20. Summary of Residual Effects

Introduction

20.1. The residual effects of the Development for each environmental topic area scoped into the Environmental Impact Assessment (EIA) have been identified in the preceding chapters of this Environmental Statement (ES). However, for ease of reference, Table 20.1 provides a summary of the identified residual effects. That is, the effects of the Development accounting for mitigation. It should be noted that where residual effects for the same issue are considered to significantly vary as a result of the flexibility provided by way of the outline component of the Development, this is identified in Table 20.1. However, for the majority of residual effects, the effect of the Development is not considered to bring about any significantly different environmental effects due to the flexibility of the scale parameters sought for approval.

20.2. This EIA was undertaken in parallel with the design process. As a consequence, many measures to mitigate potential adverse environmental effects are incorporated into the design of the Development in order to avoid, reduce or offset such effects.

20.3. With respect to the management of the demolition and construction works, it is intended that an Environmental Management Plan (EMP), as outlined in Chapter 6: Development Programme, Demolition and Construction, would be prepared and implemented. This is an established method of controlling and minimising environmental effects arising from demolition and construction activities, and would serve to reduce adverse environmental effects such as noise, vibration, dust, and the risk of surface and groundwater pollution. The EMP would also control and manage hours of work, the management and disposal of waste, traffic routing and access, the protection of built heritage assets and archaeological resources and ecological resources (albeit that the latter are considered to be minimal in relation to the Site). In addition, the EMP would include monitoring, auditing and reporting requirements. It is anticipated that certain aspects of the EMP and other mitigation measures identified would be secured by appropriate planning obligations or conditions.

Table 20.1: Residual Effects of the Development

Effect Types	Stage of Development	Residual Effect
Waste Management.	Demolition and construction.	**Negligible:** Demolition, excavation and construction waste would be managed in accordance with relevant legislative requirements. In particular, the implementation of a Site Waste Management Plan (SWMP) would facilitate the reuse and recycling of all demolition and construction waste. As such, the volume of waste going to landfill would be minimised as far as practically possible.
	Completed and operational.	**Negligible:** Due to the increase in land use density at the Site it is anticipated that the Development would result in a 90% increase in the volume of waste currently produced. However, it is also considered that the Development would incorporate sufficient recycling storage in suitable locations to facilitate recycling in accordance with the waste hierarchy and best practice requirements.
Socio-Economics.	Demolition and construction.	**Negligible:** Over the three year duration of demolition and construction activities there would be an inevitable generation of employment. In addition, opportunities to maximise local employment and training would be implemented. However, the generation of 145 temporary demolition and construction jobs is not considered to be noticeably significant in employment terms. **Temporary, local effects of minor beneficial significance:** It is

Effect Types	Stage of Development	Residual Effect
		estimated that the jobs generated by the demolition and construction works would generate a local spend of approximately £64,000 annually. **Long-term, local effects of minor adverse significance:** To facilitate the demolition and construction of the Development there would be a loss of existing employment from the Site. However, the Applicant would seek to work with existing tenants should they wish to take up a new lease within the Development.
	Completed Development.	**Long-term, local to district effects of substantial beneficial significance:** The provision of a new one form entry primary school and nursery on the Site would respond to the LBC's long term infrastructure delivery plans in relation to nursery and primary school requirements. The demand for additional primary school places generated by the Development would therefore be met on-Site by the Development. **Long-term, local to district effects of moderate beneficial significance:** The Development includes a range of commercial floorspace which would generate 753 net direct jobs and 136 indirect jobs. **Long-term, local effects of moderate beneficial significance:** The Development incudes 9,619m^2 GEA of retail floorspace and is anticipated to make a beneficial contribution to the overall retail offer of Camden Town. The new residents of the Development are anticipated to increase household spending by £2.3 million per year. The new employees of the Development are anticipated to increase local spending by £994,000 per year. **Long-term, Site to local level effect of moderate beneficial significance:** It is envisaged that the Site would be highly active and vibrant, with a high degree of natural surveillance. In addition, a number of 'Secured by Design' principles are proposed which would reduce the real and perceived issues of crime and safety at the Site. **Long-term, district effects of minor beneficial significance:** The Development would provide 184 new residential units. 8% of these new homes would be allocated to affordable housing. This would deliver 28% of LBC's annual target and go some way to ameliorating the regional and National housing shortage. **Negligible:** The new population of the Development is not anticipated to generate an overcapacity issue for local healthcare or secondary school services. An appropriate quantum of child's play space would be provided within the Development for children up to 11 years of age. In respect of children over 11 years of age, playspace would be provided off-Site by way of the Castlehaven Open Space which is located adjacent to the west of the Site.
Built Heritage.	Demolition and construction.	**Negligible:** Numbers 1 to 6 Chalk Farm Road are currently obscured by scaffolding and hoarding, therefore demolition and construction works would make little difference to the setting of these buildings. Adequate protection of the East-West and Northwest-East Railway Viaducts would be undertaken in consultation with Network Rail. **Temporary, short-term, local effects of minor adverse significance:** The implementation of an EMP would ensure that visual intrusion of demolition and construction works would be limited as far as practically possible. However, the demolition and construction works would still be visible within the settings of various on and off-Site heritage asset and the presence of tall cranes cannot be mitigated. Such effects would

Effect Types	Stage of Development	Residual Effect
		occur to: • The Jeffery's Street Conservation Area; • The Grade II Listed Number 1 Hawley Road. • The Grade II Listed Numbers 55 and 57 to 63 Kentish Town Road. • The brick abutment of the Grade II Listed Hampstead Road Bridge. The EMP would also ensure that appropriate protective measures would minimise accidental damage to Number 1 to 6 Chalk Farm Road. However, by their very nature, accidents cannot be entirely be ruled out. As such, if damage accidentally occurred to this non-designated heritage asset, this would be considered to be of significance due to buildings' original positive contribution to Chalk Farm Road, which is to be re-instated as part of the completed Development. **Temporary, short-term, local effects of moderate adverse significance:** For the reasons stated above, the visual appearance of the demolition and construction works would also be visible within the Regent's Canal Conservation Area. This is likely to temporarily adversely affect the setting and character of the Conservation Area. Again, as outlined above, accidental physical damage to the to the Grade II Listed Number 1 Hawley Road and the brick abutment of the Grade II Listed Hampstead Bridge Road cannot be entirely ruled out. Although measures would be put in place limit accidental damage, in the worst-case, the effects are considered to be of significance due to building's and structure's Listed status.
	Completed Development	**Long-term, local effects of moderate beneficial significance:** The retention and refurbishment of Numbers 1 to 6 Chalk Farm Road and the construction of Number 7 / 8 Chalk Farm Road would sensitively replicate the original terraced Victorian villas that existed at this location. This would improve the sense of collective integrity along Chalk Farm Road. The re-instatement of the original state of the brick abutment to the Grade II Listed Hampstead Road Bridge is considered to be beneficial. In addition, the Development would improve its overall setting. **Long-term, local effects of minor beneficial significance:** The Development would improve the setting of the Regent's Canal Conservation Area through the delivery of a Development which has sensitively responded to the positive character and context of the Conservation Area. Particular elements of the Development which contribute to this include: • The retention and refurbishment of Numbers to 6 Chalk Farm Road and the construction of Number 7 / 8 Chalk Farm Road; • The removal of existing land uses and structures within the existing arches of the East-West and Northwest-East Viaducts which bisect the Site which do no currently positively contribute to the Regent's Canal Conservation Area. • The creation of a high quality public realm within the Site, particularly in respect of the Canal Space. The Development would improve the backdrop to the Grade II Listed Numbers 55 and 57 to 63 Kentish Town Road located in proximity to the Site. **Negligible:** The Development (specifically accounting for the best-case permutation of the outline component of the Development) would not affect the setting of the Grade II Listed Number 1 Hawley Road, the Jeffrey's Street Conservation Area, or the Grade II Listed Numbers 55 and 57 to 63 Kentish Town Road. The Development (specifically accounting for the best-case permutation

Effect Types	Stage of Development	Residual Effect
		of the outline component of the Development) would give rise to a view of the northern façade of the Northeast-West Viaduct from Hawley Road. The Development would not significantly affect the setting of the Grade II Listed Hampstead Road Bridge would not be affected by the installation of a set of stairs. **Long-term**, **local effects of minor adverse significance:** The proposed physical works and refurbishment to the Grade II Listed Number 1 Hawley Road would enhance its historic and aesthetic value. However, the removal of Numbers 3 to 21 Hawley Road and Numbers 6 and 8 Torbay Street would adversely affect its setting The removal of Numbers 3 to 21 Hawley Road and 6 and 8 Torbay Street would affect the original setting of the Grade II Listed Number 1 Hawley Road. **Long-term, local effects of moderate adverse significance:** The taller elements of the Development would be visible in the Jeffery's Street Conservation area which would lead to a change in its setting. The Development (specifically accounting for the worst-case permutation of the outline component of the Development) would adversely affect the setting of the Grade II Listed Number 1 Hawley Road.
Transportation and Access.	Demolition and construction.	**Negligible:** The implementation of an EMP and Construction Traffic Management Plan (CTMP) would ensure that traffic generated by the demolition and construction works would be appropriately managed to minimise disruptions on the local road network. In addition, the volume of traffic estimated to be generated by the demolition and construction works (60 vehicles per day during the construction peak) is anticipated to be small in relation to the existing traffic flows around the Site. **Short-term, temporary, local effects of minor adverse significance:** Site preparation and enabling works would result in the closure of Haven Street, Leybourne Road and Torbay Street. This would result in the loss of 15 pay and display, on-street parking bays on Leybourne Road and 6 on-street parking bays for resident permit holders on Torbay Street.
	Completed Development.	**Long-term, local effects of moderate beneficial significance:** The Development would provide new pedestrian routes and public opens spaces within the Site. This would increase pedestrian permeability and connectivity within the Site and to the wider area. This, together with the high quality of public realm proposed would generate a much improved pedestrian environment and encourage more journeys to be made by foot. In addition, a Travel Plan for the Development would actively promote and encourage the use of more sustainable modes of transport (i.e. non-car modes). **Long-term, local effects of minor beneficial significance:** The provision of 419 cycle parking spaces for residents, occupants, users of and visitors to the Site would encourage journeys to and from the Site to be made by bicycle. As noted above, the improved, high quality and permeable public realm would also improve the attractiveness and ease of making such journeys. In addition, cycling would be promoted through the Travel Plan for the Development. **Negligible:** The Development is expected to have no significant effect on public transport services. These are considered to have adequate passenger capacity to cope with the public transport demand of the Development. Although pedestrian overcrowding at weekends is a current problem at

Effect Types	Stage of Development	Residual Effect
		Camden Town London Underground Limited (LUL) Station, the Travel Plan would encourage occupants and users of the Site to use Chalk Farm LUL Station and Camden Road Overground Station. Due to the minimal car parking proposed, the net change in vehicle trips from the Development would be minimal and no more than the typical existing variation in daily traffic flows on the surrounding highway network. The implementation of measures outlined in the Servicing and Waste Management Plan would minimise the effect of increased service and delivery trips.
Noise and Vibration.	Demolition and construction.	**Negligible:** Noise generated from demolition and construction vehicular traffic not be at a level perceptible to nearby sensitive receptors. **Worst-case, temporary, short-term local effects of minor to substantial significance:** Although the implementation of an EMP would minimise noise and vibration generated from the demolition and construction works as far as practically possible, due to the close proximity of residential and commercial properties bordering the Site (particularly 20a-22a Castlehaven Road, 19-22b Hawley Road, 1a Hawley Road and 51-63 Kentish Town Road) some temporary adverse noise and vibration effects could arise to these properties.
	Completed and operational.	**Negligible:** In accordance with current best practice requirements and guidance, building envelope design and insulation, anticipated to be secured by planning conditions, would ensure noise levels within the proposed residential and school elements of the Development would be suitable for their use. Furthermore, noise generated from road traffic, servicing and car parking would not be perceptible to the human ear. Test pilling and detailed structural design in respect of vibration control, secured by planning conditions, would ensure vibration levels within the Development would be suitable for the intended use of the Site. Detailed acoustic attenuation design would ensure that noise levels from building plant and services within the Development would be acceptable. Potentially noisy uses within the Development, such as outdoor seating areas and areas of public open space would be controlled through appropriate licensing. These measures would ensure no unacceptable adverse effect upon residents within the Site, and in proximity to the Site **Negligible to long-term local effects of minor adverse significance:** The predicted noise levels within the proposed outdoor living spaces associated with the residential units of the Development are considered to be acceptable for their intended use. Similarly, the outdoor amenity areas of the proposed school would also experience acceptable external noise levels.
Air Quality.	Demolition and Construction.	**Negligible:** Emissions from demolition and construction plant would not significantly contribute to existing levels of background air quality. **Negligible to temporary, short-term, local effects** of **minor adverse significance:** Although the implementation of an EMP would minimise the effects from dust and emissions from construction vehicles, some minor residual effects resulting from general demolition and construction works.
	Completed and operational.	**Negligible to long-term, local effects of minor beneficial significance:** Emissions from building plant would not result in a breach of the National Air Quality Standard objectives. **Negligible to long-term, local effect of minor adverse significance:**

Effect Types	Stage of Development	Residual Effect
		Although the introduction of residential uses to the Site would be negligible in terms of PM_{10}, given the background levels of nitrogen dioxide (NO_2) in central London, a long-term, local effects of minor adverse significance would occur.
Archaeology.	Demolition and construction.	**Negligible:** The Site is considered to have a low potential for archaeological remains, with the exception of post-medieval archaeology. Implementation of an archaeological watching brief during demolition and construction works would ensure that any archaeological finds would be appropriately removed, preserved and recorded (if necessary).
	Completed and operational.	**Negligible:** All archaeological effects would be limited to the demolition and construction works.
Ground Conditions and Contamination.	Demolition and construction.	**Negligible:** The disposal of any contaminated spoil would be subject to mandatory legislative and regulatory control. Contamination risks and the risk posed by unexploded ordnance (UXO) to Site workers and the public would be minimised through the implementation of an EMP, and the supervision of all intrusive works by a suitably qualified UXO engineer. Such mitigation would be in accordance with current legislation and best practice. **Temporary, short term, local effects of minor adverse significance:** Accidental spillage of construction materials and fuels may pose some contamination risk to soils, water resources (groundwater and surface water) and / or flora and fauna. This is especially pertinent for spillages in proximity to Regent's Canal. However, the implementation of an EMP would minimise these accidental occurrences.
	Completed and operational.	**Negligible:** Remediation of the Site would be undertaken as necessary during the demolition and construction phase. This would be undertaken in consultation with the Environment Agency and the London Borough of Camden (LBC). This, combined with the inherent concrete capping layer formed by the Development, inert materials within any landscaped areas, together with the use of vapour protection measures, if required, would minimise the contamination risk arising from the proposed and operational Development.
Surface Water Drainage and Flood Risk.	Demolition and construction.	**Negligible:** Implementation of an EMP, together with careful maintenance of surface water drainage flow routes and connections, plus standard construction techniques, to include dewatering if necessary, would reduce potential construction related surface water flooding risks.
	Completed and operational.	**Negligible:** The tidal, pluvial, artificial, surface and foul drainage flood risk at the Site is considered to be low. **Long-term, local, beneficial effects of minor significance:** The drainage strategy for the Development would ensure that the existing volumes of surface water run-off would be reduced by approximately 50% of the existing rate. This would be achieved through the incorporation of Sustainable Urban Drainage (SuDS) within the Development. Such SuDS would include the provision of geo-cellular storage units, sub-surface attenuation tanks and wildflower sedum roofs.
Wind.	Demolition and construction.	**Negligible:** No significant effects are anticipated during the demolition and construction works.
	Completed and	**Negligible to long-term, local effects of moderate beneficial significance:** Wind conditions have been calculated using a

Effect Types	Stage of Development	Residual Effect
	operational.	conservative approach that assumes no landscaping or planting. Even accounting for this conservative approach, the wind microclimate within and surrounding the Site would be suitable or better for the desired pedestrian activities. As such, no mitigation is proposed for the completed Development.
Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare.	Demolition and construction.	**Temporary, short-term local effects of minor to moderate beneficial significance:** Site clearance would result in temporary increases in additional daylight and sunlight levels, and consequently, a temporary reduction in overshadowing to residential properties, open spaces and amenity areas surrounding the Site. The most beneficial effects would be experienced in proximity to the Site. **Negligible:** Demolition and construction activities are not anticipated to give rise to any temporary increases in light pollution or solar glare. Significant night-time working would be avoided and would only occur with prior agreement with LBC.
	Completed and operational.	**Negligible to long-term, local effects of substantial adverse significance:** Approximately 90% of residential rooms surrounding the Site would not experience any significant change to levels of internal daylighting. Approximately 9% of residential rooms surrounding the Site would experience a minor decrease to levels of internal daylighting and would not meet the Building Research Establishment (BRE)[1] Guidelines for internal daylighting. Approximately 1% of residential rooms surrounding the Site would experience a substantial decrease to levels of internal daylighting and would not meet the BRE Guidelines for internal daylighting. Approximately 94% of residential windows surrounding the Site would not experience any significant change to levels of sunlight received. Approximately 4% of residential windows surrounding the Site would experience a minor decrease to levels of sunlight received and would not meet BRE Guidelines for sunlight. Approximately 1% of residential widows surrounding the Site would experience a moderate decrease to levels of sunlight received and would not meet the BRE Guidelines for sunlight. Approximately 1% of residential windows surrounding the Site would experience a substantial decrease to levels of sunlight received and would not meet the BRE Guidelines for sunlight. **Negligible:** 93% of the residential units proposed within the Development would meet or exceed the BRE Guidelines for internal daylight and sunlight. Considering that the BRE Guidelines were not formulated for used within the urban environment, it is widely accepted that they should be applied with flexibility in such environments. Accordingly, the daylight and sunlight levels received by the residential units of the Development are deemed to be acceptable. Regarding overshadowing to surrounding open and amenity spaces as a result of the Development, there would be a negligible effect to 94% of existing amenity spaces which in accordance with the BRE Guidelines, and is considered to be acceptable. Of the overshadowing that would occur within the proposed open and amenity spaces of the Development, there would be a negligible effect to 60% of these amenity spaces. 13% of proposed amenity spaces would experience a minor effect of overshadowing, with 26% of proposed amenity spaces experiencing a substantial effect to their levels of overshadowing. Light pollution is not considered to bring about any significant effects to local receptors including surrounding residential occupants, the

[1] Building Research Establishment (BRE) Handbook 'Site Layout Planning for Daylight and Sunlight 2011: A Guide to Good Practice, Second Edition

Effect Types	Stage of Development	Residual Effect
		Regent's Canal and train drivers of trains travelling on the East-West Viaduct and Northwest-East Viaduct which bisect the Site. No significant effects would result in relation to solar glare.
Ecology.	Demolition and construction.	**Negligible:** Existing habitats including introduced scrub, buildings and hardstanding and amenity planting / tall ruderal plant species are of low ecological value. As such, the removal of these habitats would have a minimal ecological effect. Despite the Site being considered as having negligible value for bats, an Ecological Watching Brief would be implemented as a precautionary measure during Site clearance. Protection of the roots of retained trees would ensure no damage during the demolition and construction works. **Negligible to temporary, short-term, local effects of minor adverse significance:** The loss of 11 existing trees and existing gardens, considered to have a local value. However, this would be mitigated through ecological enhancements offered by the completed Development (refer to below). Undertaking Site clearance works outside of the main bird breeding season, or the implementation of an Ecological Watching Brief would protect against disturbance to bird species. **Temporary, short-term, district effect of minor adverse significance:** This accounts for unforeseen accidental spillages being discharged into the Regent's Canal Site of Metropolitan Interest (SMI) for nature conservation, together with construction dust and lighting effects. However, the implementation of an EMP would ensure legislative and best practice construction site environmental management and protection.
	Completed and operational.	**Long-term, local effect of moderate beneficial significance:** The Development would provide various ecological enhancement measures including the installation of bat boxes, the provision of 2,196m^2 living roofs, the provision of amenity planting, gardens and trees (resulting in a net increase of 4 additional trees on the Site). This would compensate for the loss of low value habitats lost during the demolition and construction works and would contribute to increasing the ecological value of the Site for common bat species which would favour the urban environment. The above ecological enhancements together with the provision of bird boxes would improve the ecological value of the Site for birds. **Long-term, local effects of minor beneficial significance:** The above ecological enhancements together with the provision of bird boxes would contribute to increasing the ecological value of the Site for birds.
Townscape and visual.	Demolition and construction.	**Negligible to temporary, local effects of moderate adverse significance:** Good Site management, maintenance and housekeeping, together with the use of appropriate construction site hoardings would minimise the inevitable effects of the demolition and construction works upon local townscape character areas within and surrounding the Site and local, medium and long-range views. The magnitude of the effects would generally lessen with distance from the Site. The most significant effect is considered to be related to the effects upon the Regent's Canal Conservation Area. This is a result of not only the sensitivity and importance of the Conservation Area, but also due to the number of individuals who would experience this effect with this part of Camden Town being a major International tourist destination.

Effect Types	Stage of Development	Residual Effect
	Completed and operational.	**Long-term, local effects of moderate to substantial beneficial significance:** *View: 8 Kentish Town Road bridge (west side)* - Buildings A and D would address the Regent's Canal frontage in a coherent way. Their height would be comparable with that of the existing foreground buildings. The upper sections of Building C2 would be seen rising above and beyond the foreground buildings, giving a sense of the depth to the Site. Coherence would be provided to the group of new buildings by the common use of brickwork and glazed upper storeys. **Long-term, local effects of moderate beneficial significance:** *View 1: Chalk Farm Road Bridge* - The distinctive appearance of Building A would provide a visually rich addition to a varied street scene. The height of Building A would be consistent with the existing townscape. *View 2: Camden Lock Footbridge* - The distinctive appearance of Building A, together with the calmer appearance of Buildings C2 and D would provide a visually interesting and visually related group of buildings. This would add value to the view. *View 4: Castlehaven Open Space* - A group of what are considered to be mediocre buildings would be replaced by new buikldings of a good quality in this view. Building C1 would provide continuity and enclosure to the street. Whilst some elements of the Development would rise to a greater apparent height than the existing, the scale of the Development is considered to be appropriate to the open setting of Castlehaven Gardens. **Long-term, local effects of minor to moderate beneficial significance:** *View 5: Hawley Rd / Castlehaven Road Junction* - The Castlehaven Road frontage of Building C1 would be visible within the view above the Northeast-West Viaduct, with the upper sections of Building C2 to its left. Building C1 would rise to about the same apparent height as the existing flats. The gap between these buildings would signal the presence of a route into the Site. A fragmented frontage to Castlehaven Road would be replaced with a coherent one. *View 6: Castlehaven Road* - Buildings C1 and C2 would be seen at the end of the Castlehaven Road, providing a new focus to a nondescript view. The Buildings would suggest the presence of the town centre beyond and would sit comfortably in the townscape. The form and height of Buildings C1 and C2 would be compatible with the existing street scene. *View 9: Kentish Town Road Bridge (east side)* - The new buildings would raise the existing building frontage from 4 to 5 / 6 levels. However, this would be comparable in its form and its townscape effect in regards to the existing situation, but be of a higher standard of design. Buildings A and D would address the canal frontage in what would be considered a pleasing way. Their orientation would follow and provide a visual emphasis to the cranked line of the Regent's Canal. *View 12: Hawley Rd Looking East* - Buildings W and X would be seen beyond and behind the existing buildings on Hawley Road. These buildings would be of good quality and of a scale appropriate to Hawley Road. In respect of School Block S1 and School Block S2, whilst larger than their existing neighbours they are comparable in scale and they sit comfortably in the townscape.

Effect Types	Stage of Development	Residual Effect
		View 13: Hawley Road Looking West - School Block S1 would extend the Hawley Road frontage of the Development west of the Grade II Listed Number 1 Hawley Road. Building X would continue the street frontage building to Hawley Road, its lower element echoing the volume of the adjacent Victorian semi-detached houses. The taller element of Building X would create a transition to the larger scale of Building W which would be seen rising behind it. **Long-term, local effects of minor to moderate neutral beneficial significance:** *View 3: Camden Lock Place* - Buildings C1 and Building C2 would be visible in the view. However, they would not be prominent. *View 7: Jeffrey's Street* - The buildings within Area B, and Building C2 beyond would be visible on the skyline at the end of Jeffrey's Street. However, their height would be less than that of the existing buildings. As such, they would not be prominent and would share the characteristics of the buildings beyond the end of Jeffrey's Street. **Long-term, local effects of minor neutral significance:** *View 10: Camden High Street* - The upper section of Building A would be just visible within the view. However, its appearance would not be prominent. *View 11: Chalk Farm Road* - The upper sections of Buildings A and C1 would be visible on the skyline but would not be prominent. The height of Buildings A and C1 would be no greater than that of the prevailing streetscape. **Long-term, district effects of minor neutral significance:** *View 14: Primrose Hill to St Pauls Cathedral (the statutorily protected London View Management Framework (LVMF) view 4A.1)* - The upper elements of the Development would be visible within this view. However, they would not be prominent or affect the settings of St Paul's Cathedral, the Palace of Westminster or any of the other landmarks within the view. *View 15: Parliament Hill to St Paul's Cathedral (the statutorily protected LVMF view 2A.1)* - As for View 14, the upper elements of the Development would be visible within this view. However, they would not be prominent or affect views of St Paul's Cathedral or the Palace of Westminster. *View 16: Parliament Hill to Palace of Westminster (the statutorily protected LVMF view 2B.1)* - The Development would be almost entirely obscured by the foreground trees during the summer. Whilst some of the taller elements of the Development would be seen through the trees in winter, there would be no effect on the ability to see the Palace of Westminster.