-Site population.

In terms of open space and children's playspace provision, the Development would provide a variety of open spaces at both ground and roof level. Roof level play space would be associated with the proposed school.

It is considered that an adequate quantum or appropriate playspace for children under 11 years of age would be provided within the Development. The demand for playspace for children over 11 years of age would be met by the off-Site Castlehaven Open Space, which is located approximately 155m to the northwest of the Site. Castlehaven Open Space includes children's playspace and floodlit sport facilities for local residents.

The Development would provide new public spaces and pedestrian routes that would open up the Site improving access and pedestrian permeability throughout the Site. The Development would provide an active and vibrant environment, resulting in a safe, attractive place suitable for living, working and visiting.

## **9. Built Heritage**

An assessment of the Development's effects upon built heritage assets within and surrounding the Site has been informed by Site visits and building inspections, a review of local historic architectural documents including relevant maps and drawings and an evaluation of the significance of the heritage assets considered within the assessment.

During the demolition and construction works, all existing on-Site built heritage assets (the Grade II Listed Number 1 Hawley Road, the brick abutment of the Grade II Listed Hampstead Road Bridge, Numbers 1 to 6 Chalk Farm Road, the East-West Viaduct and the Northwest-East Viaduct) would be adequately protected so as to avoid any direct demolition and construction effects. This would be enforced by the Site-specific EMP which would also specify maximum allowable vibration levels in order to prevent structural damage to any of the on-Site heritage assets.

Where works are required to on-Site built heritage assets these would be carried out in accordance with agreed method statements and, where relevant, by appropriate specialist contractors to ensure the highest standard of workmanship and the avoidance of unacceptable harm.

Despite the above, the demolition and construction works, activities and machinery and plant would bring about some inevitable indirect effects due to the temporary deterioration to the settings of the abovementioned on-Site built heritage assets, the Regent's Canal Conservation Area and other heritage assets in proximity to the Site, including Jeffrey's Street Conservation Area, Grade II Listed Numbers 55 and 57 to 63 Kentish Town Road and Numbers 1 to 6 Chalk Farm Road.

The completed and operational Development is considered to bring about overall beneficial effects to built heritage assets. This is predominantly due to:

- The provision of high quality public realm which, in particular improves the quality and setting of the Regent's Canal Conservation Area within the south of the Site and beyond;
- The retention and sensitive improvement of the Grade II Listed Number 1 Hawley Road, bringing the building back into beneficial educational use;
- The reinstatement of the original condition of the brick abutment to the Grade II Listed Hampstead Road Bridge;
- The retention and sensitive refurbishment and modification of Numbers 1 to 6 Chalk Farm Road;
- The construction of Number 7 / 8 Chalk Farm Road which, together with Numbers 1 to 6 Chalk Farm Road would replicate the original row of terraced Victorian villas which have been previously considered by LBC to positively contribute to the character of Chalk Farm Road; and
- The retention and sensitive re-use and refurbishment of the arches space beneath the East-West Viaduct and Northwest-East Viaduct.

The existing Grade II Listed Number 1 Hawley Road and Numbers 1 to 6 Chalk Farm Road are shown in Figure 11 and Figure 12.





**Figure 11: The Existing Number 1 Hawley Road**



**Figure 12: The Existing Number 1 to 6 Chalk Farm Road**

## **10. Transportation and Access**

A detailed study of the effects of the Development upon pedestrians, cyclists, public transport and local highway capacity has been undertaken. All methodologies employed have been agreed with Transport for London (TfL) and LBC.

Based upon the anticipated demolition and construction timetable, and the quantities of materials arising from and required for the works, it has been predicted that during the worst-case construction peak, 60 construction traffic vehicles would be associated with the Site. This worst-case prediction of construction related traffic would result in minimal construction traffic flows when considered in the context of existing traffic flows. However, the implementation of a Construction Traffic Management Plan and the aforementioned EMP would ensure that any temporary disruptions to the surrounding road network would be minimised and appropriately managed as far as practically possible.

The provision of new pedestrian routes and public spaces within the Site would increase the Site's permeability and attractiveness for pedestrians and cyclist journeys. The use of gentle gradients and tactile surfaces would ensure inclusivity for the mobility impaired. In addition, the Development would provide 491 cycle spaces for occupants and visitors of the Development. This would further encourage the use of sustainable modes of travel to and from the Site.

An assessment of the additional trip generation that would inevitably result from the Development concludes that there would be no significant effects to public transport services including LUL Northern Line services (provided via Camden Town LUL Station and Chalk Farm LUL Station), London Overground services (provided via Camden Road Station) and local bus services. All these services are deemed to have adequate capacity to cope with the additional travel demand generated by the Development.

With the implementation of a travel plan which would encourage residents, occupants and visitors to the Site to make use of Chalk Farm LUL Station and Camden Road LUL Station, it is anticipated that the Development would not exacerbate significantly the current weekend overcrowding which currently occurs at Camden Town LUL Station.

Car parking at the Site would be limited to 19 spaces, 9 of which would be for the mobility impaired. Such a low provision of parking would, again, encourage the use of more sustainable modes of transport. In addition, by the removal of the existing Site car-parking which is in excess of the parking provision of the Development, there would be a reduction in traffic generated from the Site. However, accounting for additional vehicular servicing trips, the Development would generate a minor uplift in local traffic volumes and flows.

The implementation of a Servicing and Waste Management Strategy would ensure that all servicing activities would not cause any nuisance. For example, restrictions could be made on the timing of servicing and a

servicing vehicle booking system would manage traffic flows within and surrounding the Site so as to minimise queuing and congestion.

## **11. Noise and Vibration**

The noise and vibration effects of the Development have been established in accordance with published guidelines and best-practice. The assessment has included comprehensive baseline noise and vibration monitoring surveys of the Site, together with the identification of local receptors surrounding the Site which would be sensitive to noise and vibration. The future occupants of the Development have also been considered as potentially sensitive receptors and the assessment seeks to establish the suitability of the Site for residential and educational uses.

The dominant continuous sources of existing noise at the Site is that of road traffic associated with the surrounding local highway network and rail noise associated with the railway lines that utilise the East-West Viaduct and the Northwest-East Viaduct. Similarly, the dominant vibration sources at the Site are attributable to the train movement occurring on the on-Site Viaducts. However, analysis of the vibration levels against best practice guidance concludes that the levels of vibration recorded would be highly unlikely to result in any significant adverse effects either on or off the Site.

During the demolition and construction works, a number of measures would be taken to minimise the amount of noise and vibration arising from the Site. These measures would be included in the site-specific EMP and would include: the careful selection of modern and quiet plant and machinery; the erection of suitable hoardings around the Development to screen noise generated by equipment on-Site; adherence to pre-agreed working hours; the setting of noise and vibration limit levels which would be previously agreed with LBC; and the selection of specific construction techniques which would minimise high levels of vibration.

A review of the demolition and construction generated traffic flows expected on the local highway network concludes that there would be no perceptible increase in road traffic noise brought about by the anticipated peak demolition and construction related traffic flows.

On completion and operation of the Development, road traffic generated by the Development would be unlikely to result in any perceivable increases in road traffic noise. Additional noise generated from car parking and servicing is anticipated to be minimal. Noise disturbance from servicing would be further minimised through restricting servicing to daytime periods.

Due to the relatively high levels of existing external noise (not as a result of noise generated by the Development), acoustic attenuation measures would be incorporated into the design of the Development in order to protect the amenity of future residents and occupants of the proposed school. All proposed buildings would be designed according to stringent design aims. This would minimise potential adverse noise effects resulting from the operation of building plant and services and from other off-Site noise sources such as road traffic and noise generated from the railway infrastructure. In this respect, the Development would provide an environment suitable for residential and educational uses. Similarly, an assessment undertaken to examine predicted noise levels within proposed outdoor residential amenity spaces has concluded that all such spaces would experience acceptable noise levels and the amenity spaces would be suitable for use.

## **12. Air Quality**

Due to the existing and predicted future levels of potential air pollutants primarily associated with vehicular traffic emissions, LBC has declared an Air Quality Management Area (AQMA) across the whole of their administrative area. Accordingly, an air quality assessment has been undertaken to determine the effects of the Development on local air quality and the AQMA.

The assessment has considered the likely effects of the Development in relation to demolition and construction activities and in relation to the completed and operational Development. Predicted traffic flow data, information regarding the energy strategy and other information regarding the Development has been analysed using a complex computer model which has calculated and predicted the likely resultant changes to local air quality.

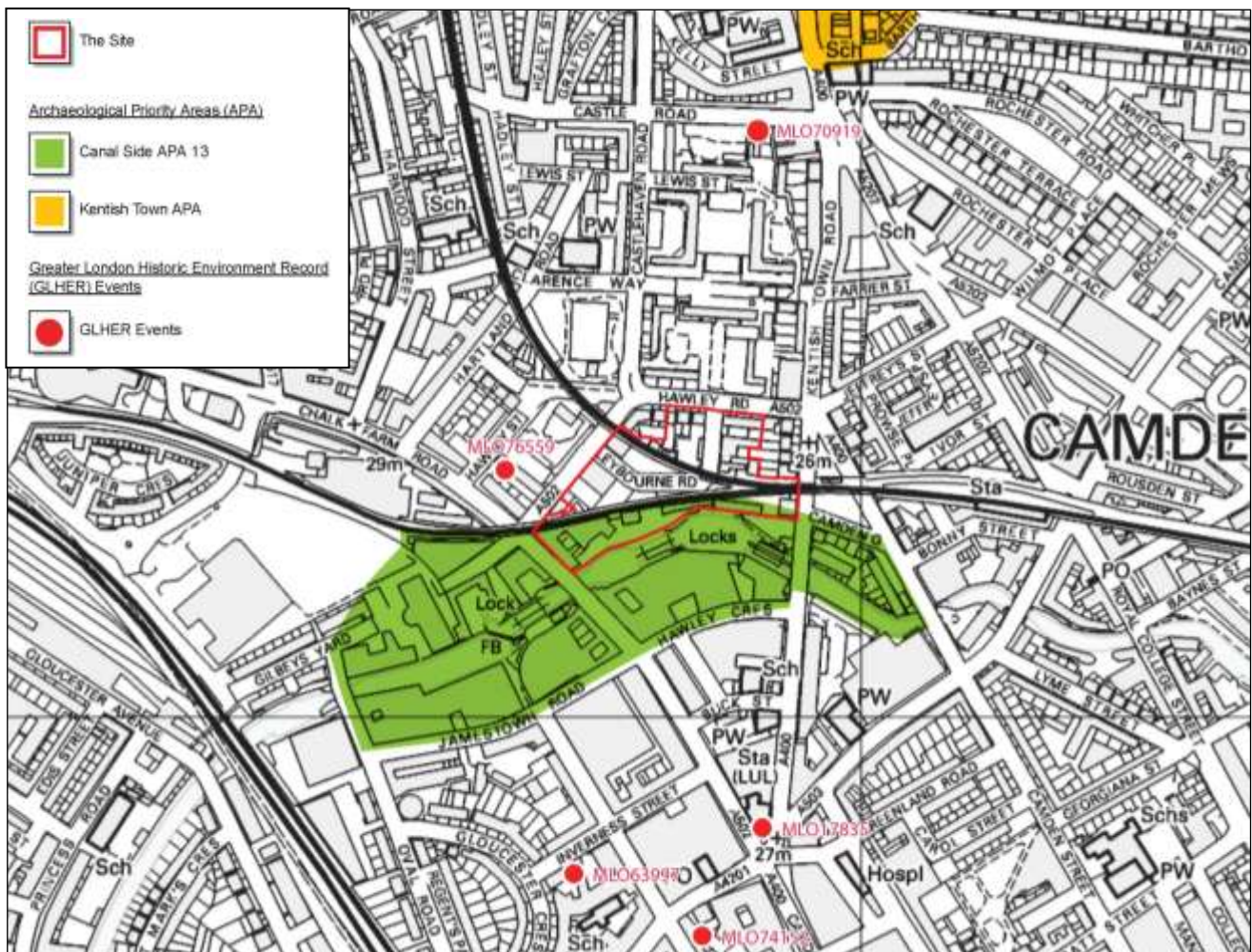


During the demolition and construction works, best practice measures would be implemented to minimise the risk of dust causing a potential nuisance, in particular, to local residents. These measures would form part of the Site-specific EMP and would include damping down of surfaces, the covering of all construction materials and the regular cleaning of frequently used areas. Similarly, emissions from construction plant would be minimised by measures enforceable via the EMP, for example, switching off engines at all times when they are not in use.

Regarding the effects of the completed and operational Development upon the proposed residential and education elements of the Development, the complex air quality modelling concludes that the Development is suitable for their use reflecting an urban location.

## 13. Archaeology

An archaeological assessment has been undertaken to determine the potential for important archaeological features to exist beneath, or near to the Site. The assessment involved a Site visit together with review of relevant data sets including historical records, maps and geological data.



**Figure 13: The Canal Side Archaeological Priority Area 13 within the vicinity of the Site**

The Site and its immediate surrounds do not contain any designated archaeological assets. However, there are features within the wider area as indicated by the Canal Side Archaeological Priority Area 13 which is illustrated by Figure 13. The southern portion of the Site lies within the Canal Side Archaeological Priority Area 13 which is designated for its potential for 19th and 20th century canal side industrial remains. However, the Site and its surrounds are considered to be of limited archaeological potential for all historic periods, with the exception of Post-Medieval archaeology whereby a slightly greater potential exists for the remains of industrial

related archaeology. If other archaeology were to remain from earlier historic periods, these would have been subject to disturbance (from later industrial activities and development) such that they would be of limited importance.

The potential for archaeological effects would be limited to effects associated with intrusive groundworks associated with the demolition and construction works. Such works would include excavation to facilitate basement construction and piling. In this respect, a programme of archaeological evaluation would be undertaken prior to, and during the demolition and construction works. Should it be deemed necessary, this would record, report, store and appropriately preserve archaeological finds (as, and if, necessary).

With the implementation of such a mitigation strategy, the Development would have no significant effects on sub-surface archaeological assets.

The Development does not propose any activities that would result in ground disturbance. As such, the Development would have no effect to archaeological assets once completed and operational.

#### **14. Ground Conditions and Contamination**

A ground conditions and contamination assessment has been undertaken in order to establish the likely contamination risks and effect posed to a number of receptors including construction workers, future occupants of the Development, the underlying soil, surface waters (such as the Regent's Canal), groundwater and fauna and flora. The assessment has used a range of information sources including a review of historical maps, geological maps, previous ground investigations undertaken nearby to the Site and information provided by the Environment Agency and other organisations.

Historical maps indicate that since the late 19th Century the north of the Site has been predominantly in residential use, whereas the remainder of the Site comprised land uses broadly associated with light industrial uses and the transportation of goods associated with the Regent's Canal, and the two railway lines which utilise the East-West Viaduct and the Northwest-East Viaduct. Within the Site, significant potential sources of historical contamination are likely to include coal deposits, garages, a number of works buildings and a sawmill. In addition, the southwest of the Site was subject to a significant fire in February 2008. The legacy of these uses and the occurrence of the fire has the potential to yield local hotspots of contamination.

The demolition and construction works would be subject to a range of mandatory legislative health and safety controls. These would prevent construction workers coming into direct contact with any potential contamination in the soil. Such controls would form part of the site-specific EMP which would also include protective and preventative measures to ensure that contamination risks to underlying soils and groundwater would be reduced to a predominantly negligible level. However, as with any construction site, there may still be a small risk of unforeseen accidental spillages which could result in contamination to the underlying soils, and the Regent's Canal to the south of the Site. Measures would be put in place in order to deal with such accidental occurrences.

Significant volumes of excavated material would be derived from the ground works required to facilitate the Development. Opportunities for the re-use of this material would be explored but are expected to be limited. Therefore, it is envisaged that a significant proportion of excavated material would be disposed of at an appropriate licensed waste facility in line with relevant legislation.

On completion of the Development, there would be very low risks posed by contamination to future occupants, soil, groundwater and flora and fauna. This would be largely attributable to the removal and appropriate disposal of soil associated with the construction of basements. In addition, the entire Site would be covered with hardstanding which would serve to act as a physical barrier between any potential contamination source (the soil) and the potential receptor (future occupants, landscape planting and associated flora and fauna). Furthermore, although industrial uses are proposed for the Site, these would be small scale light industrial uses which would be subject to mandatory environmental protection practices and procedures aimed to prevent contamination risks and effects.



## **15. Surface Water Drainage and Flood Risk**

In accordance with government guidance a Flood Risk Assessment (FRA) for the Site has been undertaken. This has been informed by a Site survey, topographical data for the Site, a review of geological maps and information provided by the Environment Agency, Thames Water and other organisations.

There are no surface water features on the Site. The nearest surface water feature is that of the Regent's Canal which is separated from the Site's southern boundary by a towpath. The Regent's Canal is an engineered, artificial waterway and is highly unlikely to flood. This is due to the relatively low water level recorded in the canal, the fact that water levels can be controlled by the network of locks along its length, and a lack of flooding records associated with the Regent's Canal.

There are no tidal or fluvial watercourses in or within in the vicinity of the Site. Accordingly, the Site is classified by the Environment Agency as being of low risk from tidal and fluvial flooding (i.e there is a less than 1-in-1,000 annual probability of tidal or fluvial flooding).

Thames Water have confirmed that they have no records of flooding as a result of surcharged sewers in the area. In addition, the risk of groundwater flooding at the Site is also considered to be low as the impermeable clay that underlies that Site would prevent deeper groundwater rising to the surface.

During demolition and construction, the risks and effects of groundwater flooding are considered to be insignificant. This is on account of the fact that the groundwater beneath the Site is recorded at a lower level than any depths of excavation that would be required to facilitate the Development. Furthermore, taking a precautionary approach, appropriate building practices with regard to the basement construction would be employed in order to safeguard against the risk of unexpected isolated pockets of groundwater. This would include standard sealed construction methods and de-watering, if necessary.

It is assumed that all works to the foul water drainage system would be undertaken in consultation and agreement with Thames Water. Such works would be subject to standard best practice and mandatory regulatory controls and would be designed to cope with the future population of the Site. As such, there would be limited risks of foul water flooding during the demolition and construction works and on completion and operation of the Development.

The completed and operational Development has been designed to attenuate surface water runoff via the use of sub-surface attenuation tanks and permeable paving located at appropriate points throughout the Site. Further attenuation would be provided by the sedum roofs to be constructed on four of the Development's buildings. Considered together, these measures would attenuate surface water runoff and restrict surface water runoff rates by 50% when compared to the existing situation. This would meet the requirements of National, regional and local planning policies.

Attenuated surface runoff would be discharged to an existing sewer located to the north of the Site. Whilst foul water generation would increase due to the intensification of land uses at the Site, the reduction in surface water discharge rates would ensure that flows to the sewer would be less than existing. This would serve to limit flooding events due to surcharging of the sewer.

## **16. Wind**

The effects of the Development on wind conditions have been assessed in relation to the comfort and safety of pedestrians within and around the Development. The assessment has been informed by a desk-based study which has been based upon knowledge of the prevailing meteorological conditions and professional expert judgement.

The assessment concludes that no significant wind effects would be expected within and surrounding the Site during the demolition and construction works. Furthermore, the completed and operational Development would provide wind conditions equivalent or better than those required for the desired pedestrian activities of the Site.

## **17. Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare**

An assessment has been undertaken to establish the effects of the Development upon the amount of daylight and sunlight received by properties adjacent to the Site and the proposed residential units of the Development itself. An analysis of the amount of overshadowing to public and private amenity spaces is also undertaken (again, in relation to public and private amenity spaces surrounding the Site and those which would exist within the Development). Additional assessments have also been undertaken to examine the effects of light pollution and solar glare which could result from the existence of the completed and operational Development.

All assessments included within the analysis of daylight, sunlight, overshadowing, light pollution and solar glare have involved the use of complex three-dimensional computer models of the Development and its immediate surrounds.

Following demolition of the majority of the existing buildings on the Site, daylight and sunlight levels at the Site and the immediate surrounds are likely to temporarily increase. Conversely, overshadowing is anticipated to temporarily decrease. However, as the construction works proceed, levels of daylight, sunlight and overshadowing received by Site neighbours would reduce as the effects progress to those of the completed and operational Development.

Demolition and construction sites can give rise to sources of light pollution, predominantly through flood lighting of night-time works. However, it is not anticipated that any significant night-time works would occur. If so, they would be pre-agreed by special arrangement with LBC and be adequately controlled via the implementation of the Site-specific EMP.

Similar to demolition and construction related daylight, sunlight and overshadowing effects, the effects of solar glare would vary throughout the works, progressing to reach those of the completed and operational Development as the Site works progress.

On completion and operation of the Development, the majority (approximately 90%) of residential rooms assessed which surround the Site would not be significantly affected by changes to available daylight and would meet the industry standard guidelines for internal daylighting levels. Approximately 9% of residential rooms assessed which surround the Site would be affected by a minor decrease to available daylight and would not meet the industry standard guidelines for internal daylighting levels. These rooms are predominantly associated with residential properties located on Castlehaven Road and Hawley Road. Less than 1% of rooms assessed which surround the Site would experience what is considered to be a substantial loss of daylight. Such effects are limited to 59 Kentish Town Road. However, it should be noted that in the 'without-Development' situation, the architectural design of 59 Kentish Town Road is such that its own design features are attributable to a very low existing level of internal daylight which currently do not meeting the industry standard guidelines for internal daylighting.

In terms of sunlight availability, on completion and operation of the Development, approximately 94% of residential windows assessed which surround the Site would not be significantly affected by changes to available sunlight and would meet the industry standard guidelines for internal sunlight levels. Approximately 4% of residential windows assessed which surround the Site would be affected by a minor decrease to available sunlight and would not meet the industry guidelines for internal sunlight levels. These windows are predominantly associated with residential properties located on 1 to 25 Leybourne Street, 20A and 22 Castlehaven Road and within Welford Court located to the north of the Site. Approximately 1% of residential windows assessed which surround the Site would be affected by a moderate decrease to available sunlight and would not meet the industry guidelines for internal sunlight levels. These windows are associated with residential property 21 Hawley Road. Finally, approximately 1% of residential windows assessed which surround the Site would be affected by a substantial decrease to available sunlight and would not meet the industry guidelines for internal sunlight levels. This effect is limited to 19 Hawley Road.

Testing of the proposed residential units of the Development concludes that 93% of residential units proposed would meet or exceed the industry standard guidelines for internal daylight and sunlight levels. Given that the industry standard guidelines were not formulated for dense urban sites and that there is a wide scale industry acceptance that their use should be used with flexibility, the Development is considered to reveal acceptable daylight and sunlight levels within the new residential units of the Development.



## Camden Lock Village (Hawley Wharf) ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY

Regarding effects of the completed and operational Development, the assessment results show there would be no significant overshadowing effects to 94% of existing open spaces and amenity spaces surrounding the Site, with a substantial overshadowing effect to 6% of existing amenity spaces. The substantial overshadowing effect is limited to the private amenity areas within residential property 20A Castlehaven Road.

60% of the proposed public open spaces and private amenity spaces of the Development would not be overshadowed to any detrimental effect with a minor overshadowing effect to 15% of proposed amenity spaces, and a substantial overshadowing effect to 27% of proposed amenity spaces..

The completed and operational Development is not anticipated to give rise to any significant effects upon light pollution, both in terms of light trespass and glare. In particular, owing to the existing urban location and an appropriate outline lighting strategy which serves to ensure public safety and comfort within the Site, surrounding residential receptors would not experience light pollution nuisance, the Regent's Canal would not experience significant increased to night-time light and train drivers travelling along the East-West Viaduct and Northwest-East Viaduct would not be adversely affected by night time light generated by the Development.

Similarly, the Development is not anticipated to give rise to any significant instances of solar glare which could affect pedestrians and vehicular drivers surrounding the Site.

### 18. Ecology

A range of ecological surveys, a detailed desk-based study and consultation with relevant wildlife groups have been undertaken as part of an ecological assessment. The assessment has adhered to best practice guidelines and methodologies.

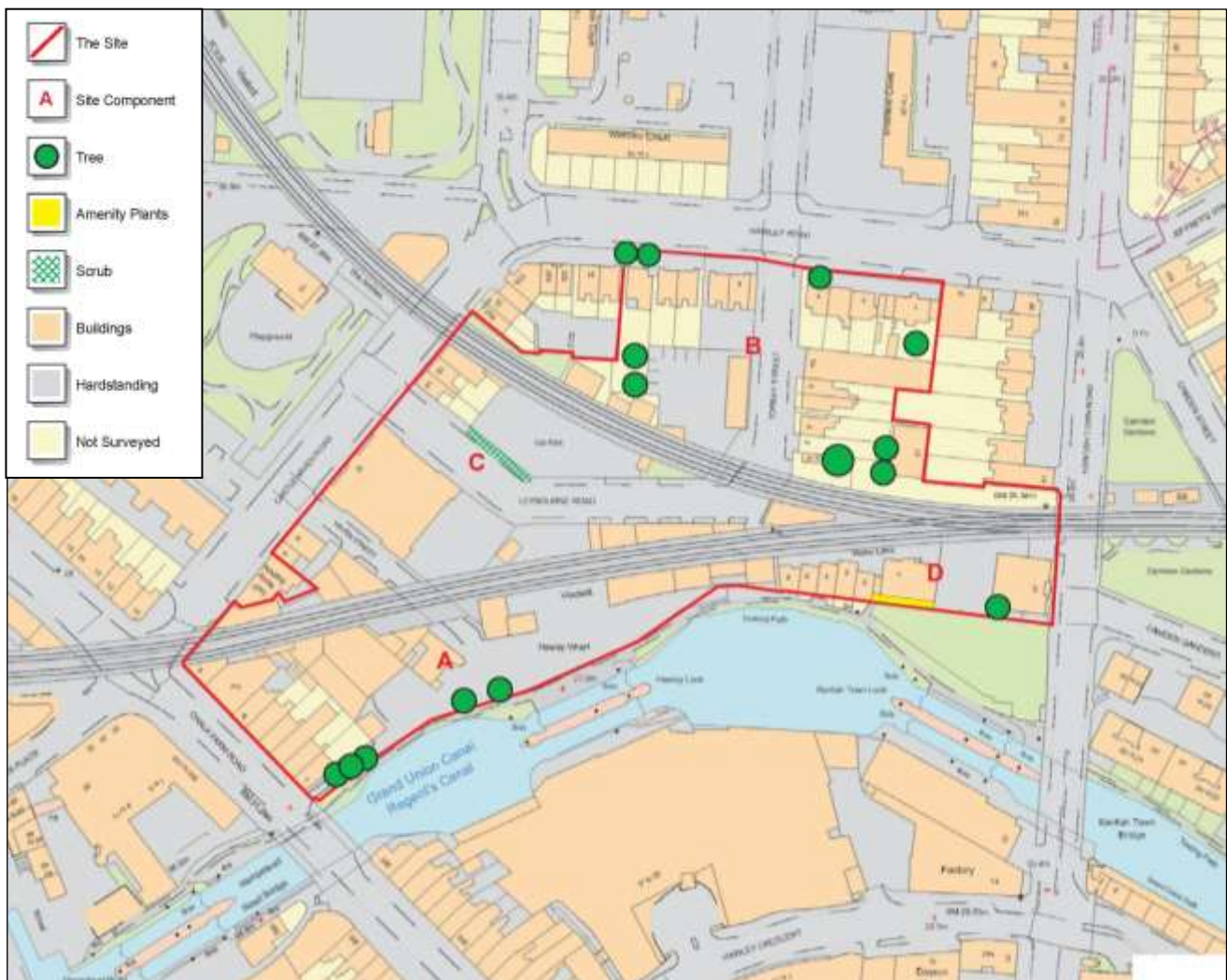


Figure 14: Habitat Plan of the Site

## Camden Lock Village (Hawley Wharf)

### ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY

The ecological surveys and desk-based study revealed:

- The existing Site is predominantly covered with buildings, hardstanding, scrub, amenity planting, tall ruderal vegetation, trees and gardens. The majority of these habitats are considered to have a negligible ecological value. However, the trees and gardens on the Site are considered to be of local ecological value;
- The existing Site is of negligible value for bats and of local value to birds;
- Surrounding the Site, the Regent's Canal (located between 3.5m and 7.5m to the south of the Site) is designated as a non-statutory Site of Metropolitan Interest (SMI) for nature conservation. However, due to the Regent's Canal's highly engineered nature and lack of floral and faunal habitat within the vicinity of the Site, together with the disturbance it received from heavy public use in this location, the Regent's Canal is considered to have a limited ecological value. In addition, whilst anecdotal evidence exists regarding the use of the Regent's Canal as foraging habitat, the ecological surveys undertaken did not corroborate this anecdotal evidence. It is therefore considered that only common bat species whom are highly adapted to the urban environment would use this stretch of the Regent's Canal as foraging habitat.

Ecological features of the existing Site are illustrated by Figure 14. Overall, the Site is considered to be of low ecological value.

Due to the lack of existing ecological potential on the Site, demolition and construction works would have minimal effects to the identified low value ecological attributes of the Site and its surrounds. However, as a precautionary approach, it is recommended that demolition and Site clearance be undertaken outside of the main breeding bird season (March - July). Where this is not possible, the implementation of pre-demolition checking surveys would ensure that bird species are not harmed during the works. Although it has been noted that the presence of bats on the Site would be unlikely, taking a consistent precautionary approach, similar pre-demolition bat surveys would also be undertaken. Furthermore, the implementation of an EMP would ensure that all demolition and construction works would be adequately controlled and managed in order to minimise adverse environmental effects, particularly to the adjacent Regent's Canal SMI.

It is considered that the loss of the low value Site habitats and associated fauna would be more than compensated for by the habitat enhancement measures included as part of the Development. These include the provision of:

- 2,215sq.m of brown roof and wildflower sedum roofs throughout the Development which would provide habitat for birds and invertebrates;
- A green wall on the façade of Building A;
- A net increase of 4 trees on the Site in comparison to the existing baseline conditions;
- 553.8sq.m. of introduced planting and garden areas within the Development at ground and roof level; and
- The provision of bird and bat boxes at appropriate locations within the Site.

In respect of light pollution, the outline lighting strategy for the Development is not anticipated to give rise to significant increased levels of light trespass or glare (refer to Section 17 of this NTS). In addition, any fauna utilising the Site and its current surrounds would be highly adapted to the urban environment and would be tolerant of light levels typical of city centre locations. As such, the effect of light pollution upon the Regent's Canal SMI and upon on and off-Site fauna is anticipated to be insignificant.

## **19. Townscape and Visual Effects**

An assessment has been undertaken to determine the effects of the Development upon the existing townscape and 16 views (including local and long-distance views) of the Site. The assessment has been undertaken in accordance with published best practice guidelines and in consultation with LBC. A series of accurate computer generated images have also been produced to inform the assessment.



## Camden Lock Village (Hawley Wharf)

### ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY

Construction activities can be a source of significant visual intrusion, albeit over a temporary timescale. However, the implementation of good site management and housekeeping would ensure that any adverse effects would be minimised as far as practicable. Nonetheless, not all visual intrusion can be mitigated (for example, the presence of tall cranes). As such, some temporary adverse effects would be experienced by the local townscape and some views. The greatest townscape effects would be at locations closest to the Site, particularly within the Regent's Canal Conservation Area. The greatest visual effects would be within close range views of the Site.

On completion of the Development, a range of townscape effects would result depending on the sensitivity of the townscape affected, and the degree of change brought about by the Development. However, it is concluded that the Development would bring about clear townscape benefits both within and surrounding the Site. This would be by virtue of:

- Transforming a currently run down and unattractive area to one comprising a visually rich and attractive group of good quality new buildings with a variety of uses, set in a new hard and soft landscape of routes and spaces providing good pedestrian permeability and connectivity;
- Providing a modern version of the liveliness and visual interest of the existing Camden Markets to the Site;
- Providing a distinctive new frontage to the Regent's Canal (in the form of Building A) appropriate to its use and location;
- The sensitive retention, refurbishment and modification of 1 to 6 Chalk Farm Road, together with the construction of 7 / 8 Chalk Farm Road which would bring about an improvement to the street frontage;
- Providing a new good quality frontage to Castlehaven Road; and
- Providing development which complements the appearance, character and setting of the Regent's Canal Conservation Area.

With regards to views, the effects of the Development have been identified as ranging from being neither beneficial nor adverse (i.e. 'neutral') to moderate to substantially beneficial.

Neutral effects have been identified in relation to all three statutorily protected long-distance views included within the assessment. Such statutorily protected long-distance views include:

- The view from Primrose Hill to St. Pauls Cathedral;
- The view from Parliament Hill to St. Pauls Cathedral; and
- The view from Parliament Hill to the Palace of Westminster.

In all of the above views, only the upper parts of the Development would be visible. Furthermore, the small elements of massing visible in the views, are not considered to be out of context in relation to the existing composition of the views.

The most beneficial visual effects are associated with views from Castlehaven Road Open Space to the Site and views associated with the Kentish Town Road Bridge (west side) as indicated by Figures 15 and 16. In respect of the former, the Development replaces a group of 'mediocre' buildings with buildings of a good quality. The Development viewed from this location provides continuity and enclosure to the street. Furthermore, the scale of the Development visible is considered to be appropriate in terms to the open setting of Castlehaven Open Space. In respect of the latter, the Development is considered to address the Regent's Canal frontage in a coherent way, with the buildings fronting the Regent's Canal emphasising the canal's curved line. In addition, the proposed buildings away from the Regent's Canal are seen rising above the frontage buildings, thereby providing a good sense of depth.

**Camden Lock Village (Hawley Wharf)**  
**ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY**



**Figure 15: View from Castlehaven Road Open Space to the Site**



**Figure 16: Views associated with the Kentish Town Road Bridge (west side)**



## **20. Cumulative Effects**

Two types of cumulative effects have been assessed in relation to the Development:

- The combination of individual environmental effects arising from the demolition and construction of the Development. For example, noise, dust and visual intrusion; and
- The combination of effects resulting from the Development and other presently or reasonably foreseeable schemes.

During the demolition and construction works of the Development, there would be some temporary combined effects predominantly associated with temporary road closures and diversions, noise, vibration, dust, accidental pollution events and visual effects. However, the Site-specific EMP would ameliorate these construction related cumulative effects as far as practically possible,

The anticipated cumulative effects of the Development in conjunction with the construction of other presently or reasonably foreseeable schemes are anticipated to be minimal. This is due to the fact that only two other presently or reasonably foreseeable schemes have been identified for inclusion within the cumulative effects assessment:

- The consented student accommodation scheme at 13 Hawley Crescent and 29 Kentish Town Road; and
- The Government's proposed High Speed Two (HS2) proposals for a new high speed railway line between London and the West Midlands which would utilise the East-West Viaduct and the Northwest-East Viaduct that bisect the Site.

However, cumulative effects have been identified in relation to:

- Demolition and construction related dust nuisance generated by the Development and the 13 Hawley Crescent and 29 Kentish Town Road scheme; and
- Demolition and construction traffic emissions in the context of local air quality, also resulting from the Development and the 13 Hawley Crescent and 29 Kentish Town Road scheme.

**If you would like to receive further copies of this Non-Technical Summary or would like to purchase a copy of the Environmental Statement, please contact:**

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