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Abbreviations and Terms Used

AOD Above Ordnance Datum, based upon mean sea level at Newlyn in Cornwall. For practical purposes, a level above Ordnance Datum can be considered to be the height above mean sea level.

BCO	British Council for Offices
CEMP	Construction Environmental Management Plan
EIA	Environmental Impact Assessment
ES	Environmental Statement
GEA	Gross External Area – a measure of floor space
ha	Hectare: a unit of area measurement = 10,000 m^2
LBC	London Borough of Camden
m^2	Square Metres.
NO_2	Nitrogen dioxide
NEQ	North East Quadrant
NTS	Non -Technical Summary of an ES.
PM_{10}	Particulate matter
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
UDP	Unitary Development Plan

1.0 INTRODUCTION

1.1 BACKGROUND TO THE ENVIRONMENTAL STATEMENT

This Non-Technical Summary (NTS) of the Environmental Statement (ES) relates to a planning application made by British Land Company PLC (the applicant) for the redevelopment of the North East Quadrant (NEQ) site at Regent's Place, London NW1 in the London Borough of Camden (LBC) (see Figure 1). The application is for the construction of a mixed-use development; comprising commercial and residential uses, with retail uses at ground level and car parking in the basement. The site forms part of a larger commercial estate, known as Regent's Place which is defined by Euston Road to the south, Osnaburgh Street to the west, Longford Street and Drummond Street to the north and Hampstead Road to the east. The ES has been written and compiled by ENVIRON UK Ltd.

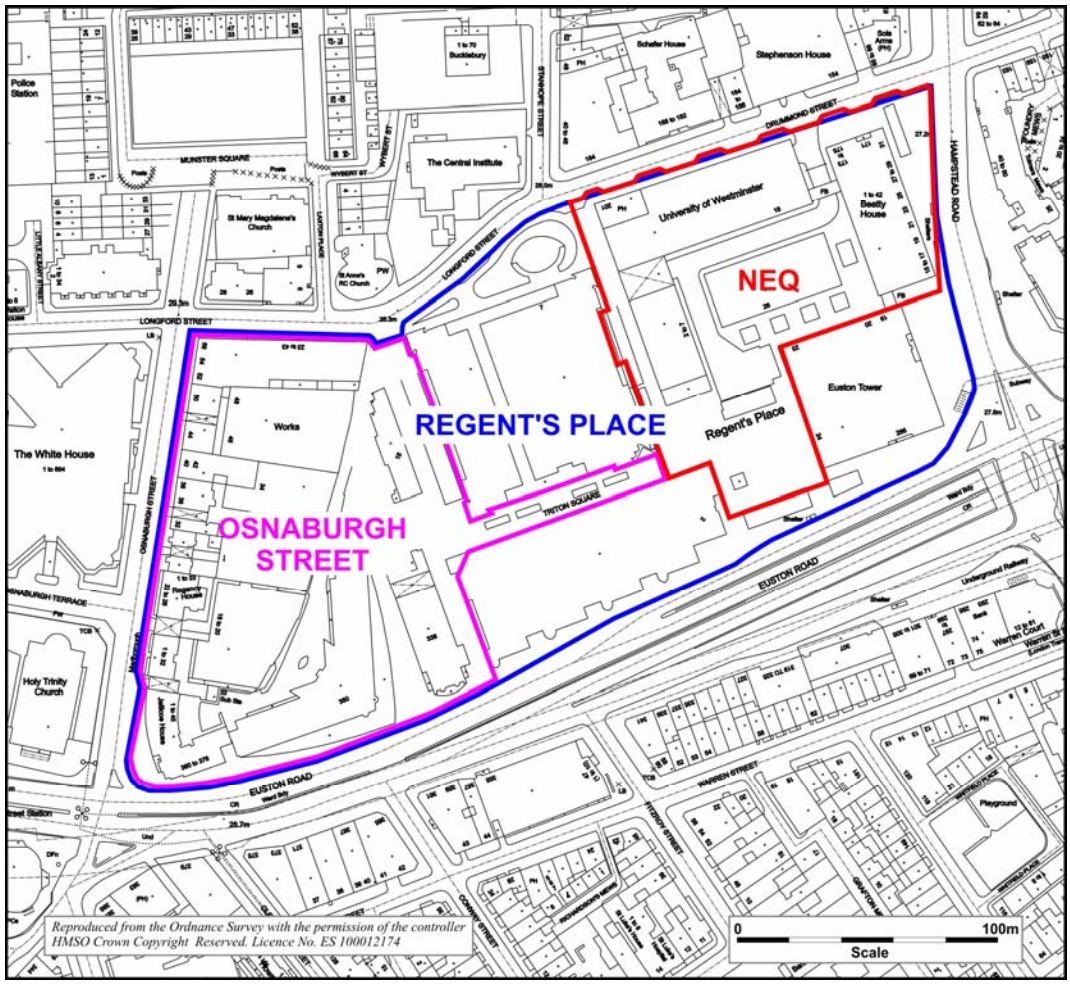

Figure 1: Application Site Boundary Plan

The aim of the NTS is to summarise the content of the main findings of the ES in a clear and concise manner to assist the public in understanding what the environmental effects of the proposals are likely to be. The full ES provides a more detailed description of the application area, the characteristics of the development proposals, and the findings of the environmental impact assessment.

The full ES, together with the planning application and associated documents, can be viewed at the following address:
Environment Department
London Borough of Camden
Town Hall
Argyle Street
London WC1H 8ND

Copies of this NTS can be obtained free of charge from ENVIRON at the address given at the end of this report. Copies of the full ES and supporting Technical Appendices are £250 and £300 (including VAT) respectively, and can be purchased by sending a cheque for the appropriate amount made payable to ENVIRON UK Limited.

1.2 THE STRUCTURE OF THE NTS

The following sections of this NTS set out:

- a summary of the consultation process undertaken as part of the EIA;
- a summary of the development proposals being submitted by the British Land Company Plc;
- a summary of the main characteristics of the physical, natural and built environment around the site; and
- a summary of the main effects envisaged and the likely measures that will be adopted to avoid, reduce or control any significant effects.

2.0 BACKGROUND TO THE EIA

2.1 THE ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

The Environmental Impact Assessment (EIA) of the scheme assesses the likely significant environmental effects of the proposed development during the construction and operation of the development, and proposes mitigation measures where required. The objectives of the EIA are to:

- identify the potential environmental effects of the proposed development, including its construction and operation, taking account of its characteristics and any local environmental sensitivities;

- predict the extent and significance of the potential environmental effects, and to identify means for their mitigation; and

- assess the extent and significance of the remaining effects, once mitigation measures have been implemented.

The EIA has been undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (SI 1999/293) (The EIA Regulations), which implement Council Directive No. 97/11/EC. The ES takes full account of current regulatory requirements and guidance, and is submitted with the planning application.

2.2 SCOPING AND CONSULTATION

Scoping refers to the process by which a formal opinion on the terms of reference of the ES was sought from the London Borough Camden (LBC) and by which informal opinion was sought from individual stakeholders. An EIA Scoping Report was prepared on behalf of the Applicant setting out a summary of the proposed development and of the issues proposed to be included in the ES, and the approach to their assessment in each case. The Report was issued to the LBC in July 2005 and was forwarded to a wide range of statutory and non-statutory consultees.

LBC's EIA Scoping Opinion and comments from consultees were received on 15th September 2005. While the design of the scheme has evolved since the EIA Scoping Report was produced and the Scoping Opinion was provided, the issues identified by the consultees regarding the scope of the EIA remain valid.

2.3 CUMULATIVE EFFECTS

The EIA has considered the possible effects of the proposed development in combination with other committed development schemes.

The planning application for the NEQ site includes 31,871 m² NIA B1 office development, 11,533m² NIA of residential accommodation (171 units) and 3,365 m² NIA of retail floor space. The Osnaburgh Street planning application includes 34,514 m² NIA B1 office development, 10,680 m² NIA of residential accommodation (151 units) and 933 m² NIA of retail floor space. The proposal also now incorporates a new community theatre at the heart of the scheme within Diana Square.

Consideration was given to a number of nearby schemes (See Table 1.1 above). The criteria set in order to establish the scope of the schemes to be included within the cumulative assessment for the development include those:

- that are likely to generate significant environmental effects;
- with a total net increase of more than 10,000m² of floorspace; and those
- that fall within 500m of the site boundary.

These criteria have been applied to both consented schemes in the area. The only schemes satisfying all criteria above are Osnaburgh Street (see Section 18.1) and 132-142 Hampstead Rd.

132-142 Hampstead Road is located approximately 400m from the site. This scheme proposes the redevelopment of the site to provide 24,220m² of B1 floorspace and 4,785m² of B8 floorspace in two separate buildings of up to six storeys. Outline planning permission was granted on appeal in April 2003.

The 132-142 Hampstead Road is unlikely to be visible in views of NEQ, and has not been considered as part of the cumulative townscape and visual impact assessment.

Nor is it close enough to have cumulative wind effects on receptors affected by NEQ,and has been excluded from a cumulative assessment of microclimate effects. The proposal has been considered however, within the scope of the Transport Assessment, and so the effect of traffic generation – in terms of noise and air quality effects – have been considered.

Potential cumulative impacts identified have been summarised in Section 5 of this NTS.

2.4 STRUCTURE OF THE ES

The full ES provides a more detailed description of the application area, the characteristics of the proposed development, and the findings of the environmental impact assessment. The ES comprises four parts:

- Volume 1 – the main ES;
- Volume 2 – the Townscape Assessment;
- Volume 3 – the Transport Assessment; and
- Volume 4 – the Technical Appendices.

2.5 THE ENVIRONMENTAL IMPACT ASSESSMENT TEAM

This ES has been produced by ENVIRON UK Ltd with material drawn from a number of sources. Consultants included:

Wilkinson Eyre	Commercial Architects
Munkenbeck and Marshall	Residential Architects
M3 Consulting	Project managers
DP9	Planning Consultants
Arup	Transport Consultants
MoLAS	Archaeology Consultants
Gordon Ingram Associates	Sunlight/Daylight Consultants
Arup Wind	Wind Consultants
Cityscape	Visualisations
Richard Coleman Consultancy	Townscape Consultants
EDCO	Landscaping Consultants
Watkins Payne	Mechanical & Electrical and Energy Consultants
EMC Consultants Ltd	EMF Consultants
Hunt Dobson	Socio-Economic Advice
Hoare Lea	Sustainability Consultant

3.0 THE SITE AND THE PROPOSALS

3.1 THE SITE

The site is located within a densely developed commercial area of Camden, off Hampstead Road on the Regent's Place commercial estate, as shown in Figure 1. The proposed development site is bound by Hampstead Road to the east, Euston Road and Euston Tower to the south, Drummond Street to the north and Regent's Place to the west (National Grid Reference TQ 291 824.). The site comprises approximately 1.0 hectare of land (Figure 1).

A group of buildings, constructed in the 1960's (Figure 2), currently provide a total of 22,850m^2 Gross External Area (GEA) of office, retail, residential, community and educational floorspace.

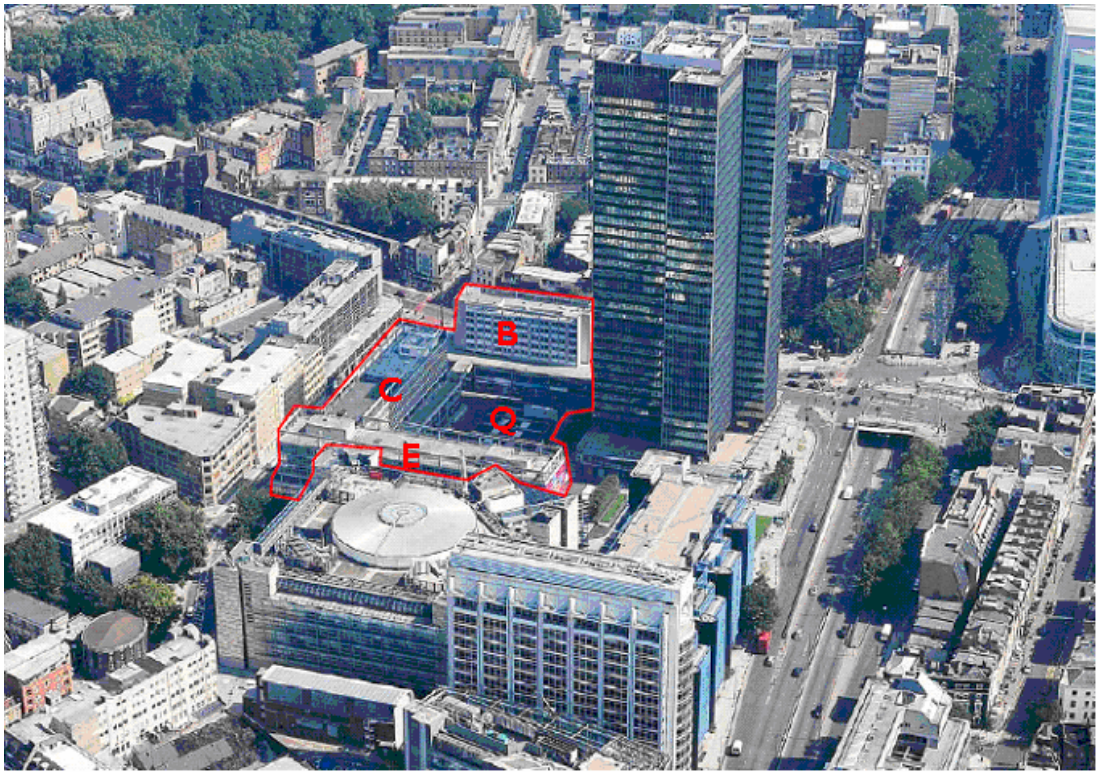

Figure 2: Existing NEQ Site – View looking from the south west

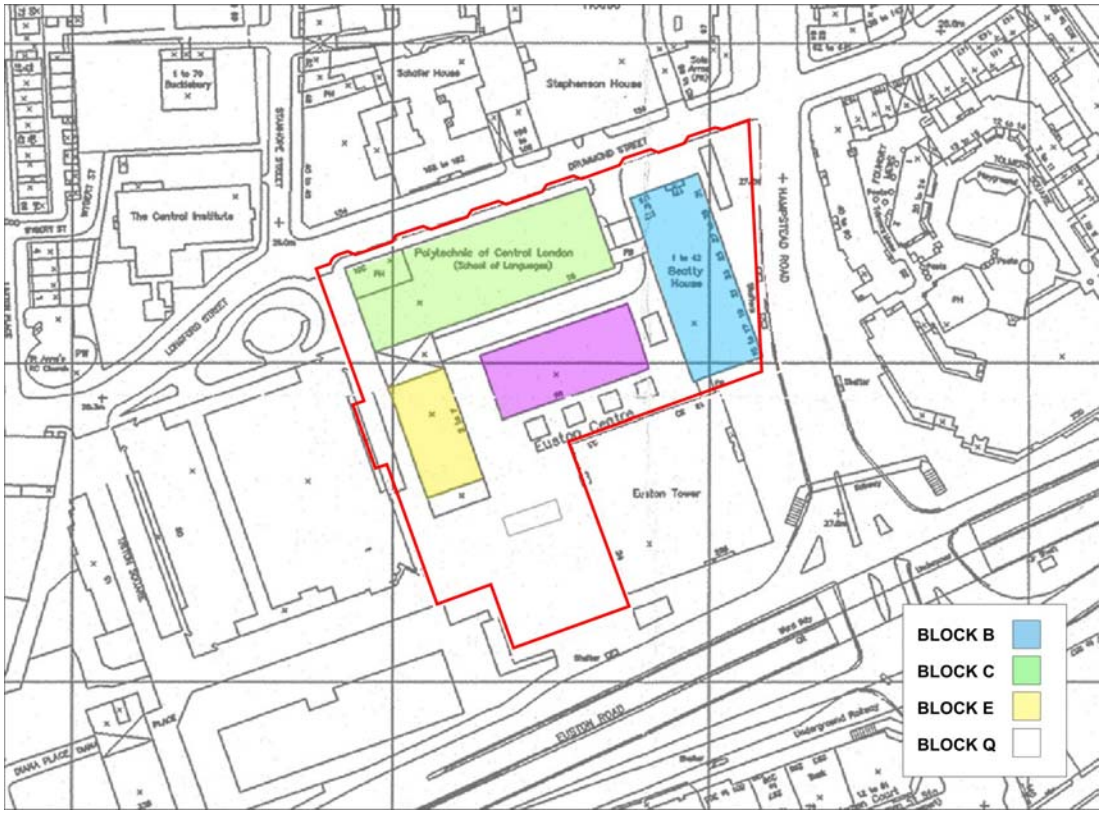

Figure 3: Existing buildings within the NEQ site boundary

The existing land uses are contained within four buildings (Figure 3):

Block B - Beatty House, a 7 storey 1960's mixed use building fronting Hampstead Road, with retail on ground floor, offices on first floor and residential on 4 set back floors above, comprising 42 residential units. One of the retail units houses the West Euston Partnership One Stop Shop. The upper floors of Block B have been decommissioned and are now awaiting demolition.

Block C (formerly University of Westminster) – this building intersects with Block E. Again, a 1960's concrete building on 6 floors, which is set back on the 4 uppermost floors. The University of Westminster vacated in 2004, and relocated to 115 New Cavendish Street.

Block E – The westerly block of 6 storeys, separated from block C by a service road; the two blocks are joined on the second level. The building is currently occupied by Diorama Arts Group on the ground and part on the first floors, with the remainder of the upper floors containing vacant offices. A former public house sits within the corner of the block on Drummond St.

Block Q - a single storey property previously in use as part office / part furniture showroom.

The lettering system used to identify the blocks was allocated prior to the construction of Euston Centre in the late 1960's – Blocks B, C, E and Q which comprise the NEQ site represent the last remaining site of the Euston Centre to be redeveloped.

3.2 POTENTIAL SITE CONSTRAINTS

3.2.1 Transport Links

The site is well connected to the public transport network (see Figure 1), as it is close to rail stations served by the National Rail Network and London Underground (LUL). The London Euston National Rail station is within 10 minutes walk of the site; and London Underground stations within a 10 minute walk include Euston, Euston Square, Warren Street, Great Portland Street and Regent's Park. These LUL stations are located within Zone 1 and provide access to the Northern Line, Victoria Line, Hammersmith and City Line, Metropolitan Line, Circle Line and the Bakerloo Line (Figure 1).

In addition to the rail links, the site has access to bus routes that operate along Euston Road, Marylebone Road, Hampstead Road, Tottenham Court Road, and Albany Street.

3.2.2 Archaeology and Cultural Heritage

The site does not lie within an Archaeological Priority Area, nor within a Conservation Area. Nearby Conservation Areas include Regent's Park 320m to the west of the site, Bloomsbury conservation area 140m to the south of the site and Charlotte Street conservation area 530m further to the south (Figure 4). Both the Regent's Park Conservation Area and the Harley Street Conservation Area are in close proximity to the site, and are located within the City of Westminster.

There are no structures on the site or along its perimeter that are listed and the site does not impinge upon any Scheduled Ancient Monuments.

Strategic Views

The Viewing Corridor from Parliament Hill to the Palace of Westminster identified within RPG3A affects the eastern part of the site, with its boundary running north-south through the site along the eastern boundary of the University of Westminster building and midway through Euston Tower (Figure 5). The Wider Consultation Area affects the entire site. The site is however, removed entirely from protected view corridors within the draft SPG 'London View Management Framework' which is intended to replace RPG3A.

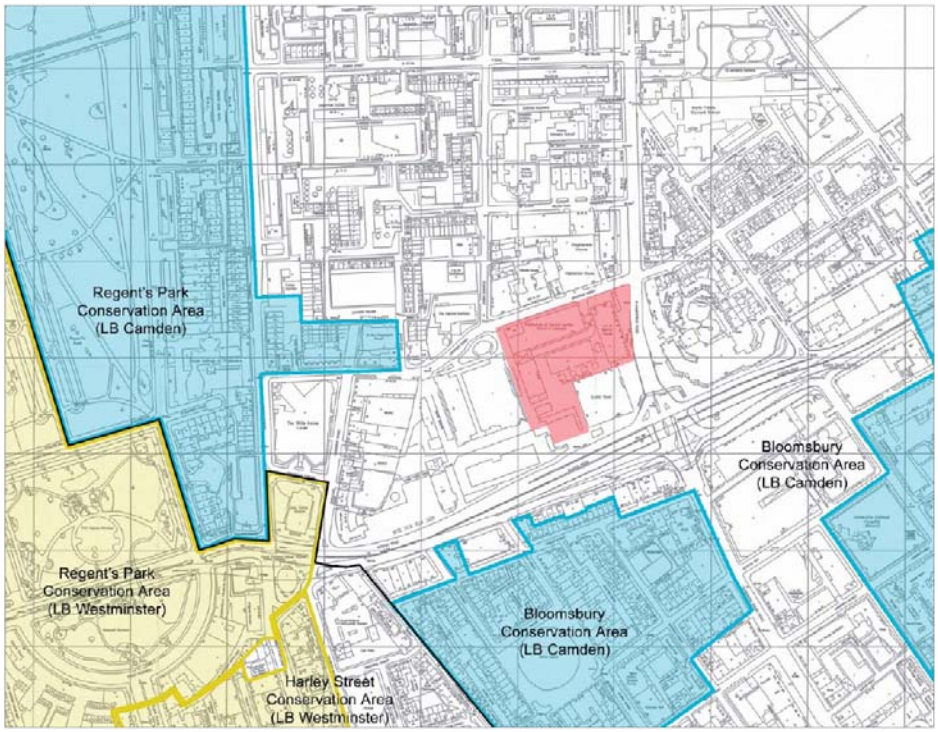

Figure 4: Conservation Areas Close to NEQ

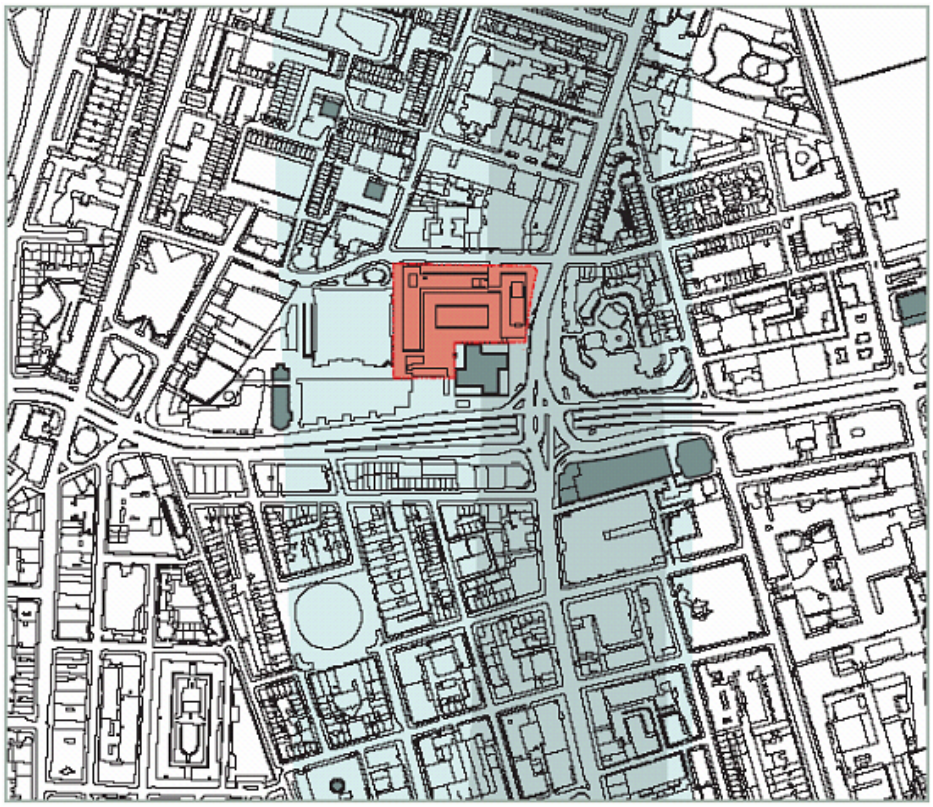

Figure 5: Strategic Views Corridors of the RPG3a view from Parliament Hill to the Palace of Westminster and Existing Tall Buildings.

Tall Buildings

This part of London is characterised by a number of tall buildings (see Figure 5):

- the 33 (124m) storey Euston Tower is the dominant building at Regent's Place;
- 338 Euston Road is 17 storeys (65m) also providing office use;
- to the north are two 19 storey (57m) residential towers forming part of the Regent's Park residential estate;
- further to the east is the tower blocks of Euston Station, rising to 63m high;
- institutional buildings to the south include the 19 storey (78m) recently completed University College Hospital; and
- further south the BT Tower at 191m high (formerly the Post Office Tower).

3.3 ALTERNATIVES CONSIDERED AND DESIGN EVOLUTION

The NEQ design evolved through an initial analysis of the proposals contained within the Terry Farrell and Partners Masterplan Framework and subsequently through an evaluation of its impact on the surrounding local character and environment, and on local and distant views: from Parliament Hill, Primrose Hill, Regents Park and the approaches from east and west along Euston Road.

Of primary consideration for the design proposals were the views of the site as seen from several strategic locations, particularly Regent's Park. A medium rise development was considered to be most appropriate to this location, helping to form a cluster of buildings of different heights, which would aim to improve the skyline and integrate Euston Tower into the surrounding context of low / medium rise buildings. It was considered that a much taller building would be likely to have a greater negative impact on key views and a low rise building would lack the appropriate scale to integrate Euston Tower into the surrounding townscape.

A series of bulk and massing options were considered using the masterplan concepts as their basis, and were analysed as an ensemble together with Camden planning and design officers to arrive at the most appropriate solution for the site.

Another key consideration influencing the design consideration of the proposal was the quality of the public realm around the site, particularly Triton Square. The site is currently used as a successful community events location, but suffers from a poor pedestrian level wind environment. The public realm proposals have been designed to improve further on the current public realm to provide an entertainment space with additional seating which is assisted by a landscape planting strategy; this was developed specifically to mitigate and improve the pedestrian level wind environment.

4.0 THE PROPOSED DEVELOPMENT

4.1 THE PROPOSED DEVELOPMENT

This ES relates to a full planning application for the proposal on the NEQ site. The application proposes the demolition of the existing three buildings and the subsequent construction of a mixed-use development, comprising housing and office space, together with ancillary retail and community uses at ground floor.

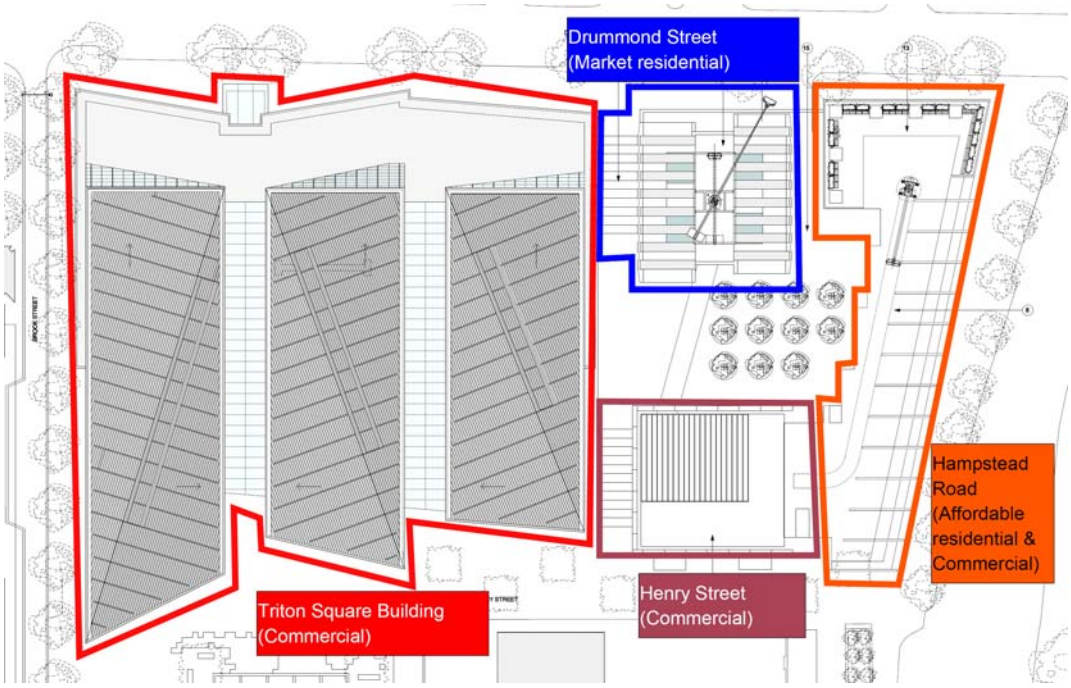

Figure 6: Plan of the NEQ Scheme

The proposed development would be in the form of two buildings (see Figure 6), with four elements, comprising:

Residential and Commercial Building designed by Munkenbeck and Marshall

- Drummond Street Building (Market Housing), a residential tower rising to 25 storeys;
- Hampstead Road Building (Affordable Housing), a low-rise residential building reaching 8 storeys; and
- Henry Street Building, a 6 storey office building linked to the south of the Hampstead Road building.

Office building designed by Wilkinson Eyre

- Triton Square Office Building comprising interlinking blocks of 10, 16 and 8 storeys in height.

The development would provide 47,168m^2 gross external area (GEA) of office floorspace; 25,049m^2 of residential accommodation; and the provision of 3,591m^2 retail and community use at ground floor.

Public Realm

The existing site has generally poor quality public realm with largely blank or inactive ground level facades. However, Triton Square is currently well used for public events.

Due to the proposed re-routing of service access to Longford Street, and setting back of the Triton Square office building from the current building line, there would be an increase in the size of the space at Triton Square. This larger open space and additional seating is proposed to be more conducive to public events and general use. Varying levels within the pedestrian grid framework, similar in image to the 'Giants Causeway' would enclose a central performances area with extensive seating opportunities at different levels around its perimeter (Figure 7). The dense cubic trees would also mitigate wind levels, whilst, the existing folding lawn along Euston Road would be retained and provide Triton Square with a 'buffer' from the noise and pollution of Euston Road.

Figure 7: The 'Giants Causeway' – View looking south east across Triton Square

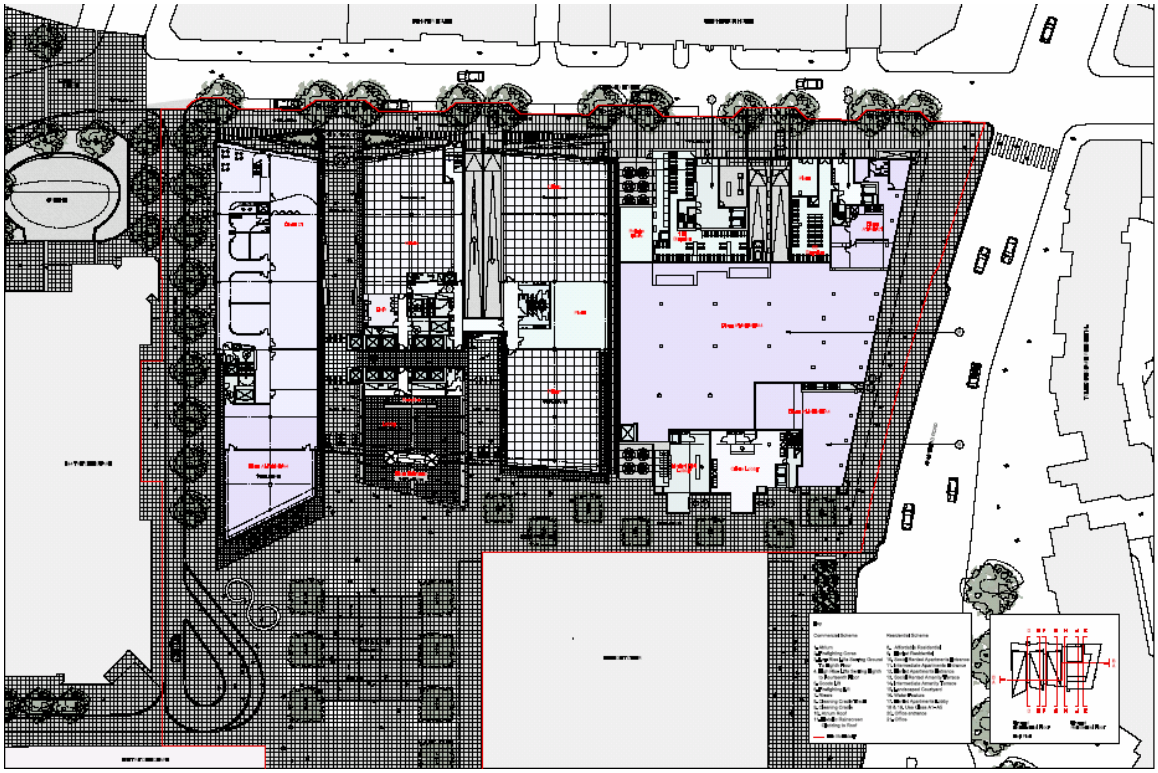

Figure 8: Ground Floor Plan of the Proposed Scheme

A combination of street widening, planting and seating are proposed along Drummond Street, Brook Street and Henry Street (Figure 8) would improve the landscape, mitigate the wind levels and improve the pedestrian environment within the estate.

Pedestrian and Cycle

Most of the people accessing the site do so on foot. Currently there is access on three sides of the development: from the north, south and east.

The current pedestrian environment is poor, with no frontage activities other than on Hampstead Road and poor lighting conditions. The proposals seek to rationalise routes, removing the vehicular service route to the east of the University of Westminster, but enhancing the link to the west of the University building, along Brook Street. Improvements include the removal of existing barriers and car ramps, tree planting, the creation of frontage activities, and upgrading pedestrian security.

The NEQ proposals would cater for, and encourage, cycling as a form of transport by providing:

- 171 cycle spaces for the residential building within separate tenure bike stores accessed directly off Drummond Street, plus an additional 17 spaces for visitors; and

- 194 cycle spaces for the commercial building, including 5 spaces for visitors, as well as the provision of appropriate facilities, such as showers and lockers.

Parking, Servicing and Access

The car parking for both commercial and residential accommodation is located at basement level; the residential car park providing a total of 85 car parking spaces and the commercial providing 31 spaces (plus an additional 5 disabled bays) and 30 motorcycle spaces. The residential car parking will be accessed via a new ramp off Drummond Street (Figure 8) and the commercial via an existing service route ramp for Regents Place estate of Longford Street.

Service access which currently occupies a key part of the site at ground level would also be rerouted to the existing service ramp at Longford Street, passing underground to the existing service bay underneath Euston Tower, which would be expanded to cater for the servicing requirements of the proposed development. The servicing of the building would be managed by an on-site building management team, who would schedule and co-ordinate deliveries to reduce peak time activity.

4.2 DEMOLITION AND CONSTRUCTION PROGRAMME AND MANAGEMENT

The construction programme is expected to last 30 months (estimated to start in August 2007) and can be divided into the following main stages for each building:

- demolition and site clearance;
- creation of substructure – excavation, piling, concrete frame to ground floor;
- construction of superstructure – concrete frame and steel frame; and
- completion – cladding, internal fit out.

Generally, the direction of demolition and substructure construction would be from Triton Square to the south towards Drummond Street in the north.

All major construction works have potential to cause environmental impacts, from noise, wastes, surface water run-off, and emissions to air. As such, measures to

control potential environmental impacts will be implemented as detailed in a Construction Environmental Management Plan (CEMP). This CEMP will be agreed with the relevant authorities and will include defined working hours, quiet techniques, waste minimisation and recycling, drainage and spill prevention, construction traffic management, and suppression of dust.

The CEMP will provide a necessary level of management and control of demolition and construction practices. This includes advance notice of operations and duration of work that may cause disruption to access, noise or other effects. The CEMP will ensure a high level of control of potential construction effects and contractors will be required to demonstrate how they will work within these provisions, identify communication channels for exchange of information, and set out programmes for monitoring and auditing of environmental control systems. Where departures from the programme are inevitable, prior identification and notification will occur, such that other mitigation measures can be examined. Adherence to the CEMP will help ensure that environmental effects are minimised, the development may be constructed without significant long-term adverse effects on the immediate and wider environment, and that procedures for corrective action are adopted where required.

4.3 SUSTAINABLE DESIGN

The Sustainability Statement has been prepared by Hoare Lea and forms one of the planning application documents for NEQ. The following is a summary of the main features of the sustainability strategy for the project. This sustainability strategy responds specifically to UK national sustainable development policy and in particular to the requirements of the LBC UDP and the London Plan Supplementary Planning Guidance on Sustainable Design and Construction.

The main features of the Sustainability Strategy are:

<u>BREEAM and EcoHomes</u>

The project will achieve a BREEAM for Offices 'Very Good' rating and a EcoHomes 'Very Good' rating. Both pre-assessments demonstrate compliance with Camden Planning Guidance:

- More than 60% of credits available under the 'Energy' section are achieved;
- More than 60% of credits available under the 'Water' section are achieved;
- More than 40% of credits available under the 'Materials' section are achieved.

Energy and renewable energy

Energy efficiency measures have been adopted and 10% of the site energy consumption will be generated by a biomass boiler and 3% by a CHP plant, leading to a 32% reduction in energy consumption and a 31% reduction in CO_2 emissions compared to the 'baseline scheme' based on good practice benchmarks (the difference between the energy figures and the CO_2 figures are due to the different CO_2 contents of the displaced and used fuels, i.e. gas, grid-supplied electricity, displaced electricity, biomass).

It should be noted that CO_2 emissions above include all energy uses, not just energy uses covered by Part L. As CO_2 emissions not covered by Part L represent a large proportion of total CO_2 emissions, a total CO_2 emissions reduction of 31% between the Baseline Scheme and the Energy Efficient Scheme with CHP and renewables actually represents a Part L CO_2 emissions reduction of 37% and an improvement over Part L 2006 of 15%.

Water

- An average water use in new dwellings within the residential buildings of no more than 40 m3 per bedspace per year (approx. 110 litres / head / day) will be targeted.
- Rainwater will be collected and recycled for irrigation. As greywater requires chemical treatment, it was decided to give preference to rainwater.
- At least 50 % attenuation of the undeveloped site's surface water run-off at peak times will be achieved, thanks to an underground buffer tank. This figure has been agreed with the Environment Agency.

Materials and other resources

- 100% of timber and wood products will be sourced from sustainable sources or will utilise reused or recycled timber.

Waste management

- For the office buildings, tenants will be encouraged to minimise their waste as far as practicable, with recycling and composting being the preferred options for any waste produced by the building.
- For residential buildings, internal storage recycling bins will be provided in each apartment along with central storage.

Transport

- Public transport is excellent and includes many local bus, underground and rail services.
- A large number of cycle spaces will be provided both for the commercial and the residential development.
- The level of car parking provision reflects the desire to minimise the use of the private car as a means of transport to and from the development.

Biodiversity

- A Biodiversity Action Plan (BAP) has been prepared for the site.

Others

- 100% of the NEQ development is located on previously developed land and the proposed development application represents 46,769 m2, more than 3 times the existing NIA. This increased density would contribute to the SPG aim of making the best use of all developable land by increasing density.
- The proposed development will meet the principles of inclusive design.
- British Land will sign up to the relevant Considerate Constructor Scheme, and extend that requirement by tender requirements to all contractors.

5.0 SUMMARY OF ENVIRONMENTAL IMPACTS

5.1 PLANNING

The NEQ scheme forms part of the long term programme of investment at Regent's Place, building on a number of successful developments to date including the recent planning permission granted for a mixed use scheme at Osnaburgh Street.

The evolution of the proposals through the masterplan process has enabled the proposed designs to develop around core principles of achieving significantly improved linkages and permeability through Regent's Place in north-south and east-west directions, allowing better integration with its surroundings.

It is evident from analysis of policy that the development accords with the principles of policy and guidance at national, regional and local levels. The regeneration of a brownfield site for an employment-driven, mixed use proposal is consistent with the Government's fundamental objectives for a sustainable approach to land use planning. At the local level, extensive consultation with local community groups over a significant period of time has allowed specific considerations such as improvements to local integration and permeability through the site to be incorporated within the designs.

The principal benefits to be derived from the proposed development of the NEQ site can be summarised as follows:

- the provision of high quality commercial and residential accommodation which is well located in relation to public transport;
- new architecture of the highest quality regenerating unsightly concrete buildings;
- 171 new residential units of which 70 are affordable;
- reinforcement of the commercially led emphasis at Regent's Place, which will continue to attract key businesses to Camden;
- enhancement of the Euston Road corridor;

- the removal of cars (other than taxis) from ground level within the site;

- the enhancement of pedestrian links, improving permeability and safety through the Regent's Place estate as a whole; and

- the extension and enhancement of seating and performance space in Triton Square to compound upon the currently successful range of public events throughout the year.

5.2 TOWNSCAPE AND VISUAL IMPACT

The Townscape and Visual Impact Assessment demonstrates the anticipated effect the new building will have on strategic views across and towards the site, on key local views and on the setting of listed buildings, conservation areas and the Royal Park.

The development establishes a new skyline to the south-east perimeter of Regent's Park. This has been studied in consultation with Camden planning officers and advisors to the Royal Parks, Colvin and Moggridge. That the development appears in these views, has been generally accepted, given the extent of other buildings already above the tree-line.

The only strategic view affected is SVParl (RPG): Parliament Hill view towards the Palace of Westminster, in which the proposed development rises above the existing horizontal development plane. From this view existing buildings already lie within the development plane at the base of Victoria Tower in a similar way without prveneting the viewer from understanding or appreciating the monument. In addition, part of the proposals are in the immediate foreground of the Euston Tower. This view corridor is proposed to narrow within the revised SPG London Views Management Framework bringing the site outside the corridor altogether.

The demolition of the existing buildings is not considered a source of impact. The creation of new residential and commercial buildings will lessen the singular dominance of Euston Tower in the townscape and park views.

The level of impact on local views is likely to be significant, as the scale of the activity on the site is to increase. The creation of a new and vibrant commercial quarter will help to regenerate the area. The consideration of the views has lead to improvements

in the design resulting in the creation of both high quality and sensitive architecture. Therefore, the level of impact is significant, but largely positive.

5.3 TRAFFIC AND TRANSPORT

The TA infers that the impact of the completed development would not be significant for the following reasons:

- The proposed mixed use development fully complies with the transport policies set out in PPG 13, The London Plan and LBC's adopted UDP.

- The proposed development enjoys one of the most accessible locations in Central London with exceptional links to public transport. The site is located close to rail stations served by the National Rail Network and London Underground (LUL). Euston National Rail station within 10 minutes walk of the site and the LUL stations within this distance include Euston, Euston Square, Warren Street, Great Portland Street and Regent's Park. These stations are located in Zone 1. In addition, the site is served by 10 bus routes providing more than 80 buses per hour per direction during the peak periods.

- The proposed development would have no material impact on the underground services. The highest increase in passengers would occur on the Victoria Line, where an additional 5.0 trips per train in the AM peak hour and 4.9 trips in the PM peak hour would be expected.

- The impact of the proposed development on buses would be minimal. In the morning peak hour the percentage increase would be 0.28% and 0.26% n the evening peak hour.

- The impact of vehicular traffic from the completed development on the surrounding road network would be insignificant as the number of vehicles generated from the development would fall within the daily variation of the base traffic flow. The impact of construction traffic on the local highway network will be well within the daily fluctuation of traffic levels in the area and is therefore considered to be negligible.

- The development proposals have been designed to provide an excellent environment for pedestrians. The area surrounding the development would be adequately illuminated to provide a safe environment for all users.

- The development would include 382 cycle spaces (194 cycle spaces in connection with the commercial development and 188 cycle spaces in connection with the residential development). Shower and change facilities will also be provided in the commercial building to encourage employees to cycle to work. The local cycle network provides good facilities for journeys to and from the site. Relevant signposted routes run along Longford Street, adjacent to the development.

- The design of the building accommodates all necessary servicing and vehicle activity clear of the public highway. All service vehicles would enter and leave the development in forward manoeuvres without affecting other road users.

- The Regent's Place Green Travel Plan currently covers all properties at Regent's Place and the proposed residential and commercial developments at NEQ would adopt this plan.

In summary, the proposed development would rely predominantly on the use of local public transport services. These cover a comprehensive range of services, including national rail, London Underground and buses. The site has a very high public transport accessibility level. In this respect, the proposed development in this location is in line with national, regional and local policy on the integration of land use, planning and transport.

5.4 NOISE

Noise level predictions have been conducted for demolition, piling and basement excavation activities. The predicted levels in a number of cases exceed the target level of 75 dB LAeq,T depending on the reception assessment point and the assumptions made regarding plant locations and percentage operating times.

Specific mitigation measures have been proposed to mitigate effects either through restriction on operating times for plant or choice of plant to be used. These measures would allow the target level to be achieved at all residential receptors.

The suitability of the site for the proposed development has been assessed in accordance with PPG 24. The area is dominated by road traffic noise from which the baseline data places the site in NEC C. Mitigation measures would involve at a minimum the provision of standard glazing for facades facing Hampstead Road and Drummond Street in order to provide acceptable internal noise levels for future occupants of the proposed dwellings.

A number of external amenity areas have been proposed which consist of roof top terraces and balconies. Given the combination of building attenuation due to height and screening by the proposed development itself, road traffic noise levels are predicted to be within the BS 8233 criterion of 55 dB LAeq,T in all of these areas.

Balconies are proposed on the residential facades adjacent to Hampstead Road. Recorded measurement results for this area indicate that external noise levels on the balconies would exceed the recommended external noise criteria of 50 to 55 dB (A) contained within BS 8233. Where balconies are provided, acoustic absorption would be applied to the underside of the structures providing additional noise attenuation across the building façade.

Predicted changes in noise emissions due to road traffic have been assessed for the operational phase of the development. No significant increases in road traffic noise are predicted and as such, changes in road traffic noise are considered to be of no impact.

Limiting noise levels have been set for any building services plant where they are included. Providing that the rating noise levels from the building services plant do not exceed the stated noise criteria, whether through the application of noise control techniques or otherwise, the impact of noise from such sources is predicted to be of no significance.

5.5 AIR QUALITY

A review of monitoring data from the automatic air quality monitoring stations most representative of air quality at the NEQ, Regent's Place development site, indicates air quality, with the exception of NO_2 and PM_{10}, is largely acceptable in the context of the Air Quality (England) Regulations 2000. Annual mean concentrations of NO_2 were recorded in excess of the objective limit of 40 μgm^{-3}, at a number of nearby monitoring stations. Exceedence of the short term limit may also arise close to major roads. Current PM_{10} concentrations generally comfortably meet the long term annual

objective, but some exceedence of the 24 hour objective has been recorded at monitoring sites within the Borough. High concentrations of both NO_2 are commonplace in heavily trafficked urban areas and predominate throughout much of central London.

The Review and Assessment of Air Quality carried out by LBC has suggested that improvements in fuel and vehicle technology alone will not be sufficient to bring the required reduction in levels of NO_2 to meet relevant UK Air Quality objectives throughout the area by 2004 and 2005. The modelling carried out as part of the Review and Assessment procedure predicted wide scale exceedences throughout the Borough. As a result, the whole Borough has been designated an Air Quality Management Area, and LBC has developed an air quality action plan to further reduce pollutant concentrations. As road traffic is the major source of pollutant emissions in the area, the plans will promote sustainable transport methods and seek to reduce vehicle numbers.

During the construction phase, there is the potential that emissions of dust arising from the site would result in nuisance soiling at adjacent properties. Surrounding land uses are predominantly commercial, a use which is generally not considered highly sensitive to dust impacts. However, there are also a number of residential, retail and amenity uses in close proximity that would be more sensitive to soiling. In all urban environments, considerable care should be taken to control and minimise dust emissions from construction activities. Dust emissions can be effectively controlled by the employment of stringent management practices e.g. the use of 'just in time' deliveries to preclude the need for large stockpiles, use of water sprays, screens and maximising separation distances. These would be implemented by adhering to the CEMP which is to be agreed with LBC.

The proposed development will provide residential and office accommodation which will require heating and cooling depending on the weather conditions and the provision of hot water and electricity, all of which can result in emissions of carbon dioxide and oxides of nitrogen. The development aims to obtain a BREEAM and EcoHomes 'very good' rating through the inclusion of energy efficient measures and low pollutant emitting boilers and the provision of on-site renewable energy technologies. The development will also be designed to optimise the building façade, fabric and engineering systems in order to minimise energy requirements.

The proposed development is unlikely to generate a significant number of additional vehicle movements on the surrounding road network therefore impacts arising from traffic related emissions are considered to be of no significance.

The development does, however, fall into APEC-C based on nitrogen dioxide concentrations 5% above the annual mean objective. Although the development includes some design measures which will assist in reducing the exposure of future occupants to elevated pollution concentrations, consideration will be given to other measures such as the inclusion of non-opening windows, mechanical ventilation and internal design features.

5.6 ECOLOGY

A desktop study and field survey has identified that the site is of negligible ecological value. It is heavily developed and surrounded by dense, urban grain. No rare or protected species were found to be present on the site nor are likely to be present, given the unsuitability of the habitat. The site is not designated for its nature conservation importance and there are no sites of national importance for nature conservation nearby.

The proposed development would enhance the wildlife value of the site by increasing the number of trees; through installation of nesting boxes for birds such as black redstart, house martin and house sparrow; and by the set aside of roof areas for green roof and wall space for a planted wall.

It is concluded that, overall, the development would have a minor beneficial effect on ecological resources at the site.

5.7 SOIL

Existing excavations will have removed a significant quantity of soil on site, including any contaminated soils which may be present. A detailed assessment of the potential for residual contamination would be undertaken prior to the finalisation of construction design to ensure the potential to create new pollutant linkages and to affect underground structures has been properly controlled.

Appropriate safe handling practices and disposal of contaminated materials would be in accordance with Duty of Care Regulations, the provisions which enact the Landfill Directive (2004) in the UK and in particular the Hazardous Waste Regulations (2005).

The development would be used for a mix of residential, office, retail and community purposes, with some hard standing and soft landscaping areas as public space. As there would be no private open space at ground level (e.g. gardens associated with residential accommodation), no contamination impacts are anticipated.

5.8 WATER RESOURCES

The site does not lie in a Source Protection Zone (SPZ), and the groundwater of the Lynch Hill Terrace Gravels of the area is not exploited at the site or wider vicinity. In addition, groundwater is not abstracted from the deeper Chalk at locations near the site. The presence of the London Clay, separating the Chalk aquifer from the Made Ground and Terrace Gravels, provides a protective barrier that assists in the prevention of contaminant migration.

Application of normal site drainage controls and protective systems during construction operations would ensure groundwater is not contaminated. Extensive vertical migration of groundwater would not occur during piling.

Protective measures would be employed during construction to prevent spillage of construction materials, contaminated soil, oil or chemicals to groundwater and surface water. These would be based on pollution prevention guidance, published by the Environment Agency, which would be implemented during the construction period as part of a CEMP. These measures would include use of oil interceptors and sediment traps, which would be incorporated within the construction site drainage system.

The development site is located within Flood zone 1 and is well above the level of the 100 year floodplain, as defined by the Environment Agency (EA). Therefore, "the site has little or no risk of flooding" according to PPS25.

The applicability of SUDS based on infiltration techniques is limited by the extensive basement that underlies the site and the underlying geology. The principal practical measure to reduce peak runoff volumes would be the use of green roof and balancing tanks within the development.

The SUDS assessment has established that it is possible to reduce the overall runoff rate for the 100 year storm by as much as 58%, through the use of a balancing tank, green roofs and potentially rain water harvesting.

Based on the nature of the intended end use of the development, the impact on ground and surface water resources would not be significant.

The site is located within an area with little or no flood risk (Flood Zone 1). Table D.1 of PPS25 indicates that Flood Zone 1 areas are suitable for all types of development. In addition, as the proposed drainage strategy would result in a reduction in runoff rates of 58%, the criteria for development as set out in PPS25 have been satisfied and therefore development on this site should be permitted.

5.9 ARCHAEOLOGY

The site does not fall within an Archaeological Priority Zone as defined by LBC.

This archaeological impact assessment has shown that, from the information available, the site lies in an area of limited archaeological potential. It is unlikely that archaeological deposits would survive below the basements of the present buildings due to previous truncation and excavations.

The principal impact of the proposed development on any surviving archaeology would be its complete removal. It is therefore recommended that any necessary geotechnical pits that are excavated for engineering purposes in the areas outside of the existing basements be monitored by a competent archaeological organisation. This would provide further information on the nature and level of any deposits beneath the site, and enable an appropriate mitigation strategy to be recommended by the Local Planning Authority, should it be necessary.

5.10 MICROCLIMATE

An assessment, based on wind tunnel tests, was made to model the pedestrian wind environment on and near the site. An assessment was also carried out into the potential impact on sunlight and daylight reaching neighbouring properties and open spaces.

5.10.1 Wind

A series of wind tunnel tests have been carried out to assess the windiness around the NEQ Development. Conditions around the Development are described in terms of appropriateness for intended uses. A series of planted deciduous trees around the site provided the necessary mitigation to achieve the conditions described below:

The worst season conditions around the Development Site are generally in the "Standing" and "Strolling" ranges, which is acceptable for pedestrian access. All building entrances were observed to have acceptable "Sitting" or "Standing" range conditions.

Summer conditions around the Development are generally in 'Standing' or 'Sitting' ranges. Conditions in Triton Square would be suitable for outside entertainment and seating areas.

Wind conditions in the surrounding streets are generally similar to those experienced currently and in some locations, a marginal improvement upon the existing conditions. In all cases, the wind conditions are acceptable for purpose in given locations. The impact of the development is therefore negligible.

5.10.2 Daylight, Sunlight and Shadow

The BRE Guidelines were written with a suburban environment in mind and therefore as stated by the Guidelines themselves, lower levels in urban situations such as this are acceptable.

Of the key surrounding properties analysed, the Chinese Embassy at 164-166 Drummond Street will meet the ADF requirement in all but one room: although it is important to note that this room also does not meet the BRE Guidelines in the existing situation. The student accommodation block at 168-182 Drummond Street is used on a temporary basis and therefore some marginal reduction in its daylight and sunlight, beneath that required for permanent habitation is acceptable.

In relation to 40-60 Hampstead Road, the degree of reduction is mainly due to the presence of balconies, which currently result in low levels of daylight and sunlight and therefore the further loss is small in absolute terms: although in relative terms is technically beneath that recommended by the BRE Guidelines. This property will therefore retain acceptable levels of daylight and sunlight.

Internally, the scheme has been designed sympathetically with a view to enhancing daylight and sunlight levels. The vast majority of rooms (87% or 427 out of 491 habitable rooms) will meet the BRE guidelines ADF criteria. Many of the 64 rooms which do not are only marginally beneath the guidelines. The internal daylight, within the proposed scheme, will therefore be acceptable.

In relation to internal sunlight analysis, the presence of the Euston Tower to the south of the scheme reduces the propensity to receive sunlight. Additionally, many windows only just face south and therefore again have reduced propensity to receive sunlight. Examples of these are on the western façade of the tower and the western façade of the main block facing the tower. Therefore the relatively low levels of sunlight to the scheme can be considered acceptable. This is a situation which commonly occurs within London.

Overall, the daylight levels both internally to the scheme and externally to the surrounding properties will be acceptable.

The analysis of transient overshadowing of the surrounding properties shows that there will be some additional overshadowing of the areas to the north, however the additional overshadow is only marginally increased from the existing situation. This is because of the height, bulk and massing of the existing surrounding properties, and in particular the Euston Tower which already significantly overshadows the area to the north of the proposal. The additional overshadow may be seen within the context of existing overshadow and as such will be unlikely to cause a noticeable difference to the existing situation. There are no particularly sensitive receptors affected by the shadow and therefore it may be concluded that the additional overshadow will be acceptable.

The permanent overshadow analysis of the open amenity space shows there they will all meet the BRE Guidelines criteria and will be particularly well sunlit for much of the year.

5.11 INTERFERENCE TO RADIO AND TELEVISION RECEPTION

The proposed building is not expected to degrade the capacity for reception of terrestrial radio and satellite TV transmissions.

As an impact of the proposed development on terrestrial TV reception can only be accurately assessed once NEQ is completed; any mitigation required would be identified at that stage and agreed with LBC.

Overall it is likely that NEQ would not have a significant impact on broadcast radio reception; or satellite television transmission due to shadowing, as the repositioning of antennae is likely to rectify any problems.

A potential impact on terrestrial television reception is possible in an area due north of the development. Any adverse effects due to the shadows could be mitigated by the use of a higher grain aerial at individual receivers. It is recognized that many residences are moving to cable and satellite television and this is likely to reduce the potential significance of this impact.

This assessment has identified worst case estimates of adverse impacts caused by NEQ on terrestrial TV reception. By conducting 'before' and 'after' TV reception surveys of the potential areas of impact identified in this assessment, the actual households that are likely to be affected by adverse impacts caused by NEQ may be identified more accurately, so that mitigation measures may be applied to reinstate TV reception where it is demonstrated to have been impaired due to the presence of NEQ.

5.12 ELECTRICAL AND MAGNETIC FIELD RADIATION

An electromagnetic field (EMF) environmental survey was carried out within the boundary of the NEQ development during November 2003. The purpose of the survey was to quantify electromagnetic field levels radiating from electrical cabling originating from the nearby sub station and routed along the boundary of NEQ site. EMF results were compared to UK and European requirements for people living or working in close proximity.

Measurements confirmed highest EMF levels to be very low within the site boundary. Highest recorded EMF emissions are being radiated from buried power cables within pavements surrounding the site. The highest recorded EMF levels were confirmed to be many times less than UK and European maximum recommended limits, for people either at home or in the work place, when exposed to electromagnetic fields.

The EMF survey results and analysis confirm that the presence of the high voltage distribution cabling near the site would have no adverse affects upon the health of any

people that may in the future live or work within the boundaries of the NEQ development.

Note that no additional nor upgraded power supplies are proposed as part of the development; there will be no additional sources of impact introduced as a result of the development proposals.

5.13 CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT

Demolition, site preparation and construction would be phased over a 30 month period. Planning for construction is necessarily broad at this stage and may be subject to modification during site development. Consequently, some environmental aspects of construction cannot be accurately predicted or assessed. Even with fuller details of the exact nature of such factors as plant types and accessories, the actual extent of construction impacts remains dependent on the extent of environmental management and control applied. It is therefore more relevant to establish a framework of controls with which the demolition/construction proposals would be planned. The environmental control of construction activities would be ensured by a Construction and Environmental Management Plan (CEMP), which would be derived and agreed with the relevant authorities.

The CEMP would ensure the management and control of demolition and construction practices, including advance notice of operations and duration of works that may cause disruption to access, noise or other effects. The CEMP would ensure a high level of control of potential construction effects.

5.14 RESIDENTIAL AMENITY

A number of types of potential effect on residential amenity are addressed in other sections of the ES, namely those in respect of effects on wind environment, daylight, sunlight and shadow, traffic, noise and air quality. This section also addresses some impacts that have not been addressed elsewhere or for which the emphasis of the assessment has not been on residential amenity.

All commercial servicing would take place within the curtilage of the site. Access to the loading bay would be via the existing service ramp off Longford Street. The access to the residential car parking at the site is from Drummond Street, where there is also

an existing ramp (albeit in slightly different location). The proposed redevelopment is not anticipated to generate a significant increase of traffic at ground level, therefore, there would be a limited degree of impact to the residents along Longford Street and Drummond Street; in terms of noise, air quality and congestion.

All major building services and plant would be located below ground or at roof level to mitigate noise disturbance to neighbouring properties and, where appropriate, plant would be sited within self-contained sound insulated structures.

The surrounding residential properties of Longford Street and Drummond Street are already overlooked by the existing buildings on the site; therefore the proposed development would have a negligible impact in relation to overlooking of these properties.

The light pollution assessment shows that the proposal will have negligible effect upon the surrounding properties and comply with the ILE guidelines for the reduction of light pollution. The surrounding area already has high levels of night-time brightness and activity; it is very unlikely that the light emitting from the proposed development will be noticed in the context of the surrounding area.

5.15 SOCIO-ECONOMIC EFFECTS

The development is expected to support 230 permanent full-time equivalent construction jobs. It will also mean the temporary displacement of up to 250 jobs and 42 residential units from the site. These are unlikely to result in any net loss of employment in the short-term as the businesses and organisations affected will relocate rather than close down. A significant proportion of the existing buildings, including the residential units have also been vacant for some time.

The proposed development will have a moderate positive impact on employment in the Regent's Park ward, increasing it by approximately 2,195 (10%). At Borough and regional levels the impact is minor (1% and 0.06% respectively). British Land is committed to working with partners to maximise the positive impacts of the employment at Regent's Place for local residents.

The development will have a minor impact on the number of households and population in the Regent's Park ward (2.4%). The impact is even smaller at Borough and regional level. This will not have significant impacts on demand for public services

locally.

5.16 CUMULATIVE IMPACT

5.16.1 Townscape and Visual Impact Assessment

The viewpoints chosen illustrate the impact of Osnaburgh Street and NEQ on a range of conditions including park views, views affecting listed buildings and townscape views. Of the twelve views chosen for this purpose, four amount to no change in terms of impact; two make a slight but neutral impact; two make a slight and beneficial impact; and two make a significant and beneficial impact. In the latter case, these are conditions where a group of high buildings in the distance is enhanced by forming a cluster of taller buildings.

It is concluded that the cumulative effect of the NEQ scheme when understood in relation to the Osnaburgh Street proposals, already considered and approved by the local authority, is either neutral or beneficial and therefore acceptable.

5.16.2 Traffic and Transport

The NEQ and Osnaburgh Street developments have one of the most accessible locations in Central London with exceptional links to public transport:

- both sites are directly linked and a short journey by underground to most mainline stations in Central London;

- at London-wide level, 6 underground lines with practically 100 trains per hour per direction serving the site; and

- at a more local level, the site is served by 10 bus routes providing more than 80 buses per hour per direction during peak periods.

The newly generated trips as a result of the NEQ and Osnaburgh Street developments would have no material impact on the underground. The highest percentage increase in use would occur on the Victoria Lines at an increase of 0.66% in the AM peak hour. In the PM peak hour the maximum increase is also on the Victoria Line at 0.67%. This

would approximate to an increase of 8.5 trips per train during the AM peak hour and 8.7 trips in the PM peak hour.

The percentage increase on bus services would be 0.38% during the AM and PM peak hours. These increases are insignificant.

The proposed parking provision for the office and residential land uses for both sites is within the adopted parking standards of the London Borough of Camden. The level of parking provision reflects the desire to minimise the use of the private car as a means of transport. The impact of vehicular traffic on the surrounding road network would be insignificant and within the daily variation of the base traffic flow.

Pedestrian permeability and connectivity will all be significantly improved through the Regent's Place Estate once the proposals associated with the NEQ and Osnaburgh Street developments have been implemented. This will mainly be achieved through the introduction of the main east-west pedestrian route through the site, which is expected to be used by new trips generated by the NEQ and Osnaburgh Street redevelopment and by diverted trips of people currently using the perimeter routes around the site.

The NEQ and Osnaburgh Street proposals also enhance two north-south links which greatly improve connectivity within the Regent's Place estate. In addition these enhanced north-south pedestrian links should be seen in the context of the potential for a more defined north-south route that would lead pedestrians from the residential estate to the north through Longford Square into the hub of Triton Square and beyond across Euston Road. This has the ability to increase connectivity between areas north of Longford Street and Fitzrovia and encourage higher levels of through movement within Regent's Place.

In summary, the proposed developments will rely predominantly on the use of local public transport services. These cover a comprehensive range of services, including national rail, London Underground and buses.

The Transport Assessment demonstrates that the cumulative impact of the NEQ and Osnaburgh Street developments would not cause any adverse impact upon the local transport networks.

5.16.3 Noise

Predicted noise levels have been undertaken for the noisiest activities during the demolition, basement excavation and piling phases of both the NEQ and Osnaburgh Street developments assuming both sites have similar working schedules running in parallel. Noise levels of between 58 dB and 81 dB LAeq1 hour are predicted for the reception assessment points at St Anne's R.C. Church and Westminster Kingsway College.

Given that the noise criterion of 75 dB adopted for this assessment is predicted to be exceeded at times during the site excavation and piling operations consideration has been given to generic mitigation measures.

The cumulative increase in operational road traffic noise due to the proposed development of both sites has also been assessed, no significant increase has been predicted and therefore no adverse impacts identified.

5.16.4 Air Quality

The two developments will not result in a significant number of additional vehicles using the local road network. Comparison of the predicted pollution concentrations for the future scenarios with and without the NEQ and Osnaburgh Street development in 2010, indicates that there will be negligible changes in pollutant concentrations as a result of the developments. The projected increase in primary nitrogen dioxide concentrations will not have a material impact on the overall conclusions of the assessment and the predicted increases arising from traffic emissions will remain insignificant, therefore the developments will lead to no significant cumulative effects on air quality.

5.16.4 Wind

A series of wind tunnel tests have been carried out to assess the windiness around the Regent's Place NEQ Development and Osnaburgh Street Development. Conditions around these two developments are considered and described in terms of appropriateness for intended uses. A series of planted deciduous trees and canopies in specific locations around Osnaburgh Street provided the necessary mitigation to achieve the conditions described below:

The worst season conditions around the proposed development are generally in the "Standing" and "Strolling" ranges, which are acceptable for pedestrian access. All building entrances were observed to have acceptable "Sitting" or "Standing" range conditions. There is a marginal improvement compared to existing conditions at the southeast corner of Euston Tower.

Summer conditions around the development are generally in 'Standing' or 'Sitting' ranges. Conditions in Triton Square and along Soane Street would be suitable for outside entertainment and seating areas in the same way that Triton Square is used today.

Wind conditions in the surrounding streets are generally similar to the existing conditions and in some locations, an improvement upon the existing conditions. The impact of the development is therefore negligible.

5.16.5 Sunlight and Daylight

The proposed Osnaburgh Street and NEQ developments are considered to be sufficiently far from each other so not to create a cumulative impact on the surrounding properties. No other consented schemes in the vicinity are likely to significantly effect this cumulative impact.

In relation to overshadowing, there will be some minor cumulative impact from the towers of the two proposals during the winter period; however this will only occur when the shadows are very long and diffuse in the early morning and afternoon. As such, the cumulative impact is not considered to be adverse.

No mitigation measures are required in relation to the cumulative impact.

5.16.6 Socio-economics

The impacts from non-residential uses are positive in socio-economic terms and therefore do not require mitigation and as such a cumulative assessment is not necessary.

The residential elements of nearby schemes include 35 new apartments. Together these are estimated to increase the local population by 50 people. The NEQ scheme is

expected to increase the population by 236 and Osnaburgh Street by 90, a total increase of 376.

LB Camden has SPG covering S106 obligations for education and open space so the impact of the new population at Regent's Place and the other developments would be mitigated thereby leaving no residual impacts. The cumulative demand for health services would be negligible, the equivalent of 0.3 of a GP.

6.0 OVERALL SUMMARY AND CONCLUSIONS

The development of an employment-led, mixed-use development at this brownfield site accords with both national and local planning policies for re-use of urban land.

The assessment of the townscape and visual impact of the scheme has concluded that, whilst visible from a number of views, the development would not adversely affect existing townscape and in many views would result in a beneficial impact, due to the sensitive and good quality design.

The transport assessment has shown that the level of traffic, expected to be generated during and post-development, would not materially affect the local road network. In addition, the level of parking associated with the scheme is constrained to minimise traffic generation, which would thereby reduce car generated noise and air pollution.

The site is well served by public transport, with a good level of bus services and excellent rail connections at Euston, Euston Square, Warren Street, Great Portland Street and Regent's Park Underground stations and at Euston Mainline Station. The impact on public transport systems would be readily accommodated within the existing and future improved provision.

Assessments of the impact of traffic generated by the development have demonstrated that neither air quality nor the ambient noise levels in the vicinity of the development would be affected to any significant degree.

With regard to archaeology, the significance of effects would depend on the location of potential archaeological resources in relation to the proposed works. The site lies in an area of limited archaeological potential and the basements of the present buildings would have removed all archaeological deposits within these areas.

A review of previous and current use of the site has indicated a low risk in terms of potential soil contamination and it is considered that the site ground conditions do not present any constraints for the construction of the development. Although no remediation requirements are anticipated, proven means of clean up are available where or if required.

The site has no significant ecological interest, and proposals for ecological enhancement in relation to landscaping are proposed. The effects on the water and groundwater resources are shown to be insignificant. Protective measures to control site runoff and prevent spillage of construction materials, contaminated soil, oil or chemicals to groundwater would be employed.

The presence of the high voltage sub station and associated cabling would not impact upon the health of any future users of the proposed development.

The assessment of the likely wind conditions expected around the proposed development has concluded that the conditions are expected to be acceptable for the desired pedestrian activity around the site. The impact of the development is acceptable with respect to the sunlight and daylight implications, having regard to the dense urban environment of the area. Furthermore, the additional light at night would have a negligible impact on neighbouring buildings.

The proposed building is not expected to further degrade the capacity for the reception of terrestrial radio and satellite TV transmissions. Mitigation, in the form of re-pointing of aerials, would readily resolve the effects.

As a requirement for the demolition and construction works, a CEMP would be adhered to. This would cover noise and dust control, control of drainage and other relevant issues. Adherence to the CEMP would ensure that demolition and construction impacts are controlled to within acceptable limits. The CEMP would enable a high level of control of potential construction effects, thereby protecting the amenity of nearby residents and users.