Murphy's Yard
EIA Scoping Report

Prepared for:
Folgate Estates Ltd

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CONTENTS

INTRODUCTION 1
Defining the EIA Project 3
Use of Competent Experts 3
Structure of the EIA Scoping Report 4
EIA AND THE SCOPING PROCESS 5
EIA Purpose and Process 5
The Scoping Process 6
SITE CONTEXT 7
Site Location 7
Site Environmental Context 7
The Proposed Development and Planning Application 10
Sensitive Receptors 11
PLANNING CONTEXT 12
EIA METHODOLOGY 15
EIA Methodology and Approach to Assessment of the Proposed Development 15
Baseline Conditions 16
Demolition and Construction Impact Assessments 16
Completed Development 17
Cumulative Effects and Effect Interactions 17
Alternatives and Design Evolution 18
DETERMINING EFFECT SIGNIFICANCE – TERMINOLOGY AND APPROACH 20
Reference to 'Impact' and 'Effect' 20
Receptor Sensitivity and Magnitude of Impact 20
Identification of a Resultant Effect 20
Effect Scale 20
Effect Nature 21
Geographic Extent of Effect 21
Effect Duration 21
Direct and Indirect Effects 21
Effect Significant 21
SCOPE SUMMARY 23
ENVIRONMENTAL TOPICS 24
SCOPED IN 24
Socioeconomics 24
Traffic and Transport 32
Air Quality 36
Noise and Vibration 41
Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare 48
Wind Microclimate 53
Built Heritage 56
Townscape and Visual 59

Climate Change 65
SCOPED OUT 67
Archaeology 67
Ecology and Biodiversity 68
TV, Mobile Phone and Radio Reception 71
Land Take 75
Geoenvironmental- Land Contamination, Ground Conditions, Soil and 76
Groundwater 76
Project Vulnerability 80
Materials 82
Waste 84
Water Resources, Flood Risk and Drainage 89
FORMAT AND CONTENT OF THE EIA 93
REQUEST FOR AN EIA SCOPING OPINION 94

APPENDICES

APPENDIX A- CUMULATIVE SCHEMES
APPENDIX B- PROJECT VULNERABILITY
APPENDIX C- INFORMATION FOR INCLUSION WITHIN AN ES: WAY FINDING
APPENDIX D – BUILT HERITAGE ASSESMENT ASSESSMENT
APPENDIX E – ARCHAEOLOGICAL DESK-BASED
APPENDIX F – PRELIMINARY ECOLOGICAL APPRAISAL
APPENDIX G – BAT SURVEYS
APPENDIX H – PHASE 1 LAND CONTAMINATION ASSESSMENT
APPENDIX I – REPORT ON GROUND INVESTIGATION

INTRODUCTION

1. Folgate Estates Ltd (hereinafter referred to as the 'Applicant') is seeking planning permission for the proposed redevelopment of an area of land bounded by railway lines, Hampstead Heath and Gordon House Road to the north, Highgate Road to the east, rail lines and beyond these the industrial estate around Regis Road to the south and rail lines and residential uses to the west ("the site"). The planning application will be an outline application which will seek permission for design parameters and a design code for the majority of the site and a more detailed permission in respect of the design some of the plots located within the southern and central areas of the site (this type of planning application, where differing levels of design detail are sought for permission is commonly referred to as a 'hybrid' planning application).

2. The site covers a total area of approximately 6.3 hectares (ha) and falls within the administrative boundary of the London Borough of Camden (LBC).

3. The site currently comprises general, light industrial and office use within a number of buildings including storage units, offices and warehouses occupied by J. Murphy & Sons Limited engineering and construction company. The site is currently underutilised and covered by a large extent of paving and car parking.

4. The scheme proposals (hereafter referred to as the 'Proposed Development') is expected to comprise the demolition of some of the existing buildings on-site and retention and redevelopment of the locally listed buildings present on site and construction of approximately 750-825 homes, general industrial and storage within Class B2/B8, the provision of Class E floorspace including light industrial, office, research and development, healthcare, Class E/sui generis retail and leisure floorspace, and Class F1/F2 community uses. Improvements to green infrastructure and accessibility to the site are also proposed.

5. **Figure 1** provides a site location plan. **Figure 2** presents the draft planning application boundary (red) and areas of additional land within the ownership of the Applicant (blue). As illustrated on **Figure 2**, within the Applicant's ownership but outside of the planning application boundary includes the J. Murphy & Sons Headquarters (located to the north-west of the site) as well as two Grade II listed buildings - the Forum and 5-7 Highgate Road (located along the south-eastern boundary of the site).

Figure 1 Site Location Plan

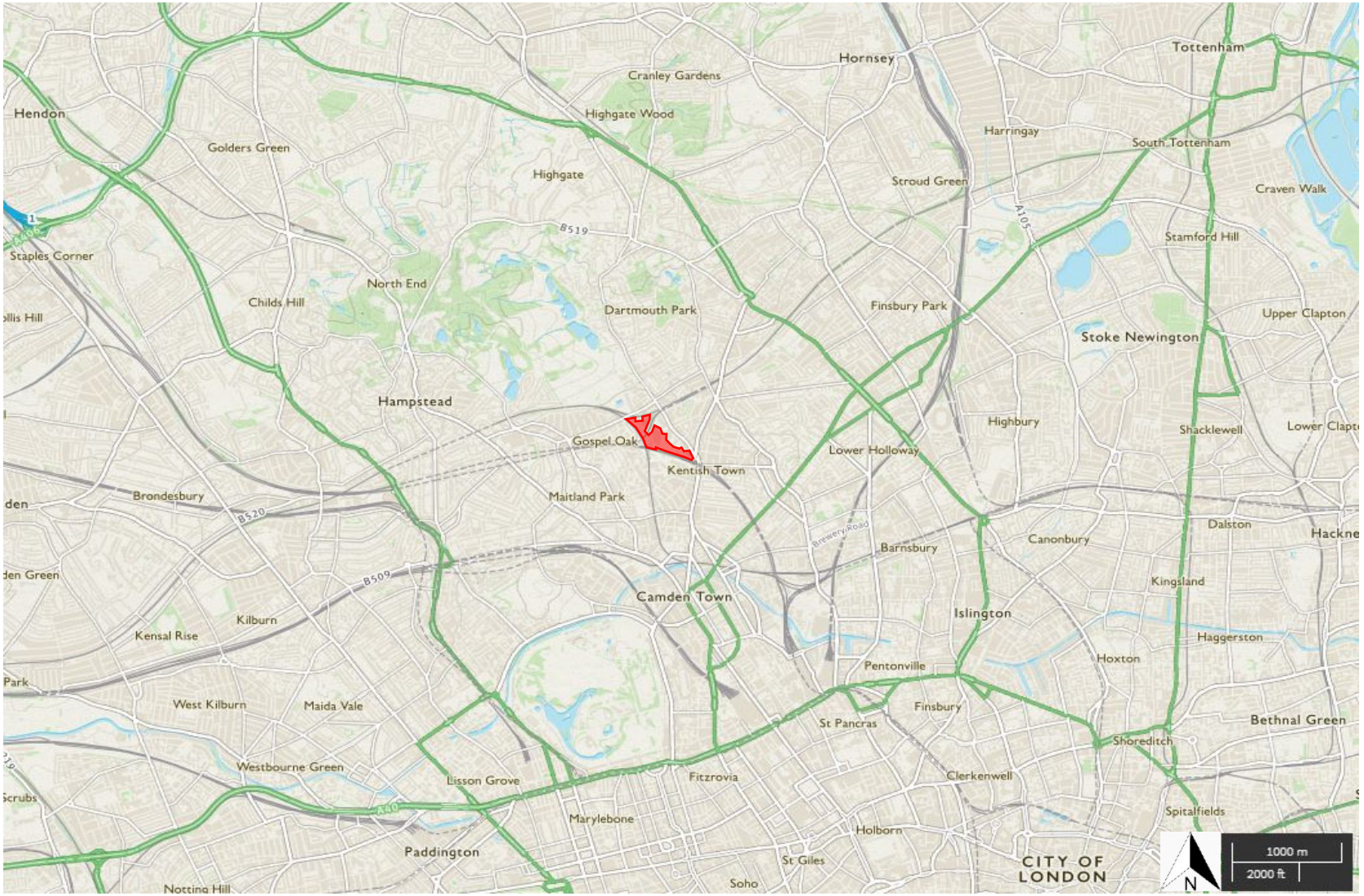
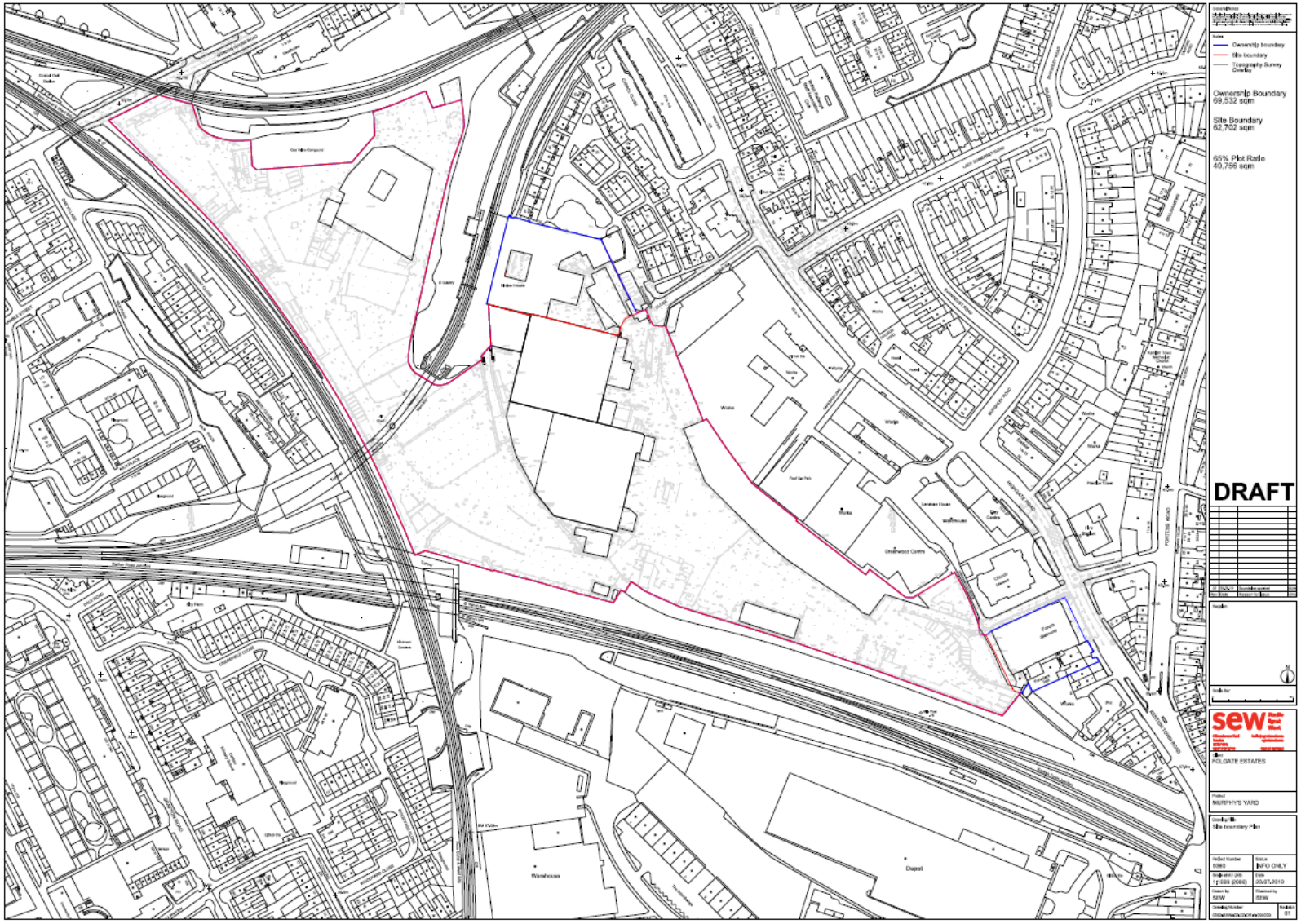


Figure 2 Redline Planning Application Boundary and Additional Land Ownership



Defining the EIA Project

6. Given the nature of the Proposed Development, the scheme falls within the classification of Schedule 2, 10(b) (Infrastructure Projects – Urban Development Projects) of the Environmental Impact Assessment (EIA) Regulations (as amended)[1] (hereafter referred to as the EIA Regulations).

7. The Proposed Development falls within the description of Schedule 2, 10(b) (Infrastructure Projects – Urban Development Projects) of the EIA Regulations[2]. Consideration must therefore be given to whether:

   - Any part of that development is to be carried out in a sensitive area; or
   - Any applicable threshold or criterion in the corresponding part of column 2 of that table is respectively exceeded or met in relation to that development.

8. Taking into account the scale of the redevelopment and the nature of the site and surrounding area (with bordering railway lines and major roads), it is considered that there is the potential for significant environmental effects to arise. The Proposed Development is therefore considered to constitute 'EIA development' under the EIA Regulations, and so an EIA shall be undertaken and an Environmental Statement (ES) will be prepared and submitted in support of the planning application. No EIA Screening Opinion has been sought from LBC, as it has been concluded that an EIA is required, and therefore that an ES will be prepared and submitted in support of the planning application.

Use of Competent Experts

9. Trium Environmental Consulting LLP (Trium) has been commissioned by the Applicant to prepare a request for an EIA Scoping Opinion for the redevelopment of the site in line with the requirements of the EIA Regulations and relevant EIA guidance.

10. This includes submitting an EIA Scoping Opinion Request Report (hereafter referred as the 'EIA Scoping Report') to the LBC that sets out the proposed scope of the EIA and the content and approach to preparing the ES that will be submitted to accompany the planning application.

11. The EIA Regulations require that in order to ensure the completeness and quality of the ES, '(a) the developer must ensure that the environmental statement is prepared by competent experts' and '(b) the environmental statement must be accompanied by a statement from the developer outlining the relevant expertise or qualifications of such experts'. Trium considers that these requirements are equally important and relevant to the EIA scoping process in addition to the preparation of the ES. As such, in accordance with this requirement, the following statement is provided:

    "Trium is an environmental consultancy specialising in urban regeneration and property development projects in the UK, with a specific focus in London. Trium's partners and employees have extensive experience in managing the environmental issues and impacts surrounding large scale, high profile urban regeneration development projects. The partners and employees of Trium have, over the course of their careers to date (including with former employers), project directed, managed or contributed to over 450 EIAs within the retail, residential, leisure, commercial, cultural, infrastructure and industrial sectors. Trium's two lead EIA practitioners for this project have 10 and 17 years of EIA experience in both the private and public sector, predominantly focussing on major urban regeneration projects in London and the UK."

12. Information on Trium's lead EIA practitioners (partner and project manager), as well as the technical contributors to the EIA, will be included within the ES.

[1] *Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (amended 2018)*

Structure of the EIA Scoping Report

13. This EIA Scoping Report is structured as follows and provides:

- A summary of the EIA purpose and process including EIA Scoping;
- A description of the location of the site and the site and surrounding area's environmental context;
- An overview of the Proposed Development;
- A description of potential environmental sensitivities and receptors;
- An outline of the planning policy context;
- A description of the EIA process and methodology;
- A description of the environmental topic areas that are considered to potentially result in significant effects on the environment and an explanation of the proposed scope and assessment methodology that will be adopted to predict the magnitude of potential impacts and the resultant scale, nature, geographic extent and duration of potential effects, and the effect significance within the EIA;
- A description of the environmental topic areas that are considered unlikely to result in significant environmental effects, and are therefore scoped out of the EIA;
- Confirmation of the proposed structure of the ES; and
- The request for an EIA Scoping Opinion.

EIA AND THE SCOPING PROCESS

EIA Purpose and Process

14. EIA is a process carried out which examines available environmental information to ensure that the likely significant environmental effects of certain projects are identified and assessed before a decision is taken on whether a project is granted planning permission. This means environmental issues can be identified at an early stage and projects can then be designed to avoid or to minimise significant environmental effects, and appropriate mitigation and monitoring can be put in place.

15. Regulation 4 of the EIA Regulations sets out the EIA process. Specifically, Regulation 4(2) states that "the EIA must identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of the proposed development on the following factors:

- *(a) population and human health;*
- *(b) biodiversity;*
- *(c) land, soil, water, air and climate;*
- *(d) Material assets, cultural heritage and the landscape;*
- *(e) The interaction between the factors referred to in sub-paragraphs (a) to (d)."*

16. The potential for likely significant effects on the aforementioned factors, during both the demolition and construction works associated with the Proposed Development and once the Proposed Development is complete and operational, is considered within the following relevant environmental topics addressed within this EIA Scoping Report:

- Air Quality;
- Archaeology (Buried Heritage);
- Aviation;
- Climate Change;
- Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare;
- Ecology and Biodiversity;
- Electronic Interference (TV and Radio Reception);
- Geoenvironmental (Ground Conditions, Groundwater and Soils);
- Greenhouse Gas Emissions;
- Health;
- Land Take;
- Noise and Vibration;
- Project Vulnerability (major accidents and natural disasters);
- Socio-Economics;
- Townscape, Built Heritage and Visual;
- Traffic and Transport;
- Waste;
- Water Resources, Drainage and Flood Risk; and
- Wind Microclimate.

The Scoping Process

17. EIA Scoping forms one of the first stages of the EIA process. Requesting an EIA Scoping Opinion from a local planning authority, under Regulation 15 of the EIA Regulations, involves the preparation of a EIA Scoping Opinion Request Report (or EIA Scoping Report) and its submission to the local planning authority is part of a formal request for their opinion on the content or 'scope' and approach to the EIA.

18. The purpose of scoping is to identify:

- The relevant environmental issues and topics for consideration in the EIA;
- The baseline conditions and assessment methodology to be used for assessment;
- Any potentially sensitive receptors that may be affected by the development being proposed;
- The appropriate space boundaries of the EIA: the site boundary and surrounding environmental context;
- The information necessary for decision-making; and
- The topics of which could result in potential significant effects from the development both during its enabling and construction and operation.

19. In accordance with the requirements of the Town and Country Planning (Development Management Procedure) Order 2015 (article 18, Schedule 4), this Scoping Report will need to be issued by the LBC to the statutory consultees that are considered to have an interest in the EIA of the Proposed Development and should be consulted as part of the EIA Scoping process. It is expected that the LBC will also issue the Scoping Report to non-statutory and key, local stakeholders and interest groups who are deemed to similarly have an interest in the EIA of the Proposed Development.

20. The process of consultation is a key requirement of the EIA process and the views of statutory consultees and other stakeholders help to identify specific issues, as well as identifying additional information in their possession, or of which they have knowledge, which may be of assistance in progressing the EIA.

21. The ES will append the Scoping Report (this document) and Scoping Opinion and include a summary of any other consultation undertaken as part of the EIA process.

SITE CONTEXT

Site Location

22. The site covers a total area of approximately 6.3 hectares (ha) and is located at grid reference TQ 286 854. Kentish Town Centre is approximately 450m south of the site.

23. The site is bordered by:

- Railway lines, Hampstead Heath and Gordon House Road to the north,
- Highgate Road to the east,
- Rail lines and beyond these the industrial estate around Regis Road to the south; and
- Rail lines and residential uses to the west

24. The site is irregular in shape and currently comprises industrial land with a number of buildings including storage units, offices, warehouses and locally listed locomotive sheds. The site predominantly includes areas of hard standing, with carparking space and some surrounding vegetation such as trees and grass which are located around the site perimeter.

25. There are also two Grade II listed buildings (the Forum and Nos. 5 and 7 Highgate Road which form part of a larger listed terrace) which are within the Applicant's ownership but outside of the planning application boundary, adjoining the south-eastern boundary of the site.

26. Access to the site is via three vehicular access points – the primary access is via Sanderson Close, with access points on Gordon House Road and Greenwood Place providing secondary access.

Site Environmental Context

27. The area surrounding the site is predominantly comprised of residential dwellings and open spaces with more commercial uses closer to Kentish Town centre. The site is immediately surrounded by low to mid rise buildings between 2-4 storeys, with a mix of building heights with some towers reaching up to 23 storeys to the west.

28. The site and surrounding environmental context is described in **Table 1** below and illustrated in **Figure 3**.

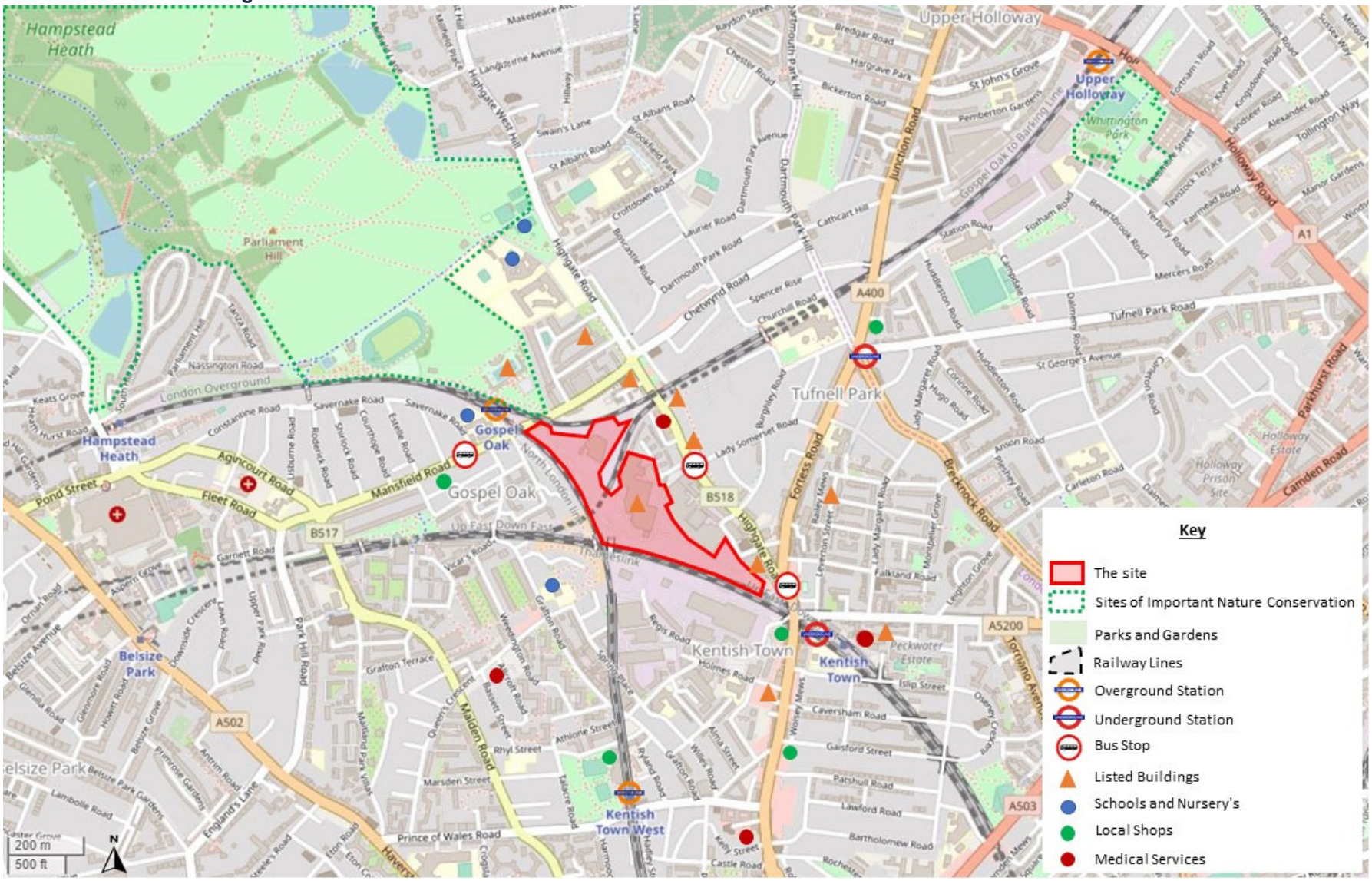
Table 1 Environmental Context

Environmental Topic	Environmental Context
Social Infrastructure (Education and Healthcare)	• There is primary and secondary school provision within the surrounding area. The closest primary schools are Gospel Oak Primary School (approx. 180m northwest) and Carlton Primary School (approx. 180m southwest), while the nearest secondary schools include Parliament Hill School (approx. 350m north) and William Ellis School (450m north of the site). • Other social infrastructure in the wider area includes Parliament Hill Medical Centre (approx. 140m east), Caversham Group Practice (approx. 203m south east), Queens Crescent Practice (approx. 441m west) and dental practices, including A G Dentistry (approx. 180m south) and Aspire Dental Clinic (approx. 508m east). • Kentish Town City Farm is located approx. 50m south-west of the site, separated from the site by the adjoining railway lines.
Traffic and Transport	• The site has limited vehicle access due to being bound to the north and west by railway lines. Existing access to the site is from Gordon House Road, Highgate Road via Lady Somerset Road and Burghley Road. • The Public Transport Accessibility Level (PTAL) ranges between 2-5 across the site (between low and medium accessibility). • The site is located approximately 50m away from Gospel Oak Station, 150m away from Kentish Town Station and 550m away from Tufnell Park Station. These three stations provide Overground, Thameslink and Northern line links to the site. • Several bus stops bound the site to the east along Highgate Road, providing services including but not limited to No.214, No. 134, No.C2 and No. N20. • Pedestrian and cycle access to the site is restricted. There is one designated and signed cycle route which diverts cycles from Highgate Road to quieter back roads. Pedestrian

Environmental Topic	Environmental Context
	access between Kentish Town and Hampstead Heath is restricted to main roads and railway infrastructure.
Air Quality	• The LBC has been declared an Air Quality Management Area (AQMA) for the whole of the borough due to exceedances of nitrogen dioxide (NO_2, annual mean) objectives and the 24 hour mean of particulate matter. At a local level, Camden's primary role is to implement measures to minimise nitrogen dioxide and particulate matter emissions produced within the borough.
Archaeology	• Camden's Kentish Town archaeological priority area (APA) is located to the south-east of the site (outside of the planning application area).
Heritage	• The site is not located within a conservation area although there are two that border the north of the site, Dartmouth Park conservation area and north-west, Mansfield conservation area. • The locally listed Kentish Town Locomotive Sheds are also located within the site and are considered to be non-designated heritage assets. • Two Grade II listed buildings: The Forum and Nos. 5 and 7 Highgate Road (which forms part of a larger listed terrace) are located just outside the south-western boundary of the site • The surrounding area includes a number of designated and non-designated heritage assets that may also be affected by the Proposed Development.
Water	• The site is located in Flood Zone 1 which means there is a low probability of flooding and the land has been assessed as having a less than 1 in 1,000 (0.01%) annual probability of river or sea flooding. The site is mainly at very low to low risk of flooding from surface water with one small section in the north west corner of the site deemed as high risk of surface water flooding.
Geology	• Available geological information indicates the bedrock of the site comprises of London Clay Formation (clay, silt and sand). There are no records for superficial deposits at the site. The site does not lie within a nitrate venerable zone (NVZ) or ground water protection zone.

Ecology	• The site does not contain any sites of metropolitan importance in relation to Conservation and Biodiversity. However, there are areas of metropolitan importance in vicinity to the site, including but not limited to Hampstead Heath, located approximately 50m from the site.
	• Habitats present are of local value including Belsize Wood Local Nature Reserve, located 0.9km SW.
	• Non-statutory designated sites within 1km include:
	  ○ Kentish Town City Farm Gospel Oak Railsides Mortimer Terrace Nature Reserve (SBINC), adjacent to the N, NE and SW boundaries of the site.
	  ○ Hampstead Heath (SMINC), 220m NW;
	  ○ Junction Road Railway Cutting (SBINC grade 1), 700m NE; and
	  ○ Dartmouth Park Hill, 750m NE.
	• There is no evidence of roosting bats on site. Habitats on site not considered to provide significant foraging opportunities.
	• Trees along the N and SW boundaries and adjacent to the railside habitats have the potential to support foraging and commuting bats as a corridor.

Figure 3 Site and Surrounding Environmental Context



The Proposed Development and Planning Application

30. The Proposed Development is anticipated to comprise of the construction of a mixed-use scheme, including:

    - Provision of 17 separate development plots, of which the following will be sought by the planning application:
        - Plots sought for detailed approval – C, F, Shed 2, Shed 3; and
        - Plots sought for outline approval – A, B, G, H, I, J, K, L, M, O, P, Q, S.
    - Circa 750-825 homes, including a proportion of affordable housing;
    - Commercial floorspace (up to a total of approximately 95,000m^2) including up to approximately:
        - 40,700m^2 of industrial uses within Classes B2, B8 and E(g)(iii));
        - 38,000m^2 of flexible office and research and development within Classes E(g)(i) and E(g)(ii);
        - 20,000m^2 of Class E(g)(ii) research and development;
        - 6,000m^2 of retail/leisure within Classes E(a), E(b), E(d) and sui generis;
        - 16,000m^2 of Class C2 residential institution; and
        - 1,230m^2 of Class F1/F2 community uses.

31. The proposals also include the partial demolition, alteration and redevelopment of the two locally listed locomotive sheds present on site. There will also be improvements to the public realm with green infrastructure, including biodiversity enhancements, to connect the site with Hampstead Heath.

32. The current intention is that the proposals come forward as a number of plots across the site, with the tallest plot (J2) currently proposed at 19 storeys (circa. +113.2m AOD) in height including allowance for plant and lift overrun, located towards the centre of the site.

33. Currently the site is accessed via three access points – the primary access is via Sanderson Close, with access points on Gordon House Road and Greenwood Place providing secondary access. The proposals include improvements to site access including:

    - altering the existing access on Gordon House Road by providing priority access to cyclists and pedestrians with occasional emergency vehicular access to be provided only;
    - providing a new access on Gordon House Road to allow for vehicular servicing to the North of the site, as well as pedestrian and cycle access; and
    - allowing access to pedestrians and cyclists, and some vehicular (e.g. services and refuse) along Greenwood Place access which is currently only opened for operational traffic.

34. It is currently envisaged that the energy strategy would be electric with air source heat pumps.

35. Ground levels across the site would be altered, primarily including the removal of made ground. Semi-basement conditions will likely be created by the level change across the site, whereby varying extents of basement conditions are also currently existent at the site and are proposed.

36. The planning application will be an outline application which will seek permission for design parameters and a design code for the majority of the site and detailed permission in respect of the design some of the plots located within the southern and central part of the site (this type of planning application, where differing levels of design detail are sought for permission is commonly referred to as a 'hybrid' planning application).

37. The Proposed Development will also be constructed and occupied in phases. The Environmental Statement will appropriately address the phased delivery of the Proposed Development, particularly with regard to the occupation of new residential uses alongside ongoing construction works.

Sensitive Receptors

38. When undertaking an EIA, it is important to identify potential environmental receptors which may be impacted by the Proposed Development and may need to be considered as part of the assessment.

39. The environmental receptors that may be sensitive to change are identified and discussed within the scope of each technical topic in this EIA Scoping Report (hereafter referred to as 'sensitive receptors'). The sensitive receptors outlined within this EIA Scoping Report have been identified at the time of writing as part of the EIA scoping process, however these will be reviewed during preparation of the ES and may be subject to change.

PLANNING CONTEXT

40. The ES, within **ES Volume 1, Chapter 2: EIA Methodology,** will define the relevant national, regional and local policy context. Specifically, the ES will list out the key relevant policy documents but will not discuss the policies within these in detail.

41. Although relevant policies out of the key planning policy documents will, in some instances, inform the scope and the methodology of the technical assessments within the EIA, the Proposed Development's compliance with and performance against the relevant planning policies will be appraised within the Planning Statement which will be a standalone document that is submitted in support of the planning application. It is not the purpose of the ES to appraise the Proposed Development against relevant national, regional and local planning policy standards / targets.

42. Where planning policy informs the scope and the methodology of the technical assessments of the EIA, the policies will be presented in the ES (in the relevant technical topic chapters) and discussed as necessary. Any policy detail required to support the relevant impact assessment scope, methodology or assessment of effects, will either be provided within the technical topic chapter itself or within an appendix to the ES.

National Planning Policy and Guidance

43. The EIA will be undertaken having regard to the National Planning Policy Framework ('NPPF')[3]. The NPPF sets out the Government's economic, environmental and social planning policies for England. The policies contained within the NPPF articulate the Government's vision of sustainable development, which are intended to be interpreted at a local level, to meet the requirements of local aspirations.

44. As relevant to the EIA, specifically to the scope, methodology and assessment of effects for the EIA technical topics, the NPPF shall be considered throughout undertaking of the EIA and preparation of the ES.

45. The EIA will also refer to, as relevant to the EIA technical topics, the Planning Practice Guidance ('PPG'), which is an online resource. The PPG aims to make planning guidance more accessible, and to ensure that the guidance is kept up to date.

Strategic Planning Policy and Guidance

46. As relevant to the EIA technical topic scope, methodology or assessment of effects, the ES will have regard to the following key strategic planning documents. Any additional strategic planning policy and guidance documents considered relevant to the technical assessments which are covered by the EIA will also be considered:

- **The London Plan**: The Spatial Development Strategy for Greater London Consolidated with Alterations Since 2011 (March 2016)[4] – hereafter referred as 'the London Plan';
- **New London Plan**: Intend to Publish Draft December 2019[5]– the New London Plan has progressed through Examination and the Mayor has sought its adoption despite a small number of unaddressed Panel Recommendations. A response was received by the Secretary of State on 13 March 2020, the Mayor is now considering the Secretary of State's response and taking the statutory steps to finalise the Plan; and

[3] *Ministry of Housing, Communities and Local Government, 2019, National Planning Policy Framework*
[4] *The London Plan, published by the GLA March 2016: https://www.london.gov.uk/sites/default/files/the_london_plan_2016_jan_2017_fix.pdf*
[5] *New London Plan is not yet adopted but is a material planning consideration: https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/what-new-london-plan*

- **Supplementary Planning Guidance**[6] ('SPG') (i.e. further guidance on policies in the London Plan that can't be addressed in sufficient detail in the plan itself).

Local Planning Policy and Guidance

47. Key local planning policy documents that will be considered throughout preparation of the ES as relevant include:

- **Camden Local Plan (2017)**[7]: The Camden Local Plan (2017) sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning documents (adopted in 2010). It ensures that Camden continues to have robust, effective and up-to-date planning policies that respond to changing circumstances and the borough's unique characteristics. The Local Plan covers the period from 2016-2031.
- **Camden Site Allocations Plan (2013)**[8]: Camden Site Allocations sets out the Council's key objectives and guidance for development of land and buildings on significant sites which are likely to be subject to development proposals during the lifetime of the Core Strategy (2010-2025). These allocations are intended to promote sustainable development and assist in delivering the priorities and objectives of the National Planning Policy Framework, the Council's Core Strategy and the London Plan.

  Following the adoption of the Local Plan in 2017, the Camden Sites Allocations Plan (2013) are undergoing a review. Once adopted this Plan will replace policies in the 2013 Site Allocations Plan. It will be used alongside other policies in Camden's Development Plan to assess development proposals on key sites and areas. Consultation on the draft Site

  Allocations Local Plan took place between Thursday 13 February and Friday 27 March 2020.
- **Kentish Town Neighbourhood Plan (2006)**[9]: The Kentish Town Neighbourhood Plan (KTNP) aims to deliver the long-term goal of a balanced and vibrant neighbourhood. Planning future development has a vitally important role with space at a premium, a shortage of housing, and pressure to maintain employment space and open green spaces.

  The Plan seeks to provide a framework for how planning decisions will be made in the Area, with clear policies to be followed and applied. Everyone living or working in the KTNF Area is a member of the Forum. In addition, KTNF now has a signed up membership of over 300 and those members receive newsletters and emails from the committee
- **Camden Planning Guidance (CPG)** documents, Supplementary Planning Notes and Guidance[10]: Camden Planning Guidance (CPG) provides advice and information on how Camden will apply its planning policies. The Council has reviewed its CPG documents to support the delivery of the Camden Local Plan, following its adoption in 2017. The adopted CPG documents can be 'material considerations' in planning decisions. However, they have less weight than the Local Plan or other development plan documents.
- Camden Planning Guidance (CPG) documents, Supplementary Planning Notes and Guidance[10]:
  - CPG Housing (interim) and CPG 2 Housing;
  - CPG Amenity;
  - CPG Basements;

[6] *London Assembly, List of Adopted SPGs: https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance*
[7] *https://www.camden.gov.uk/documents/20142/3912524/Local+Plan+Low+Res.pdf/54bd0f8c-c737-b10d-b140-756e8beeae95*
[8] *https://www.camden.gov.uk/documents/20142/4820180/Site+Allocations+Plan+2013.pdf/fee9b22c-ac6f-900f-6d78-28f42d4bf084*
[9] *https://consultations.wearecamden.org/culture-environment/kentish-town-neighbourhood-plan/*
[10] *https://www.camden.gov.uk/camden-planning-guidance*

- CPG Community Uses, Leisure Facilities and Pubs;
- CPG Employment Sites and Business Premises;
- CPG Planning for Health and Wellbeing;
- CPG Public Open Space; and
- CPG Town Centres.

48. Any additional local planning policy and guidance documents considered relevant to the technical assessments which are covered by the EIA will also be considered.

Other Guidance

49. In addition to any relevant planning policies that inform the scope, methodology or assessment of effects, as relevant, the technical topic chapters of the ES will present a summary of any pertinent recognised industry guidance documents.

EIA METHODOLOGY

EIA Methodology and Approach to Assessment of the Proposed Development

50. In addition to the EIA Regulations, there is also guidance available that has been referenced where appropriate, including but not limited to:

- at a European level, reference has been made to the European Commission's (EC) various EIA guidance documents available here: http://ec.europa.eu/environment/eia/eia-support.htm
- at a domestic level, reference has been made to the Ministry of Housing, Communities and Local Government (MHCLG) overarching PPG;
- in addition, the Department for Transport 'Design Manual for Roads and Bridges Volume 11: Environmental Assessment' has been referred to as applicable;
- in relation to publications from professional bodies, reference has been made to IEMA publications as these include best practice/suggested improvements to the EIA process. This includes:
  - 'Guidelines for Environmental Impact Assessment' (2004)[11];
  - 'Special Report into the State Environmental Impact Assessment Practice in the UK' (2011)[12];
  - 'Shaping Quality Development' (2015)[13];
  - 'Delivering Quality Development' (2016)[14]; and
  - 'Delivering Proportionate EIA' (2017)[15].
- whilst primarily written for major infrastructure projects, reference is also made to guidance/advice notes published by the National Infrastructure Planning where appropriate, as these can include relevant/helpful information;
- whilst written for applications submitted within the LBTH, reference is also made to 'Tower Hamlets Council EIA Scoping Guidance', as it includes relevant / helpful information https://www.towerhamlets.gov.uk/Documents/Planning-and-building-control/Development-control/Revised_Scoping_Guidance_V2_Final.pdf; and
- applicable case law.

51. The method behind the EIA process generally[16] takes into account the existing conditions of the area into which the development is being introduced (**the baseline**) and makes reasonable predictions of the likely change (**the impact** – in terms of magnitude) that may occur, during both its construction and when the development is completed and operating as proposed. The predicated impact is considered in terms of key environmental and social aspects (**receptor / resource**) found within the surrounding area, and based on their sensitivity to change, the resulting change experienced by the receptor / resource (**the effect**) is then determined. Any mitigation measures required in order to reduce or eliminate adverse effects are then considered and assessed, with the residual effect being determined as significant or not. The likely significant effects are then reported (within an **environmental statement**) for consideration by the

11 IEMA, 2004. Guidelines for Environmental Impact Assessment
12 IEMA, 2011. Special Report into the State Environmental Impact Assessment Practice in the UK.
13 IEMA, 2015. Environmental Impact Assessment Guide to Shaping Quality Development.
14 IEMA, 2016. Environmental Impact Assessment Guide to Delivering Quality Development.
15 IEMA, 2017. Delivering Proportionate EIA - A Collaborative Strategy for Enhancing UK Environmental Impact Assessment Practice.
[16] There may be exceptions to the general approach described. Where there are exceptions, this will be clearly described within the relevant methodology section of the ES chapter, outlining both the departure from the general EIA methodology and the description of the alternative approach. This is discussed further within 'EIA Process and Methodology' section of this Scoping Report.

relevant planning authority when considering whether to grant planning permission for a development.

Baseline Conditions

52. Baseline assessments will utilise any existing and available information, as well as new information either collected through baseline surveys undertaken during the course of the EIA process or additional information provided as part of the EIA Scoping Opinion and consultation process. This information will be used to present within the ES (within the individual technical chapters) an up to date description of the current baseline conditions of the site and surrounding area.

53. In accordance with industry best practice, some assessments (such as traffic and transport and air quality) when assessing the effects of the operation of the Proposed Development will include a projected environmental condition in the future (i.e. 'future baseline'), at the projected year of opening of the Proposed Development / year of first residential occupation on site (if relevant a different future year appropriate/specific for the technical assessment may be used). Where using a future baseline is more appropriate, this will be detailed in the relevant methodology of the technical assessment and be made clear in the ES.

54. In addition, as per the requirements of the 2017 EIA Regulations, consideration as to how the current baseline conditions may evolve in the future in the absence of the Proposed Development will also be presented in the ES (within the individual technical chapters). This likely evolution of the baseline conditions will be considered qualitatively, supplemented by quantitative information where relevant and will be used to support the assessment of cumulative development effects.

Covid-19

55. As a result of the current Covid-19 situation, where government restrictions are / will affect the collection of the baseline survey such that the baseline survey data would not reflect a normal / typical situation, alternate sources of information will be used within the ES. Where technical assessments rely upon this data, the data used will be clearly identified and explained. Where baseline assessments are unable to be undertaken, the Applicant will refer to the most up-to-date guidance for that particular topic (i.e. Landscape Institute Technical Guidance Note 02/20 and Institute of Acoustics ('IOA') guidance '*The impact of Covid-19 on the practicality and reliability of baseline sound level surveying and the provision of sound and noise impact assessment'.*

Demolition and Construction Impact Assessments

56. The ES (within a non-technical chapter titled 'Demolition and Construction') will provide an outline of the anticipated demolition and construction phasing and programme and related activities and aspects (i.e. demolition and enabling works, substructure works, superstructure works etc., demolition waste volumes and construction material quantities, HGV movements and HGV routing). In addition, key environmental controls and management measures relevant to the Proposed Development (including relevant codes of construction practice) will be presented.

57. This information will inform the demolition and construction impact assessments. Throughout the demolition and construction impact assessments, the assumption will be made that the standard environmental controls required under legislation and best practice guidance are met as a matter of course.

58. The assessment of the potential for likely significant effects arising during the demolition and construction works will be addressed within each of the individual technical assessment chapters of the ES and will assess against the defined Baseline Condition (described earlier) and will, as appropriate / relevant, take into account the phased demolition and construction works and subsequent occupation of the Proposed Development. The demolition and construction assessments presented within the technical chapters of the ES will identify the need for any additional or bespoke environmental management or mitigation

measures in order to avoid, prevent, reduce or off-set any significant adverse effects identified.

59. Where required, a description of any proposed monitoring arrangements will also be presented and would define (where appropriate) the procedures regarding the monitoring of the relevant significant adverse effects, the types of parameters to be monitored and the monitoring duration.

60. All the measures proposed within the technical chapters will be compiled and presented in a mitigation and monitoring schedule (to be presented as a separate chapter within the ES).

61. It is anticipated that any required demolition and construction related environmental management / mitigation and monitoring measures would be secured and controlled through an appropriate Construction Environmental Management Plan ('CEMP') (or equivalent) and it is proposed that the requirement for these documents be secured by means of suitably worded planning conditions to be attached to the permissions (if granted). Key mitigation and management controls that would later form part of a CEMP will be presented in the ES to help define the policies, procedures and management framework for the implementation of any identified specific environmental management and mitigation controls and monitoring.

Completed Development

62. The ES will present a description of the Proposed Development in order to provide suitable context to enable the assessment of potential and likely significant environmental effects. Enough information on the Proposed Development, in terms of the key aspects, will be presented to allow an understanding of the development being proposed, in order to enable the assessment of potential and likely significant environmental effects of the completed and operational development. Any assumptions made will be clearly presented in the narrative.

63. The ES (within ***ES Chapter 3: The Proposed Development (Volume 1)***), will present information on the details of the Proposed Development with reference to:

- the Development Specification document;
- Design Guides;
- the Design and Access Statement;
- application drawings; and
- parameter plans.

Cumulative Effects and Effect Interactions

64. The EIA will identify the potential for (a) Cumulative Effects and (b) Effect Interactions which are described below.

Cumulative Effects

65. The cumulative assessment will be based on the information available on the LBC's planning register. Generally, the schemes (referred to as 'cumulative schemes') to be included within the cumulative effects assessment will be within 1km of the site and either have:

- Full planning consent; or
- A resolution to grant consent; or
- Applications that have been submitted but not yet determined; and
- An uplift of more than 10,000 square meters GEA of mixed-use floorspace or, provide over 150 residential units; or

- Office to residential conversions (granted under the General Permitted Development Order) giving rise to over 150 residential units.

66. By applying an initial screening exercise (using the above criteria) to all the surrounding redevelopment schemes, the cumulative effects assessment of the EIA becomes more focused on the larger schemes (i.e. those with the most potential to interact in a cumulative manner).

67. A preliminary list of cumulative schemes for consideration within the EIA has been identified and is presented in **Appendix A** of this EIA Scoping Report. As part of this EIA scoping process, the LBC (and other consultees, as relevant) are invited to comment on the proposed cumulative schemes, so that the list of cumulative schemes can be agreed.

68. Each technical chapter of the ES will consider the potential for cumulative effects associated with the schemes identified for inclusion within the cumulative effects assessment. Each technical ES Chapter will be clear on the cumulative schemes that have been considered within the cumulative effects assessment.

69. Other schemes that are under construction, where the construction works are significantly progressed (i.e. likely to be completed before the opening year of the Proposed Development / first occupation on site) or where early phases are occupied, will be taken into consideration to be factored into the baseline scenario for assessment.

Effect Interactions

70. Effect interactions occur as interactions between effects associated with just one project, i.e. the combination of individual effects arising as a result of the Proposed Development, for example effects in relation to noise, airborne dust or traffic on a single receptor.

71. Effect Interactions from the Proposed Development itself on particular receptors at the site and within the surrounds will be considered during the demolition and construction works and also once the Proposed Development is completed and operational. Dependent on the relevant sensitive receptors, the assessment will focus either on key individual receptors or on groups considered to be most sensitive to potential effect interactions. The potential interaction of residual effects that are of minor, moderate or major scale, will be considered within this assessment. Residual effects which are negligible, or neutral will be excluded from this assessment as by virtue of their definition, they are considered to be imperceptible.

72. There is no established methodology for assessing the impact of cumulative effects on a particular receptor. The interaction of a combination of individual effects would be determined to be either 'not significant' or 'significant', a scale of the combined effects (minor, moderate or major) would not be applied. If one of the individual effects is significant the combination of effects would be regarded as 'significant'. If none of the individual effects are significant the interaction of effects would be regarded as 'not significant'.

73. Consideration of effect interactions will be presented within the ES in a separate chapter (i.e. Effect Interactions (Volume 1)).

Alternatives and Design Evolution

74. In addition, the EIA Regulations require (Schedule 4) that the ES provides "*a description of the reasonable* alternatives *[…] relevant to the proposed project and its specific characteristics*" which have been considered by the Applicant and "an indication of the main reasons for selecting the chosen option, including comparison of environmental effects".

75. The ES will summarise the evolution of the Proposed Development, any relevant alternatives considered, and key modifications made during the design process. Environmental considerations which have influenced this process will be discussed, and a qualitative comparison will be undertaken of the different

design options and their relevant environmental effects, as relevant. Matters that will be considered in terms of design evolution include land uses, layout, building heights and massing. The preferred design, culminating with the Proposed Development being sought for approval, will be discussed.

76. A specific chapter, **ES Volume 1, Chapter 3: Design Evolution and Alternatives**, will focus on the consideration of the main alternatives (as relevant) and the design evolution. The focus will be on main alternatives considered (as relevant), the evolution of the design, and how environmental considerations influenced the evolution of the scheme.

77. The summary of the design evolution will also consider initial environmental analysis undertaken on the evolving scheme, specifically in relation to daylight and sunlight and wind microclimate, which are currently underway, (design modifications as a result of this upfront testing will be summarised in **ES Volume 1, Chapter 3: Design Evolution and Alternatives**) which are key environmental considerations in the evolution of the final alternative scheme which is bought forward.

DETERMINING EFFECT SIGNIFICANCE – TERMINOLOGY AND APPROACH

Reference to 'Impact' and 'Effect'

78. It is noted that the terms 'impact' and 'effect' are distinctly different. Having gained an understanding of the likely impact it is then important to know whether the change in environmental or socio-economic conditions results in a significant environmental effect. The impacts of the Proposed Development may or may not result in significant effects on the environment, depending on the sensitivity of the receptor and potentially other factors (such as duration). The description of the likely significant effects of the development is a requirement identified by Schedule 4 of the EIA Regulations.

Receptor Sensitivity and Magnitude of Impact

79. To achieve a consistent approach across the different technical disciplines addressed within the ES (Volume 1 and Volume 2), assessments will broadly define the sensitivity of the receptors that could be affected by the Proposed Development and the magnitude of impact or change from the baseline. Terminology to describe the sensitivity of receptors and magnitude of impact or change from the baseline conditions is broadly as follows:

- High;
- Medium;
- Low; and
- No Impact (in relation to magnitude of impact or change only).

80. Where there is no impact/change, no assessment will be required due to there being no potential for effects.

81. Each of the technical assessment chapters of the ES (Volume 1 and 2) will provide further detail on the definition of each of the above terms specific to the topic in question and will also provide the criteria, including sources and justifications, for quantifying the different levels of receptor sensitivity and 'impact magnitude'. Where possible, this will be based upon quantitative and accepted criteria (for example, national standards for air quality and noise), together with the use of value judgement and expert interpretation.

Identification of a Resultant Effect

82. The basis for determining the resultant effect generally takes into account the sensitivity of the receptor and magnitude of impact or change from the baseline conditions. A generic matrix that combines the sensitivity of the receptor and the magnitude of impact to identify the resultant effect is provided within **Table 2**.

Table 2 Resultant Effects

Receptor Sensitivity	Magnitude of Impact		
	High	Medium	Low
High	Major	Major	Moderate
Medium	Major	Moderate	Minor
Low	Moderate	Minor	Negligible

Effect Scale

83. The categories and definitions of the 'scale' of the resultant effect i.e. definitions of Major, Moderate, Minor

and Negligible effects will be adjusted to suit the technical topic in question; where this is the case revised definitions of effect scale will be presented in the technical assessment chapters of the ES (Volume 1) and in ES Volume 2.

84. Where there is no impact to a receptor and therefore no effect, this will be stated.

Effect Nature

85. **Table 3** provides definitions of the 'nature' of the resultant effect i.e. definitions of Adverse and Beneficial. Typically, the 'nature' of an effect is defined where the 'scale of the effect' is classified as minor, moderate or major (i.e. the 'nature' is not defined for effects classified as negligible in scale).

Table 3 Definition of the Nature of the Resultant Effect

Type of Effect	Description
Adverse	Detrimental or negative effects to an environmental / socio-economic resource or receptor. The quality of the environment is diminished or harmed.
Neutral	The quality of the environment is preserved or sustained or there is an equal balance of adverse and beneficial effects.
Beneficial	Advantageous or positive effect to an environmental / socio-economic resource or receptor. The quality of the environment is enhanced.

Geographic Extent of Effect

86. The ES (Volumes 1 and 2) will identify the geographic extent of the identified effects. At a spatial level, 'site' or 'local' effects are those affecting the site and neighbouring receptors, while effects upon receptors in LBC beyond the vicinity of the site and its neighbours are considered to be at a 'district / borough' level. Effects affecting Greater London are considered to be at a 'regional' level, whilst those which affect different parts of the country, or England as a whole, are considered being at a 'national' level.

Effect Duration

87. For the purposes of the ES, effects that are generated as a result of the demolition and construction works (i.e. those that last for this set period of time) will be classed as 'temporary'; these maybe further classified as either 'short term' or 'medium-term' effects depending on the duration of the demolition and construction works that generate the effect in question. Effects that result from the completed and operational Proposed Development will be classed as 'permanent' or 'long-term' effects.

Direct and Indirect Effects

88. The ES will identify whether the effect is 'direct' (i.e. resulting without any intervening factors) or 'indirect' or 'secondary' (i.e. not directly caused or resulting from something else).

Effect Significant

89. Following identification of an effect, the effect scale, nature, geographic extent and duration using the above summarised terminology, a clear statement will then be made within the ES as to whether the effect is significant or not significant. As a general rule, the following applies:

- 'Moderate' or 'major' effects are deemed to be 'significant'.
- 'Minor' effects are 'not significant', although they may be a matter of local concern; and
- 'Negligible' effects are 'not significant' and not a matter of local concern.

90. Where mitigation measures are identified to either eliminate or reduce likely significant adverse effects, these will be incorporated into the ES, for example either through the design, or will be translated into

demolition and construction commitments; or operational or managerial standards / procedures.

91. The ES will then highlight the 'residual' likely significant effects (those effects which remain following the implementation of suitable mitigation measures) and will classify these in accordance with the terminology defined above.

SCOPE SUMMARY

92. To assist the reader in an early understanding of what is proposed to be 'scoped in' and 'scoped out' of the EIA, **Table 4** sets out the proposed scope of the ES.

93. Further detail on each topic is provided in the following technical sections of this request for an EIA Scoping Opinion.

Table 4 EIA Technical Topics

Environmental Topics	'Scoped In' the ES	Additional Assessments to Accompany the Planning Application
Socio Economics	✓	
Health	✓ (Health Impact Assessment as standalone report)	
Traffic and Transport	✓	
Air Quality	✓	
Greenhouse Gas Emissions	✓ (covered in the Climate Change section)	
Noise & Vibration	✓	
Built Heritage	✓	
Daylight, Sunlight and Overshadowing – residential properties outside of the red line boundary	✓	
Light Pollution and Solar Glare	✓	
Wind Microclimate	✓	
Townscape and Visual Impact Assessment	✓	
Climate Change	✓	
Archaeology (Buried Heritage)	× (Archaeology Desk Based Assessment as Appendix)	
Ground Conditions and Land Contamination	×	
Ecology and Biodiversity	×	
Electronic Interference (TV and Radio)	×	
Internal Daylight, Sunlight and Overshadowing – new receptors within the Proposed Development	×	(separate standalone document)
Land Take	×	
Project Vulnerability	×	
Waste	×	
Water Resources, Flood Risk and Drainage	×	Flood Risk Assessment and Drainage Strategy

ENVIRONMENTAL TOPICS

SCOPED IN

94. The sections below provide details of the environmental topics considered acceptable to **Scope IN** to the EIA.

Socioeconomics

Introduction

95. Volterra Partners has been commissioned to provide both Socioeconomics and Health assessments as part of the EIA. These topics will be addressed separately in the form of a Socioeconomics ES Chapter and a Health Impact Assessment which would be appended to the ES. The socio-economic chapter would summarise the key findings from the HIA, focusing on significant health effects and the health effects would be considered within the assessment of effect interactions and the conclusions of the ES on the likely significant effects of the Proposed Development.

Socioeconomics

96. The socio-economics chapter of the ES will discuss the potential for the Proposed Development to significantly affect social and economic considerations.

97. The likely significant effects generated by the Proposed Development will be examined and accompanied by an assessment of their likely scale and nature, including whether they are 'significant' or not. The assessment will address the direct and indirect employment opportunities generated during the construction and operational phases, as well as the residential impacts through the provision of housing. The assessment will consider the likely population and child yields of the Proposed Development, with any associated impacts upon social infrastructure, including health and education facilities, as well as open space and play space. It will also consider the indirect impacts of the employment and residential uses, such as employment generated by residential spending.

98. To the extent that any adverse impacts are identified, appropriate mitigation measures would be detailed, along with resulting residual effects after mitigation measures have been taken into consideration.

Baseline Conditions

99. The socio-economic baseline conditions for the environment surrounding the site will be established with reference to a policy review and a desk-top review.

100. The policy review will outline the relevant local and regional, social and economic policies for the area. This review will include (but may not be limited to) the following planning policy documents:

- **National:** National Planning Policy Framework (2019)[17];
- **Regional:** The London Plan 2016, the draft new London Plan 2018[18];
- **Local:** Camden Council Local Plan (2017) 2016-2031[19]; and
- **Local:** Kentish Town Neighbourhood Plan (2016)[20].

101. The desk-top review of the existing socio-economic conditions will be undertaken to establish the baseline conditions. Baseline conditions will be assessed at several geographic levels, including the local area (the immediate area around the site), the borough (Camden), regional (London) and national (Great Britain).

[17] https://www.gov.uk/government/publications/national-planning-policy-framework--2
[18] https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/draft-london-plan-consultation-and-minor-suggested-changes
[19] https://www.camden.gov.uk/documents/20142/3912524/Local+Plan+Low+Res.pdf/54bd0f8c-c737-b10d-b140-756e8beeae95
[20] https://ktnf.org/kentish-town-neighbourhood-plan-referendum-version/

This review will consider available information relating to the site from current owners, published and safeguarded information from database records such as the Office for National Statistics (ONS), Greater London Authority (GLA), and NOMIS. Information will be processed utilising geographic information systems (GIS) methodology.

102. The baseline analysis will summarise the socio-economic context of the site under three broad categories:

- **Demographics**: population, age profile, household composition, deprivation and crime, residential qualifications, housing supply, housing tenures, house prices, and housing need (including affordable);
- **Economy and labour market**: employment, sectoral employment, unemployment and claimant count, labour skill levels, economic activity, provision of commercial and industrial space; and
- **Social infrastructure**: education provision (early years, primary, secondary, tertiary), primary and secondary healthcare provision (including performance of the nearest A&E), public realm, play space, and open space.

103. The baseline will also consider the current social and economic activity supported at the site. The site currently comprises mixed use commercial uses, including warehouses and storage facilities, offices, and car parking spaces.

104. As with any dataset, the socio-economic baseline will change over time. The socio-economics chapter will define the existing baseline socio-economic conditions of the environment surrounding the site. The most recent published sources will be used in doing so – data sources published in 2020 will be used where possible, but where this is not available the next best alternative (i.e. the most up to date) will be used as a proxy. This will be clearly described in the ES.

Future baseline

105. The future baseline assessment will present data on how some socio-economic indicators are anticipated to change. Specifically, projections of employment, population and housing will be presented for several core assessment years. The core assessment years will be confirmed in the chapter but are likely to include the opening years of the detailed and outline elements.

106. The projections for population, employment and housing do not capture all changes in socioeconomic conditions, such as changes in the provision of public services. To account for this, information will be presented on the expected changes as a result of cumulative developments where available projections do not account for these changes.

107. Where the baseline information is considered for each effect, the chapter will also present information on the future baseline. For some effects, the future baseline will use a projection of employment, population or housing to understand how the study area is likely to change in each assessment year. For other effects, the future baseline will summarise relevant aspects of cumulative schemes (e.g. any planned changes to public services) which are relevant to the future baseline for the effect in question. For some effects (for example social infrastructure) the future baseline will consider and present the borough's planning assessments (for example school place planning) which will itself take into consideration the scale of planned growth and its impact upon child yield and education place requirements. Where there are no projections, plans or policies or the cumulative schemes are not expected to significantly change the future baseline, effects will be assessed against the current baseline.

Potentially Sensitive Receptors

108. The sensitivity of receptors is dependent upon the future baseline conditions (i.e. the extent to which unemployment, skills deficit or social infrastructure issues etc. are present in an area and thus how much jobs, spending or infrastructure are needed in that area). It is not possible to ascribe specific 'values' or a

quantifiable scale of 'sensitivity' to all socio-economic receptors due to their diversity in nature and scale.

109. The socioeconomic chapter will therefore focus on the qualitative "sensitivity" of each receptor, and on their ability to respond to change based on recent rates of change and turnover. For example, very high house prices and persistent under-delivery of housing or low skills would be deemed very sensitive receptors because they represent very significant and persistent socioeconomic problems for residents. Whilst the sensitivity of each receptor may be defined qualitatively, wherever possible this will be based upon quantitative evidence and the effects will be assessed quantitatively wherever possible.

110. Receptors within the study area[21] are likely to include, but may not be limited to:

- Employment of current and future workers and residents;
- Expenditure at existing and future local businesses;
- Skills of current and future residents;
- Housing provision (including affordable) for existing and future residents;
- Commercial and industrial provision for existing and future businesses;
- Education provision for current and future residents;
- Open and play space provision for current and future residents; and
- Crime and deprivation for current and future residents and workers.

Potential Effects

Completed Development

- Operational employment, and resulting indirect and induced employment;
- Local jobs and skills;
- Provision of housing (including affordable housing);
- Additional contribution towards commercial and industrial floorspace;
- Additional worker and resident expenditure;
- Effect on the local provision of education;
- Effect on the local provision of play space;
- Effect on the local provision of open space; and
- Crime and antisocial behaviour.

111. The assessment will identify positive and negative effects, including those that may require mitigation measures. If mitigation is required, mechanisms for their achievement will be identified.

112. GP and A&E provision for current and future residents would be considered within the Health Impact Assessment.

113. It is considered that the effects outlined in **Table 5** are unlikely to be significant within the context of socio-economics and hence it is proposed that further assessment of these effects be scoped out of the socio-economics assessment. Justification is given for the proposed scoping out of these effects.

[21] The study area will vary by effect. Study areas will be influenced by the geographic extent of the area across which potentially significant effects on receptors might arise as a result of the Proposed Development. For example, effects relating to employment will largely be assessed at the London level because it is the travel to work area. The relevant receptors for employment effects are therefore current and future residents and workers in London.

Table 5 Likely Insignificant Socio-Economics Effects (Effects Scoped out of the EIA)

Effect	Receptor	Justification for Insignificant Effects and for Scoping Out of the EIA
Construction Phase		
Construction Employment	Current and future residents and workers	Employment generated during the construction phase would be temporary in nature. The construction workforce tends to be one of the most mobile sectors, travelling to wherever the work is based. The impact of increased demand for construction workers is likely to be felt at the regional rather than the local level, and at this geographical scale, it is not expected to have a significant impact and is proposed to be scoped out.
Construction Worker Expenditure	Local businesses	Similarly, it is acknowledged that there is the potential for the construction workers to spend money in the local area for the duration of the enabling and construction period, resulting in a beneficial effect upon local businesses. However, in the context of the area and the local provision of retail and leisure facilities, it is unlikely that this spending would have a significant effect upon local businesses.
Construction Worker Health	GP and A&E provision (current and future residents)	The construction workers will be temporary and are not expected to have a significant effect on health provision of either GPs or the local A&E service. Prior to the start of work on site, the Applicant will be required to discharge planning conditions relating to construction and logistics management. The information set out for approval in respect of these aspects will demonstrate how the contractors will follow best practice throughout the enabling and construction works, thus minimising the risk of accidents, and in turn any such minor impacts upon local healthcare facilities.
Operational Phase		
Operational A&E impact	A&E provision (current and future users)	The residential yield at the Proposed Development is not expected to be sufficiently large in number that it will result in a significant number of additional A&E attendances at the nearest hospital. The trust in which this A&E lies already has many A&E attendances each year, meaning those generated by the Proposed Development are not expected to result in a significant increase in total attendances in the context of that baseline.

Scope of Assessment

114. In accordance with the HCA Additionality Guide[22], the likely effects of the Proposed Development will be considered at various geographic scales (i.e. local, borough, regional and national), which will be clearly described in the chapter.

115. Mapping techniques, as well as flow diagrams and matrices (all identified by 'EC Guidelines on Indirect and Cumulative Impacts' as useful assessment methods), will be used wherever possible to ensure that assumptions and interdependencies between impacts and effects are clearly presented within the assessment.

116. Modelling and accepted metrics, such as employment densities, average worker expenditure and indirect multipliers, will be used in order to calculate primary, secondary and indirect effects. Key guidance used here will be the HCA Employment Density Guide for estimating direct employment impacts, and the HCA Additionality Guide, which will be used to estimate indirect and induced impacts, and the GLA population yield calculator, which will be used to estimate the Proposed Development's population.

117. For the outline elements of the submission, the Proposed Development will be assessed under a 'worst-case' scenario. The parameters used to assess the project will differ by effect. For example, operational employment would be assessed based on minimum parameters and the use class which yields the least jobs (where uses are flexible), as this would generate the lowest, and therefore most conservative, estimate of operational jobs. Whereas the assessment of social infrastructure (education, health and open/play space provision) would use maximum parameters as these would generate the most residents and put increased pressure on social infrastructure.

118. Consultation with the LBC's school place planning and local NHS Clinical Commissioning Group will be undertaken to understand the likely impact of the Proposed Development on the education and GP baseline.

[22] *Homes and Communities Agency (2014), Additionality Guide Fourth Edition 2014, HCA*

119. Where standard or accepted methods do not exist, benchmarking exercises will be undertaken, professional experience and judgement will be applied and presented clearly and transparently, along with any assumptions made.

Cumulative Effects

120. As discussed in the section on the future baseline, this assessment will present future projections of baseline conditions, including population, housing and employment. As the assessment takes account of trends over time (for each of the core assessment years), changes to population, housing and employment occurring as a result of potential new developments are implicitly assessed within the chapter. The assessment with respect to these indicators is inherently cumulative.

121. The approach does not, however, capture the future baseline for all socio-economic elements, such as changes in the provision of public services, because projections are not available for these aspects. To account for this, identified contributions toward and changes to these socio-economic conditions are established through a review of cumulative developments. Furthermore, the policy position on anticipated and proposed changes to social infrastructure (e.g. school place planning) will also be taken into consideration when describing the future baseline.

Health Impact Assessment

122. The requirement to specifically assess the effects of a Proposed Development on population and human health was introduced by the 2017 EIA Regulations. However, the ways in which proposed developments impact upon human health are complex and cross over many different technical disciplines (environmental, social and economic). The biggest overlap in terms of health impacts and other EIA technical disciplines is within socio-economics, particularly on residential-led schemes.

123. Camden policy guidance on health and wellbeing[23] states that for schemes of 100 net dwellings or more the Council will require a comprehensive Health Impact Assessment (HIA) that assesses all health and wellbeing impacts. It does not indicate which format this should be in, only noting that: "*To avoid duplication, where a separate assessment contains information relevant to the HIA and has also been submitted to the Council as part of the planning application (for example, an air quality assessment), the HIA should reference this and not repeat it.*"

124. Therefore, in order to minimise any overlap but to enable a comprehensive presentation of health effects, the Health Impact Assessment (HIA) will be a standalone report appended to the ES (as an appendix to the Socioeconomics ES Chapter). GP and A&E provision for current and future residents would be considered within the Health Impact Assessment. The key findings of the HIA will be summarised in the socio-economic chapter, which will focus on significant health effects.

125. The Rapid HIA matrix will be used here to identify relevant health determinants for this scheme, rather than as the vehicle for completing the assessment. The main findings of the health impact report will also be summarised within the health section of the socio-economic chapter. That approach would ensure that all impacts are considered in detail whilst minimising unnecessary overlap.

Identification of Potential Health Effects

126. The London Healthy Urban Development Unit Planning for Health Rapid Heath Impact Assessment (HUDU Rapid HIA) Tool and Checklist will be used as guides for identifying the relevant health determinants for this scheme.

127. The Rapid HIA sets out eleven broad determinants of health. These are:

- Housing quality and design;

[23] *Camden (2018) Planning for health and wellbeing, March 2018*

- Access to healthcare services and social infrastructure;
- Access to open space and nature;
- Air quality, noise and neighbourhood amenity;
- Accessibility and active travel;
- Crime reduction and community safety;
- Access to healthy food;
- Access to work and training;
- Social cohesion and lifetime neighbourhoods;
- Minimising the use of resources; and
- Climate change.

128. Using these headings and utilising the framework of questions provided within the Rapid HIA matrix, the determinants which are of relevance to the Proposed Development will be identified, along with the health effects which could result. These effects could either be positive and contribute toward meeting policy objectives, or negative and require mitigation.

129. There are many areas within the HIA which relate to other technical elements, such as socio-economics, noise, air quality and transport. With this in mind, the HIA will draw upon and summarise, where relevant, the evidence and analysis presented elsewhere in the application to clearly present the overall impact of the Proposed Development on human health.

Baseline

130. The baseline will be assessed at a high level to understand the importance of each health determinant to the area and will be established with reference to the following sources:

- A desktop review of the characteristics of the site and the local area with information available from published database records such as the Department for Health, the National Health Service and the Office for National Statistics. This will also consider the health characteristics of the borough as a whole and other information on local deprivation levels, health facilities, crime, obesity rates, and open space provision; and
- Other technical pieces of work that either comprise part of the ES or are standalone documents that will be prepared and submitted in support of the planning application. The key technical documents and information are:
  - Socio-economic assessment;
  - Air quality impact assessment;
  - Transport assessment and details of the development transport plan;
  - Draft construction environment management plan;
  - Design and access statement;
  - Noise and vibration impact assessment;
  - Sustainability and energy assessments;
  - Planning statement; and
  - Statement of community involvement.

Assessment of Potential Effects

131. The HIA will cross refer to these technical assessments undertaken for other disciplines, highlighting any conclusions reached which are relevant to the abovementioned health determinants. Rather than simply repeating the conclusions reached in these other technical assessments, however, the focus of the health assessment will be on considering the extent to which these determinants have any effect (or not) upon human health. The thresholds for significance in these technical chapters are not always based upon population health, whereas that will be the focus of the health assessment. To do this, it will be important to establish health pathways – these determine the relationships between the Proposed Development and potential health impacts on the population and will be assessed through a literature review. For example, the literature review will consider the relationship between housing provision and quality and health effects, and how this differs by different groups within the population. An appendix to the HIA will summarise the literature on the links between health determinants and effects on individual's health. The appendix will contain the evidence base which underpins the assessment of health effects of the Proposed Development.

132. For health effects, the receptor sensitivity is determined by the number of people exposed to the health effect and the extent to which the exposed population experiences inequalities in health or can access services and facilities. The health assessment will consider the sensitivity of the general population as well as vulnerable groups within the general population, such as children and young people, disabled people, and people living on low incomes. This will ensure that the assessment takes account of the ways in which the Proposed Development may affect health inequalities. For example, if the open space baseline found an existing deficiency in local open space, high numbers of children and low levels of physical activity, the sensitivity of the receptor population (including vulnerable groups) to health effects will be high.

133. As with other disciplines, effects will only be deemed significant if the magnitude of the impact and the sensitivity of the receptor combines to result in a scale of effect that is considered to be significant (typically moderate or major). The method used to determine this level of significance will be fully documented within the HIA. The HIA proposes to scope out the following health determinants and associated effects:

- Minimising the use of resources: this determinant focuses on making the most of existing land, encouraging recycling, and sustainable design and construction techniques. This determinant is scoped out because negative effects relating to construction techniques are assessed in the air quality and noise sections, and the Proposed Development is considered to be an effective use of land. The Proposed Development will also encourage recycling, and sustainable design and construction techniques, which will be described in the ES Chapter 4: Demolition and Construction. These general issues are not considered to have any significant effect upon human health in this context; and
- Climate change: the effects of climate change on health are not considered here as the effects of climate change on each technical discipline will be addressed in the Greenhouse Gas Assessment.

134. The HIA will also summarise information from the consultation in relevant sections throughout. The report will describe how the consultation has influenced both the assessment and design of the Proposed Development.

Scope of Health Assessment

135. The baseline would be assessed for each of the health determinants to provide a broad understanding of the existing characteristics of the area and drivers of health of the local population, against which each of the effects can then be assessed. The HIA will present a summary of the positive and negative health impacts associated with the Proposed Development.

136. The HIA will then identify a series of responses/policies that maximise health gains and minimise/mitigate potential adverse health effects. The HIA will refer to commitments made in other assessments – e.g. measures to mitigate any significant adverse construction noise and/or air quality effects.

Traffic and Transport

Introduction

137. Curtins have been commissioned to provide Traffic and Transport advice in the relation to the redevelopment of Murphy's Yard located in Gospel Oak.

138. A separate Transport Assessment (TA) will be prepared in relation to the Proposed Development. The TA forms the background context for the assessment presented in the Traffic and Transport ES Chapter and will be provided both as an Appendix to the ES.

Baseline Conditions

139. A review of the baseline conditions will be undertaken, including pedestrian and cycling infrastructure and accessibility, public transport network and accessibility and the local highway network.

Existing Site Operation

- The existing site has an area of approximately 61,000m^2 and provides 19,000m^2 built floorspace. The site accommodates a range of different uses for Murphy, including the Murphy HQ office building, various warehousing and storage buildings, a national grid gas compound (which adjoins the site), plant and machinery, a significant number of surface level car parking and commercial vehicle and HGV parking;
- The Murphy HQ and national grid gas compound will remain following completion of the Proposed Development. In recent years, Murphy's have started to relocate a some of their activities to a new site in Hemel Hempstead. The Gospel Oak site is not therefore operating at full capacity and activity levels have reduced. The site could however accommodate previous levels of activity;
- The existing site is accessed via three vehicular access points – the primary access is via Sanderson Close, with access points on Gordon House Road and Greenwood Place providing secondary access; and
- Based on surveys undertaken at the site, the baseline vehicle generation for the existing site is 1,512 two way vehicle trips per day. This incorporates some activity which has been moved to the Hemel Hempstead site, furthermore the Murphy HQ vehicle trip generation has been removed.

Public Transport Accessibility

- The site is located within close proximity to a range of different public transport modes. The PTAL for the site varies across the site between 2 in the western part of the site and 5 in the eastern part near Sanderson Close. The PTAL is expected to improve in the western section of the site in the future due to the increased number of rail services available from Kentish Town Station.
- Kentish Town Thameslink and Underground Station is located to the south-east and Gospel Oak Overground station to the north. The Northern Line operates at a frequency of 45 services during the peak hours. Four Overground services to Barking operate via Gospel Oak Station per hour to Upper Holloway and eight Overground services to Richmond and Stratford per hour respectively. Thameslink services operate at a frequency of 10 services per hour on average in each direction.
- Strategic rail stations such as Kings Cross, St Pancras, Euston and Paddington are situated approximately 3km south of the site, each providing inter-regional services to the north, north-west and west of the country. These stations are easily accessible by public transport or bicycle.

- Regular bus services operated from bus stops on Highgate Road and Gordon House Road connecting the site to surrounding neighbourhoods and Inner and Outer London, including bus routes C11, 214, C2, 134, 393 and N20.

Local Highway Network

- The surrounding highway network is located in Camden's Controlled Parking Zone which restricts car parking, therefore there are few opportunities for parking;
- Sustainable travel by all alternative modes of transport for occupants and visitors to the site will be encouraged through the Proposed Development and implementation of a site wide travel plan; and
- The site is located approximately 2km west of the A1, which is accessible via the A400 Fortress Road. The A1 connects the A406 in the north and the A501 (which forms a ring road around Central London) in the north. It also provides a connection to the A503.

Potentially Sensitive Receptors

140. At present, the site is self-contained with no through route through the site. However, the sections of the site and existing Murphy HQ will remain operational whilst sections of the Proposed Development are built out. The scale of the Proposed Development results in the need to phase the construction, therefore it is anticipated that parts of the Development will be occupied whilst latter construction works are still being undertaken for the remainder of the site.

141. The following receptors have been identified as sensitive for assessment:

- The Forum – the O2 currently occupy the Forum building and host weekly music events. An operational servicing yard is located at the rear, accessed from Greenwood Place;
- Murphy HQ – The existing office building will remain operational throughout the construction process;
- Christ Apostolic Church – Existing church located on the northern side of Greenwood Place, it is accessed from Highgate Road;
- Greenwood Centre – Centre of Independent Living for disabled people located on Greenwood Place;
- Highgate Studio – abuts the development to the northeast providing flexible workspace;
- Surrounding residential properties – residential properties are located on Sanderson Close;
- National Rail and Overground Lines – Rail line bound the development site to the south, west and north;
- Hampstead heath – located opposite the existing Gordon House Road access point;
- Footways – footways are located along Sanderson Close, Greenwood Place and Gordon House Road;
- Pedestrian crossings – a zebra crossing is located directly to the east of the existing Gordon House Road access;
- Gospel Oak Station – located to the northwest of the development boundary on the opposite side of Gordon House Road;
- Bus routes – Bus routes operate along Highgate Road and Gordon House Road; and
- Cyclists – there are no segregated or demarcated cycle routes on the surrounding highways.

Potential Effects

142. Once the Proposed Development is operational, the proportion of HGVs generated are anticipated to

reduce in comparison to the operational vehicles generated by the existing site. The Proposed Development looks to improve the connections and permeability for cyclists and pedestrians.

143. The potential effects of the Proposed Development are likely to relate to the following and will be assessed as part of the EIA to determine their magnitude and significance:

Demolition and construction

- Traffic flows and capacity on the local highway network as a result of the construction traffic;
- Temporary delay to vehicles and bus routes using the local highway network due to construction vehicles;
- Pedestrian and cyclist delay on the surrounding highway network and internally within the site;
- Highway safety on the surrounding highway network;
- Intimidation and fear as a result of increase HGVs using the surrounding highway network and to existing site user (Murphy HQ) and earlier phases of the development;
- Severance caused by an increase in HGVs; and
- Pedestrian and cycle amenity on the local highway network and internally within the site.

Completed Development

- Traffic flows and capacity on the local highway network as a result of the Proposed Development, in terms of trips generated by occupants and visitors to the site and servicing trips;
- Public transport capacity and accessibility; and
- Highway safety as a result of the proposed access strategy.

Scope of Assessment

144. Baseline traffic counts have been undertaken on key junctions and links surrounding the development site. These have been used to model the capacity of these key junctions. These results will be set out in the Traffic and Transport ES Chapter.

145. The assessment of likely significant effects of the demolition, construction and operational phases of the development will follow the 'Guidelines for Environmental Assessment of Road Traffic' (1993) (the 'IEA Guidelines'[24].

146. A desktop exercise will be undertaken to identify sensitive receptors which could be affected by the development and the level of sensitivity will be established using the IEA criteria.

147. Traffic counts have been undertaken at key junctions and links on the local highway network and at the access points to the existing site. The results of the baseline junction modelling will be presented in the ES.

148. A trip generation exercise will be used to estimate the traffic generated by the Proposed Development, taking into account the existing site vehicular trip generation. The number of vehicles required throughout demolition and construction will be estimated across each phase. Alongside a qualitative assessment, these results will be used to assess the magnitude and significance of impact on the sensitive receptors identified, according to the EIA thresholds and guidance.

Worst Case Scenario

149. Vehicular trip generation exercise will be undertaken for the demolition, construction and operational

[24] https://www.thenbs.com/PublicationIndex/documents/details?Pub=IEA&DocID=257892

phases of the development using the maximum parameters (in term of use and quantum of development) of the site in order to highlight and assess the reasonable worst case scenario.

Air Quality

Introduction

150. Air Quality Consultants Ltd has been appointed to undertake an air quality impact assessment for the Proposed Development. The assessment will cover potential effects associated with the construction and operational phases and determine whether the Proposed Development is 'air quality neutral'.

Baseline Conditions

151. The LBC operates four automatic air quality monitoring stations within its area, two of which are located within 3 km of the Proposed Development. The borough also operates a network of nitrogen dioxide NO_2 monitoring sites using diffusion tubes prepared and analysed by Gradko International Ltd; 21 of which are located within 3 km of the Proposed Development. Monitoring data for 2019 for the diffusion tube monitoring sites[25] (the latest year for which diffusion tube data have been published) indicate that the annual mean nitrogen dioxide objective was exceeded at nine of these sites, all located in roadside locations adjacent to busy roads. Of the two automatic monitors within 3 km of the Proposed Development, the annual mean objective was exceeded at both sites in 2019 (the latest year for which automatic data have been published).

152. The monitoring data suggests that annual mean concentrations of nitrogen dioxide are above the objective at busy roadside locations in the study area, but below the objective at background locations well away from local roads and at roadside locations adjacent to minor roads. There have been no recent exceedances of the particulate matter PM_{10} and $PM_{2.5}$ objectives at any monitoring location in Camden.

153. A borough-wide Air Quality Management Area (AQMA) has been declared by the LBC due to exceedances of the annual mean nitrogen dioxide and 24-hour mean PM_{10} objectives, and the Proposed Development lies within the AQMA.

Potential Sensitive Receptors

154. Suitable receptor locations will be identified based on detailed maps, satellite imagery, and plans of the Proposed Development. The locations selected will be dependent on the layout of the Proposed Development, the volume and routing of traffic generated by the Proposed Development and the locations of any cumulative developments which will be occupied by the time the Proposed Development is operational. Receptors will be identified to represent a range of exposure, including worst-case locations. Existing receptors will include but not be limited to residential dwellings in the study area, for example along the B518 Highgate Road, the A400 and Leighton Road. For the air quality assessment, all receptors where the air quality objectives apply will be considered to be 'high' sensitivity receptors. **Figure 4** identifies the likely receptors that shall be considered by the assessment. These are indicative locations, and final receptors will be determined when undertaking the assessment, based on roads affected by increases in traffic.

[25] *London Borough of Camden. (2020) Air Quality Annual Status Report for 2019.*

Figure 4 Air Quality Receptors

155. For the on-site construction activities, the assessment will consider the potential for impacts within 350 m of the site boundary and within 50 m of the routes to be used by construction vehicles up to 500 m from the site exit(s). For the construction dust assessment, relevant receptors in the area include residential dwellings (high sensitivity receptors) as well as a number of industrial and commercial premises (low to medium sensitivity receptors). Receptors will be identified based upon the distance bandings set out in GLA guidance[26]. **Figure 5** below shows the extent of the 350m band around the site boundary, and thus provides an indication of receptors potentially affected by construction dust.

[26] *GLA (2014) The Control of Dust and Emissions from Construction and Demolition SPG*

Figure 5 Construction Dust Buffer

Potential for Significant Effects

Construction

156. The air quality assessment will identify the mitigation measures that shall be applied during demolition and construction works, based on the level of risk identified in the construction dust risk assessment. With the mitigation measures in place, it is expected that residual construction dust and PM_{10} effects would be not significant.

157. Relevant guidance from the Institute of Air Quality Management (IAQM)[27] states that "experience from assessing the exhaust emissions from on-site plant (also known as non-road mobile machinery or NRMM) […] suggests that they are unlikely to make a significant impact on local air quality and in the vast majority of cases they will not need to be quantitatively assessed". Significant effects as a result of NRMM emissions can thus be discounted. However, suitable mitigation measures for site plant will be presented as part of the mitigation measures based on advice presented in the IAQM[28] and GLA[27] guidance documents.

Operation

158. The overall air quality effects associated with the operational phase of the Proposed Development will be determined based on predicted impacts at receptors and professional judgement. Where possible, and if

[27] *IAQM (2016) Guidance on the Assessment of Dust from Demolition and Construction v1.1*

significant effects are predicted, mitigation measures will be identified so that residual effects are not significant.

Scope of Assessment

159. The scope of the air quality assessment will include:

- The determination of baseline air quality conditions through examination of local monitoring data and other publicly available data;
- The identification of relevant sensitive receptor locations for the construction and operational phases of the Proposed Development;
- A qualitative assessment of impacts of the Proposed Development on dust soiling and concentrations of PM_{10} resulting from activities during the construction period;
- Consideration to the potential impacts of emissions from heavy duty vehicles during the construction period;
- A quantitative assessment of the impacts of the operation of the Proposed Development on concentrations of NO_2, PM_{10} and $PM_{2.5}$ from development-generated road traffic emissions in the proposed year of opening;
- A quantitative assessment of concentrations of NO_2, PM_{10} and $PM_{2.5}$ that future users of the Proposed Development will be exposed to in the year of opening; and
- An air quality neutral assessment, in accordance with the requirements of Policy 7.14 of the London Plan[28].

Demolition and Construction

160. The potential impacts from dust generated during the construction phase of the Proposed Development will be considered using the approach presented in the IAQM Guidance for assessing impacts from construction activities[28], upon which the GLA's guidance document on the Control of Dust during Construction and Demolition[27] is based. Cumulative impacts arising from cumulative developments being constructed in the study area concurrently to the construction of the Proposed Development will also be considered where necessary.

161. The number of heavy-duty vehicles (HDV) that will be in operation during the construction phase of the Proposed Development will be considered in the context of the guidance from IAQM and Environmental Protection UK (EPUK & IAQM)[29]. Where the number of HDVs is greater than the relevant screening criterion (25 Annual Average Daily Traffic (AADT) in an AQMA) on roads with relevant exposure, then detailed dispersion modelling will be undertaken to determine worst-case impacts on concentrations of nitrogen dioxide, PM_{10} and $PM_{2.5}$ at existing sensitive receptor locations. Whether this is required or not will be determined once construction traffic flows are known.

Completed Development

162. The dispersion models ADMS-Roads and ADMS-5 will be used to quantify the impacts that road traffic emissions associated with existing and development-generated road traffic will have on air quality at existing and proposed receptor locations.

163. The assessment will include consideration of air quality concentrations under the:

- Current baseline scenario (2019 – reflective of the latest available local air quality moniotoring data);

[28] *Mayor of London (2016) The London Plan (consolidated with alterations since 2011)*
[29] *Moorcroft and Barrowcliffe et al (2017) Land-Use Planning & Development Control: Planning For Air Quality v1.2*

- First year of residential occupation on site – without the Proposed Development scenario, but with cumulative developments; and
- First year of residential occupation on site – with Proposed Development, also with cumulative developments; and, if considered necessary;
- Full scheme build out - fully completed Proposed Development also with cumulative developments

164. Background pollutant concentrations will be determined using data derived from the Background Maps published by Defra[30].

165. Meteorological data will be taken from London City Airport meteorological station. The year of meteorological data to be used in the dispersion model will be selected to match the latest year with available local monitoring data (likely 2019).

166. The baseline road model output will be verified against appropriate monitoring data from the local authority (likely 2019), and an adjustment factor will be determined, in line with the methodology set out in the LAQM TG (16)[31] guidance document.

Overall Significance and Mitigation

167. The predicted concentrations will be compared with the relevant air quality objectives and any exceedances will be highlighted. The overall effects significance will be evaluated using criteria recommended by the IAQM & EPUK[30]. Where possible, mitigation measures will be proposed in order to ensure that residual effects are not significant.

168. Appropriate mitigation measures, as listed in the GLA guidance document on construction dust[27], will be proposed for the construction phase of the Proposed Development, based on the level of risk identified by the construction dust assessment.

Air Quality Neutral Assessment

169. The GLA has published Supplementary Planning Guidance on Sustainable Design and Construction[32] aimed at ensuring that new developments are 'Air Quality Neutral'. This will involve the calculation of emissions associated with the transport generated by their use. These emissions will then be compared with published benchmarks. Any excess emissions over and above the benchmarks will need to be reduced by mitigation or off-set.

Sensitivity Test Scenario

170. The operational assessment will include a sensitivity test for the prediction of nitrogen dioxide road traffic impacts to address elevated real-world nitrogen oxides emissions from certain diesel vehicles. This test will be carried out by applying adjustments to the 'official' emission factors and will represent a reasonable upper-bound to the assessment.

171. In order to provide a worst-case assessment, it is proposed to assess operational impacts associated with a fully completed and occupied development, but in the year of first occupation (where background air pollutants levels and vehicle emission factors will be the highest), regardless of any proposed phasing for the Development.

[30] *Defra (2019) Local Air Quality Management (LAQM) Support Website*
[31] *Defra (2016) Review & Assessment: Technical Guidance LAQM.TG16*
[32] *GLA (2014) Sustainable Design and Construction Supplementary Planning Guidance*

Noise and Vibration

Introduction

172. The noise and vibration assessment will be undertaken by Sandy Brown.

Baseline Conditions

173. The current dominant noise and vibration sources identified at the site are trains on the Gospel Oak to Barking Line (London Overground and freight services) to the north, the North London Line (London Overground and freight services) to the west and Midland Mainline (Thameslink) to the south.

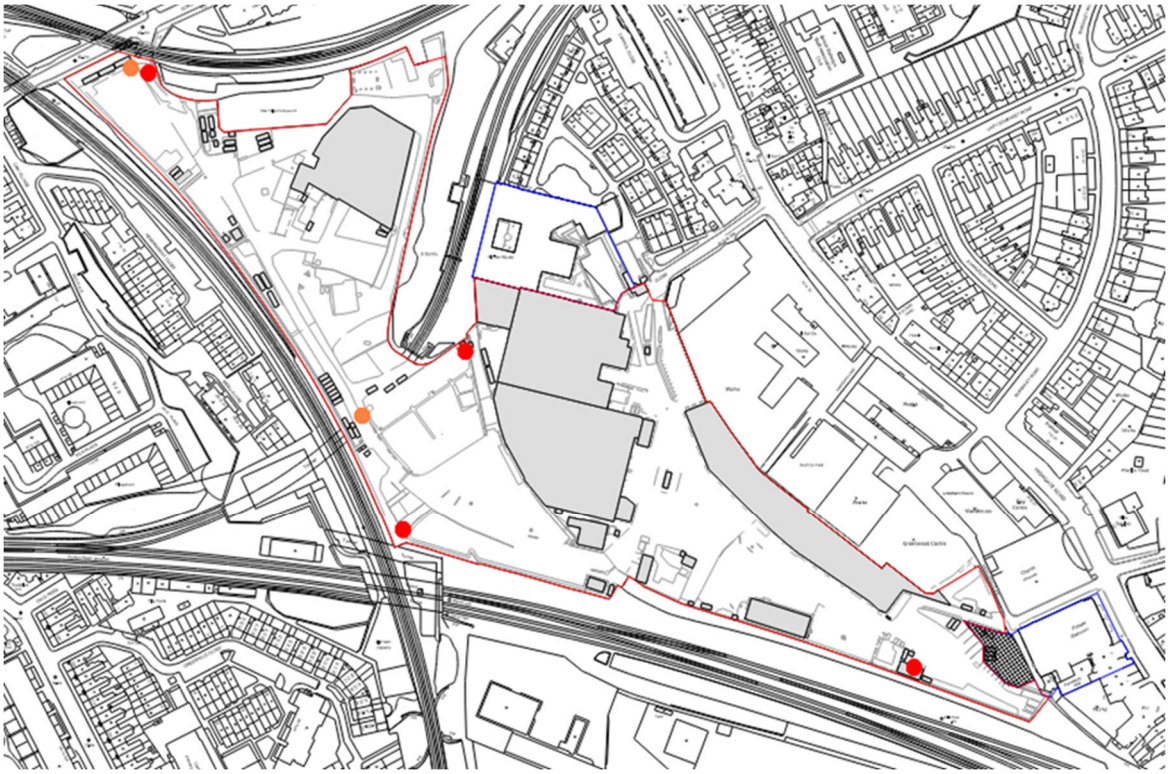
174. In addition to the trains, there is expected to be noise emitted from The Forum (music venue) to the south east, Highgate Studios to the east and Regis Road industrial to the west.

175. Long term noise and vibration monitoring was undertaken in October 2019 (pre Covid-19) to establish the baseline conditions on the site and surroundings. The locations for the noise monitoring are marked on **Figure 6** with red circles, with the location of vibration measurements marked with orange circles.

176. The long-term noise measurements were completed using 15-minute sample periods and included all typical sound pressure level parameters eg, Leq, Lmax, L90 etc.

177. The vibration monitoring was completed for an evening and night time at each location. 30 second Vibration Dose Values (VDVs) were measured.

Figure 6 Anticipated Nosie and Vibration Monitoring Positions



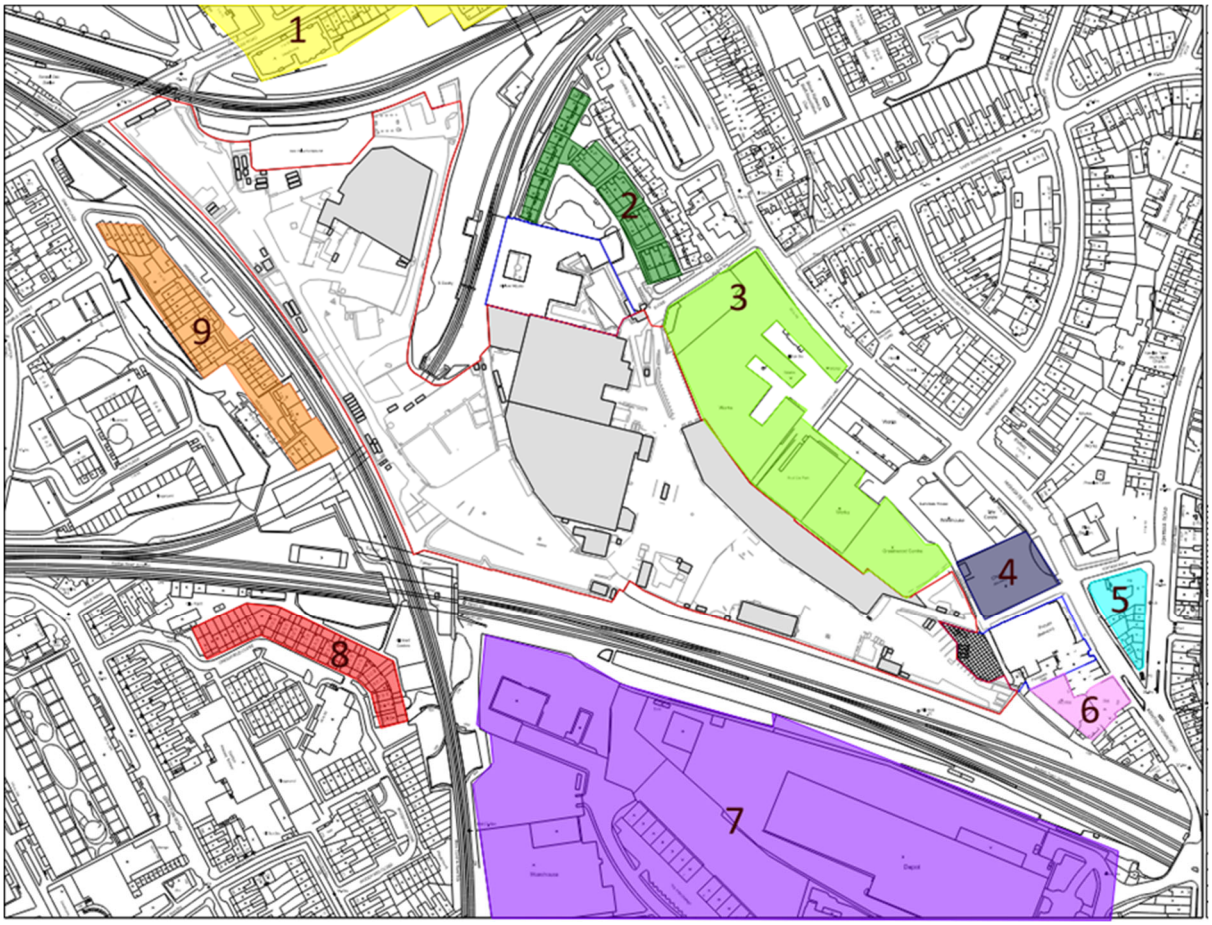
Potentially Sensitive Receptors

178. The location of potential sensitive receptors are illustrated in **Figure 7** with the numbered references included below.

1. Gordon House Road, Heathview, Mortimer Terrace and Wesleyan Place;

2. Sanderson Close;
3. Highgate Studios and Highgate Road Businesses;
4. Christ Apostolic Church;
5. 2 - 12Highgate Road;
6. The Bull and Gate and 1-7 Highgate Road;
7. Regis Road industrial estate;
8. 3-101 Cressfield Close; and
9. 1-42 Hemmingway Close and 1 to 17 Meru Close.

Figure 7 Potentially Sensitive Receptors



Potential Effects

179. Potential noise and vibration effects include:

Enabling and Construction:

- Temporary noise and vibration nuisance because of enabling and construction works – associated with daytime and (if required) night time works; and
- Noise nuisance to existing surrounding sensitive receptors from road vehicle movements generated during the enabling and construction works again, associated with daytime and (if required) night time works.

Operational

- Traffic related noise effects once the development is completed and operational – associated with road traffic movements – effect on existing and new on site receptors;
- Noise generated from building services plant – effect on existing and new on site receptors;
- Noise effects from surrounding railways – effect on new on site receptors;
- Vibration effects from surrounding railways – effect on new on site receptors;
- Entertainment noise from The Forum – effect on new on site receptors;
- Noise from proposed non residential uses on site – effect on existing and new on site receptors.

Cumulative

180. Cumulative construction noise and vibration effects associated with enabling and construction works associated with the development being undertaken simultaneously with construction works on other cumulative development sites will be assessed.

181. The cumulative operational impacts associated with the Proposed Development and other cumulative developments within the locality will be established and assessed. This will principally be in relation to any increases in road traffic along local roads with the assessments undertaken in line with the methods outlined below.

Scope of Assessment

General

182. The noise and vibration impact assessment will be presented in the form of an ES chapter (of ES Volume 1) and will be supported by relevant technical information (survey data and calculations) presented in an appendix in ES Volume 3.

183. Identification of potentially sensitive noise and vibration receptors on and around surrounding the site and categorisation of their 'sensitivity' will be undertaken in accordance with EIA terminology, as illustrated in **Table 6**.

Table 6 Receptor Sensitivity

Sensitivity of receptor	Description
High	Residential properties, recording studios, hotels and hostels
Medium	Doctor's surgeries, schools and colleges
Low	Residential amenity, commercial, industrial and retail buildings

184. The Magnitude of Impact shall be defined in accordance with recognised noise and vibration guidance and corresponding EIA terminology – High, Medium, Low, Very Low.

185. The relationship between the magnitude of impact and the receptor sensitivities is determined by the scale evaluation matrix shown in **Table 7**.

Table 7 Scale of Effect

Sensitivity of Receptor	Magnitude of Impact			
	High	Medium	Low	Very Low
High	Major	Moderate	Minor	Negligible
Medium	Moderate	Minor	Negligible	Negligible
Low	Minor	Negligible	Negligible	Negligible

186. In terms of the nature of effects, these will be defined as either adverse, beneficial or neutral.

187. The scale of effects will refer to guidance within the Noise Policy Statement for England (NPSE). The decision making includes identifying whether the overall effect of the noise exposure generated by a development is, or would be, above or below the significant observed adverse effect level and the lowest observed adverse effect level. The definitions for the different effect levels are outlined below:

- Significant Observed Adverse Effect Level (SOAEL): The level of noise exposure above which significant adverse effects on health and quality of life occur;
- Lowest Observed Adverse Effect Level (LOAEL): The level of noise exposure above which adverse effects on health and quality of life can be detected; and
- No Observed Effect Level (NOEL): The level of noise exposure below which no effect at all on health or quality of life can be detected.

188. Typically, effects (either before or after mitigation) that are major or moderate in scale shall be considered as 'significant effects' i.e., exceeds the LOAEL.

Demolition and Construction

189. The assessment of demolition, enabling and construction noise and vibration effects are described below:

- Estimation of noise generated (impact magnitude) during each principal phase of the demolition, enabling and construction works and an assessment of the likely effects on surrounding sensitive receptors pre-mitigation. The assessment will be based on the "ABC" method in BS 5228, as interpreted within **Table 8**.

Table 8 Description of the magnitude of impact rating for assessing the likely and residual effects of demolition and construction noise and vibration

Magnitude of Impact	Daytime noise levels (07:00-19:00)	Vibration Levels
Very low	Lower than ambient [1] LAeq or less than LAeq 70 dB.	Peak particle velocity (PPV) less than 0.3 mm/s
Low	Higher than ambient LAeq less than LAeq 70 dB.	PPV regularly exceeding 0.3 mm/s, but less than 1.0 mm/s.
Medium	Higher than ambient and between LAeq 71-75 dB	PPV regularly exceeding 1.0 mm/s, but less than 10.0 mm/s.
High	Higher than ambient and greater than LAeq 75 dB	PPV regularly exceeding 10.0 mm/s.

1 –Ambient noise levels assumed to be at least $L_{Aeq,12hr}$ 65 dB

- Road traffic associated with the demolition, enabling and construction works will be assessed using the same approach as described in **Table 8** for general increases in road traffic.
- Classification of the pre-mitigated nature, scale and significance of noise and vibration effects. Identification of appropriate Best Practicable Means mitigation / any other required mitigation and re classification of the residual effects (post mitigation) nature, scale and significance.
- Details of plant and equipment to be used throughout the enabling and construction works including % on times and sound power levels shall be presented within the ES.

Completed Development

190. The operational noise affects will be assessed with respect to the 2019 baseline measurements and where appropriate the baseline for the year the development is completed.

191. For the assessment of noise associated with road traffic, reference will be made to the Calculation of Road Traffic Noise (CRTN). Further advice is also given in the Design Manual for Roads and Bridges (DMRB) for road traffic noise assessment. Significance criteria for assessing the traffic noise are presented in **Table 9**, which is based on the IOA / IEMA 'Guidelines for Noise Impact Assessment.'

Table 9 Description of the magnitude of impact rating for assessing the effect of increases in road traffic noise

Magnitude of Impact	Increase in noise level (dBA)	Description
Very low	<1.0	Noise increase is unlikely to be discernible.
Low	1.0 - 2.9	A slight increase in noise levels may be perceived in affected buildings and outdoor recreational areas.
Medium	3.0 - 4.9	Increase in noise levels is likely to be noticeable in affected buildings and outdoor recreational areas.
High	>5.0	Increase in noise levels is likely to be clearly perceptible and could have a significant effect on the continued use of a building.

- For the assessment of building services and industrial noise, reference will be made to the use of BS 4142:2014. Criteria for the assessment are set in accordance with BS 4142 and the Institute of Acoustics (IOA) / Institute of Environmental Management and Assessment (IEMA) 'Guidelines for Noise Impact Assessment, as identified in **Table 10**.

Table 10 Description of the magnitude of impact rating for assessing the effects of building services plant and industrial noise

Magnitude of Impact	Increase in noise level (dBA)	Description
Very low	<1.0	Noise increase is unlikely to be discernible.
Low	1.0 - 2.9	A slight increase in noise levels may be perceived in affected buildings and outdoor recreational areas.
Medium	3.0 - 4.9	Increase in noise levels is likely to be noticeable in affected buildings and outdoor recreational areas.
High	>5.0	Increase in noise levels is likely to be clearly perceptible and could have a significant effect on the continued use of a building.

- For the assessment of site suitability for residential development, reference will be made to BS8233:2014 (**Table 11**).

Table 11 Magnitude of Impact - Internal Noise Levels Within Dwellings

Magnitude of Impact	Increase in noise level (dBA)	Description
Very low	<1.0	Noise increase is unlikely to be discernible.
Low	1.0 - 2.9	A slight increase in noise levels may be perceived in affected buildings and outdoor recreational areas.
Medium	3.0 - 4.9	Increase in noise levels is likely to be noticeable in affected buildings and outdoor recreational areas.
High	>5.0	Increase in noise levels is likely to be clearly perceptible and could have a significant effect on the continued use of a building.

- For the assessment of suitable external residential amenity, reference will be made to the use of BS8233:2014 (**Table 12**).

Table 12 Magnitude of Impact - Noise in Designated Residential Amenity Spaces (other than private balconies)

Magnitude of Impact	Noise Level (dBA)	Description
Very low	≤50	Meets the lower recommended value in BS 8233
Low	51-55	Meets the upper guideline value in BS 8233

Magnitude of Impact	Noise Level (dBA)	Description
Medium	56-60	Noise levels that are just noticeable above the upper guideline value in BS 8233
High	≥61	Would be noticeably above the upper guideline value in BS 8233

- For the assessment of vibration within the apartments, reference will be made with respect to the criteria from BS 6472-1, as identified in **Table 13**.

Table 13 Description of the magnitude of impact rating for assessing the effects of vibration in the residential development

Magnitude of Impact	VDV m/s1.75 for 16h day [1]	VDV m/s1.75 for 8h night [1]	Description
Very low	<0.2	<0.1	Adverse comment is not expected
Low	0.2-0.4	0.1-0.2	Low probability of adverse comment
Medium	0.4-0.8	0.2-0.4	Adverse comment possible
High	>0.8	>0.4	Adverse comment probably

- The assessment of vibration in the offices will apply a multiplying factor of 2 to the values presented in Table 12.

192. It is assumed that the operation of The Forum will remain as it is currently, and noise emissions are adequately controlled at the existing receptors. An assessment of noise emissions from The Forum will be conducted at the proposed residential receptors and based on the following:

- Free-field external entertainment noise criteria within Table D of **Appendix 3** of Camden's Local Plan (2017); and
- The magnitude of impact given in **Table 14**.

Table 14 Description of the magnitude of impact rating for assessing the effects of entertainment noise on the proposed residential development

Magnitude of Impact	Free-field Entertainment Noise Level at Residential Amenity	Description
Very low	At least 10 dB below existing LAeq,15min without entertainment noise	Entertainment noise barely audible
Low	Daytime: ≤LAeq,15min 55 dB. Evening: ≤LAeq,15min 50 dB Night: ≤LAeq,15min 45 dB	Low frequency noise audible, but noise sources are not identifiable
Medium	Daytime: LAeq,15min 56-60 dB. Evening: LAeq,15min 51-55 dB Night: LAeq,15min 46-50 dB	Entertainment noise generally audible
High	Daytime: ≥LAeq,15min 61 dB. Evening: ≥LAeq,15min 56 dB Night: ≥LAeq,15min 51 dB	Entertainment noise clearly audible

Worst Case Scenario

193. The demolition and construction will be phased and as such assessment will consider the occupation of phases coming forward and being occupied while other parts of the Proposed Development are under construction.

194. The outline elements of the planning application will consist of residential receptors. The assessments will

consider these likely uses in appraising the suitability of the site and likely mitigation measures required to comply with relevant standards.

Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare

195. GIA will undertake the daylight, sunlight, overshadowing assessments and if required the light pollution and solar glare assessments.

196. Given the scale and uses of the Proposed Development, along with its proximity to potentially sensitive receptors, a daylight, sunlight and overshadowing, assessment is considered necessary. Dependant on the detailed design, solar glare and light pollution will be assessed if significant effects are considered likely.

197. The assessment will consider the potential for likely significant effects as a result of the Proposed Development on daylight, sunlight and overshadowing to existing, neighbouring residential properties, religious buildings, educational facilities as well as existing open space and public amenity areas. Given the hybrid nature of the application, both the outline and detailed massing will be assessed.

Baseline

198. For the baseline, the daylight and sunlight conditions within each of the relevant surrounding sensitive receptors will be defined firstly under the existing site conditions by reference to the Vertical Sky Component (VSC), No-Sky Line (NSL) and Annual Probable Sunlight Hours (APSH) methods. Any emerging sensitive (cumulative) developments under construction will be assessed using the Average Daylight Factor (ADF) method.

199. With regards to the relevant existing surrounding outdoor amenity areas and the baseline level of overshadowing, the transient overshadowing (TOS) methods will be used. Where significant effects are considered likely, the Sun Hours on Ground method will be adopted.

200. The daylight, sunlight and overshadowing effects of the Proposed Development will then be assessed against this baseline condition.

Solar Glare and Light Pollution

201. Solar glare and light pollution are not a comparative assessments; the fact it may occur in the baseline does not necessarily justify its occurrence as a result of the Proposed Development. Consequently, if required, these assessments will consider the effect of the Proposed Development in absolute terms using professional judgement.

Potential Sensitive Receptors

Daylight and Sunlight Receptors

202. Residential receptors identified on nearby roads/streets that are considered sensitive in relation to daylight and sunlight and will therefore be included within the assessments. Educational facilities may also be considered sensitive to changes in daylight and sunlight and therefore will be included in the assessment. Therefore, sensitive receptors located to the north, east and west of the Site across the railway lines will be assessed in relation to daylight and sunlight.

Overshadowing Receptors

203. Areas of amenity space are considered most sensitive to overshadowing effects resulting from the Proposed Development. Owing to the southerly location of the sun path, only open space areas located from north west through to north east of the site require consideration in relation to overshadowing. Therefore, rear gardens of surrounding properties and public amenity areas will be assessed in relation to overshadowing.

Solar Glare Receptors

204. Solar glare assessments consider potentially sensitive viewpoints for road users and train drivers surrounding the site. If this assessment is required, the viewpoints will generally be located at the minimum

stopping distance and at the driver's eye level with the focal point being a relevant traffic element, such as signals or incoming traffic.

205. Solar glare assessments are undertaken where the façade detailing is known and the potential for reflections occur on areas of glazed materials. Four of the development plots are proposed in detail, however, at this stage the façade detailing is unknown. Viewpoints within approximately 500m of the Site, where the Proposed Development is visible within the drivers field of view will be assessed if necessary. At distances greater than 500m from the Proposed Development, instances of solar glare would be unlikely to occur. Given the close proximity of the railway line from Kentish Town station in relation to the Proposed Development, viewpoints along this railway line may need be assessed.

Light Pollution

206. These include any residential receptors (either existing in the baseline or created as a result of the Proposed Development) which are located within 20 metres of a commercial element of the Proposed Development.

Potential Effects

207. The potential daylight, sunlight, overshadowing, light pollution and solar glare effects associated with the Proposed Development are considered to be as follows (and as relevant to the scope of the assessment in terms of receptors identified above):

- Changes to the daylight and sunlight amenity within surrounding residential properties and other properties identified which have a reasonable expectation to natural light because of the demolition and construction works;
- Changes to overshadowing of surrounding outdoor amenity spaces because of the demolition and construction works;
- Changes to the daylight and sunlight amenity to surrounding residential properties and other properties identified which have a reasonable expectation to natural light as a result of the Proposed Development once complete;
- Changes to overshadowing of surrounding outdoor amenity spaces as a result of the Proposed Development once complete;
- If considered necessary, the potential for solar glare effects on sensitive viewpoints surrounding road users because of the Proposed Development once complete; and
- If considered necessary, the potential for light pollution effects on sensitive receptors as a result of the Proposed Development once complete.

Scope of Assessment

208. The assessments will be carried out in accordance with the Building Research Establishment (BRE) Guidelines: Site Layout Planning for Daylight and Sunlight 2011, A Guide to Good Practice, Second Edition 2011[33]. The analysis will be undertaken with a 3D computer model constructed using specialist software.

Demolition and Construction

209. Owing to the evolving and changing nature of demolition and construction activities, the assessment of potential effects during demolition and construction of the Proposed Development on daylight, sunlight, overshadowing and solar glare to surrounding properties will not be modelled. Instead, a qualitative assessment will be undertaken using professional judgement, with the worst-case scenario in terms of the effects quantitatively modelled and analysed through the assessment of the completed Proposed

[33] *British Research Establishment, 2011.Guidelines: Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice, Second Edition.*

Development (see below for further details).

210. With regards to light pollution during the demolition and construction phases, site lighting is unlikely to be defined until after panning permission is granted. In addition, there would be no fixed lighting installation owing to the evolving and changing nature of demolition and construction activities. As such, it is not possible to assess light pollution effects to sensitive receptors, and demolition and construction light pollution effects will therefore be scoped out of the EIA. All demolition and construction phases site lighting will be installed in accordance with Institute of Lighting Professionals (ILP) guidance, GN01:2011[34] to minimise light obtrusion to neighbouring sensitive receptors.

Completed Development

Daylight / Sunlight

211. In line with the BRE Guidelines, both the VSC and NSL assessments will be undertaken for the Proposed Development for the relevant sensitive receptors identified above. ADF will be applied to emerging sensitive developments under construction.

212. The sunlight amenity to the surrounding relevant receptors will be considered by reference to the APSH method of assessment. Due to the southerly rotation of the sun, this assessment will consider those windows which face the site and are located within 90 degrees of due south.

213. The nature (beneficial or adverse), scale (negligible, minor, moderate or major) and ultimately the significance of daylight and sunlight amenity effects will be determined using professional judgement and by reference to Appendix I of the BRE Guidelines.

Overshadowing

214. The overshadowing analysis on the surrounding areas of amenity space will be undertaken by reference to the TOS and Sun Hours on Ground method of assessment.

215. For the TOS assessment, the path of shadow will be mapped for the Proposed Development on the following dates as suggested by the BRE Guidelines:

- 21st March (Spring Equinox);
- 21st June (Summer Solstice); and
- 21st December (Winter Solstice).

216. The nature (beneficial or adverse), scale (negligible, minor, moderate or major) and ultimately the significance of overshadowing effects will be determined using professional judgement.

217. Additionally, owing to the proximity of private rear gardens surrounding the Site and the potential significant impacts arising from the Proposed Development), a Sun Hours on Ground assessment will be undertaken to confirm and quantify any effect on 21st March, as recommended by the BRE Guidelines. The Sun Hours on Ground assessment will consider the proportion of a designated amenity space which receives 2 hours of direct sunlight on 21st March

218. Considering the above, the nature, scale and ultimate significance of overshadowing effects will be determined using professional judgement and by reference to the BRE Guidelines.

Solar Glare

219. The BRE guidelines provide that '*glare or solar dazzle can occur when sunlight is reflected from a façade or area of metal cladding*'. This is considered an issue in relation to road users whereby an instance of

reflection can obscure the view of traffic signals and thus have the potential to cause an accident.

220. At this stage, the details of the façade treatment for the detailed components of the Proposed Development are not yet finalised, however, should the detailed design include large areas of glazing and/or reflective cladding, a solar glare assessment will be undertaken.

221. A Solar Glare assessment is only possible where the façade detailed design is known, as such, outline elements would not be assessed within the ES as their façade design is not known. If necessary, a Solar Glare assessment for the outline elements would be undertaken when Reserved Matters Applications for these elements are submitted.

222. Road junctions and railway line are sensitive in relation to solar glare as instances of reflection may obscure the view of traffic signals or temporarily blind drivers and thus result in accidents.

223. The assessment of solar glare identifies the time of the day and year that solar reflections will be visible from the assessed viewpoints, as well as their relationship to a driver's line of sight. The assessment does not however, measure the intensity of the reflection, but merely the occurrence and duration.

224. The nature (adverse), scale (negligible, minor, moderate or major) and ultimately the significance of solar glare effects will be determined using professional judgement and taking into consideration the duration of solar reflections, location of these in relation to a driver's line of sight and the probability of these occurring.

Light Pollution

225. Should the Proposed Development to include highly glazed areas of commercial use where extensive artificial lighting may be used and within approximately 20m of nearby residential accommodation, an assessment of light pollution will be undertaken.

226. The assessment of light pollution would focus on the effects of light egress from within the highly glazed commercial spaces and the subsequent light intrusion on the neighbouring residential receptors. As per standard practice, in the absence of a detailed lighting design, the study will assume an average illuminance level of 500 lux at the working plane as per the Lighting of Work Places, British Standard (BS) 12464-1:2002[35].

227. The ILP Guidance Notes 2011[36] set out numerical criteria for light intrusion before and after curfew (11pm) based on the lighting environment of the surrounding context. As the Proposed Development is located within London, this would be considered an area of high district brightness, equating to Environmental Zone 4 within the ILP Guidance Notes. Where the light levels exceed the recommended levels, a nuisance may occur. Professional judgement will be used to establish whether a potential effect would be adverse, the scale of the effect (minor, moderate or major) and ultimately the significance of the effect. Where the light levels are within the limits recommended by the ILP, the effects will be considered as negligible.

Cumulative Assessment

228. Surrounding cumulative schemes are considered relevant to the assessment of daylight, sunlight and overshadowing based on their proximity in relation to the Site and surrounding sensitive receptors, their scale and their planning status. Should any emerging schemes be deemed relevant to the assessment, a cumulative assessment will be undertaken and included within the ES. Additionally, the daylight and sunlight effects of the Proposed Development upon cumulative schemes will be considered and assessed if relevant. The ADF methodology will be used to assess impacts upon cumulative schemes.

[36] *Institute of Lighting Professionals (ILP), 2011, Guidance Notes for the Reduction of Obtrusive Light GN01:2011, 2011*

Internal Daylight, Sunlight and Overshadowing

229. Daylight and sunlight availability within the newly proposed residential units and within the newly created public realm within the site is dependent on the design of the Proposed Development, and is a design consideration, rather than an EIA issue. As there is no baseline scenario to assess or compare with, the assessment of internal daylight and sunlight condition within the proposed residential units and the quality of the onsite amenity areas (from overshadowing) within the site will not form part of the EIA. These matters will be presented as a separate standalone report which will be prepared and submitted in support of the planning application. A summary of the results will also be presented within the ES.

Wind Microclimate

Introduction

230. The wind microclimate assessment will be undertaken by Windtech Consultants (Europe) Limited.

231. A wind assessment including wind tunnel testing shall be undertaken for the Proposed Development and the results presented within a technical topic chapter of the ES (Volume 1). Supporting technical information will also be presented within the appendices of the ES (Volume 3).

Baseline

232. The baseline conditions across the site and the immediate surroundings will be quantified as part of the assessment.

233. For the London area, winds generally prevail from the south westerly direction, and are strongest in the winter. There is a secondary peak of north easterly winds that tend to occur predominantly in the spring. During the summer season, winds are lighter.

234. The current site features low-rise commercial industrial buildings with associated surface-level car parking and some elements of existing landscaping along Highgate Road to the north. There is limited massing with which winds could interact. The site contains low-rise commercial and residential buildings to the south-west and would be thereby more exposed to winds from the south-west. A more built up area is present to the north-east towards college yard, thereby providing moderate sheltering in the spring seasons.

Potentially Sensitive Receptors

235. The assessment will consider all areas both within, and immediately surrounding the site that the general population and users of the site would be reasonably expected to utilise. The potentially sensitive receptors that will be assessed include (but is not limited to):

- Thoroughfares;
- Entrances;
- Amenity Spaces;
- Podium/Roof Top Terraces;
- Pick-up/Drop-Off Points;
- Bus Stop/Other Public Transport Infrastructure;
- Cycle Lanes/Roadways; and
- Pedestrian crossings.

236. The wind assessments will take account of the wind microclimate for all wind directions in order to provide a fully quantifiable assessment of the calm and windy zones created within and surrounding the site and at elevated levels.

Potential Effects

Demolition and Construction

237. Generally, for wind microclimate assessments in London, the potential impacts during demolition and construction are assessed using the professional judgement of an experienced wind engineer, based on an assessment of the background wind climate at the site and an understanding of the effects of wind in the built environment. This approach is generally taken assuming that the activity on-site during this time (i.e. demolition and construction activities) is less sensitive to wind conditions than during when the Proposed Development is completed and occupied (which may include building entrances and outdoor

amenity uses, for example). Members of the public will also be restricted from accessing the site by hoarding. Based in the above, this is the approach that will be adopted within the ES for the consideration of the potential for wind microclimate effects throughout the demolition and construction works.

Completed Development

238. Given the size and geometry of the Proposed Development, in addition to the site's location in relation to surrounding buildings and nearby areas of publicly accessible space, it is important to avoid undesirable wind speeds being generated at ground and upper (terrace and accessible roof top) levels. Undesirable wind speeds could make some spaces within and around the Proposed Development uncomfortable or unsafe for pedestrian use.

239. The potential wind microclimate effects associated with the Proposed Development are undesirable wind speeds at pedestrian level within the site, at terrace and roof top levels, around surrounding buildings and within nearby areas of public realm once the Proposed Development is fully completed.

Scope of Assessment

240. A 1:300 scale model of the Proposed Development and surrounding buildings will be constructed and tested as a number of configurations in a boundary layer wind tunnel test facility.

241. The assessment will be undertaken utilising a fully quantitative wind tunnel testing methodology. The scenarios to be assessed will include:

- **Configuration 1**. Baseline: Existing site with Existing Surrounding Context;
- **Configuration 2**. The detailed components of the Proposed Development and the Outline Maximum Parameters for the outline components with Existing Surrounding Context.
- **Configuration 3.** The detailed components of the Proposed Development and the Outline Maximum Parameters for the outline components with Cumulative Schemes. The necessity for this configuration is based upon the cumulative developments being within the appropriate assessment radius (375m) if not then there will be no cumulative assessment required; and
- **Configuration 4.** Existing site with Cumulative Schemes (no Proposed Development). The necessity for this configuration is based upon the cumulative developments being within the appropriate assessment radius (375m) if not then there will be no requirement for this assessment configuration.

242. Additional configurations shall be tested as appropriate to address the phased delivery of the Proposed Development.

243. The results of the analysis will then be benchmarked against the Lawson Comfort Criteria (LDDC Variant) to determine the suitability of the different areas both within and surrounding the site within an appropriate proximity, relative to the target range of conditions associated with a mixed-use development. The suitability of the conditions both within the site and surrounding the site will be presented and discussed within the ES.

Off Site Results

244. Through the determination of the suitability for use of the areas surrounding the site, a direct comparison can then be made with the baseline / existing off-site conditions where target uses remain consistent, and the effect to these surrounding areas assessed, with the scale of effects and whether they are significant or not identified where appropriate.

Strong Winds

245. The potential for strong winds to occur will also be quantified.

Mitigation

246. Should mitigation measures be required to ensure that wind conditions are suitable for their intended use, the areas requiring mitigation will be identified and mitigation measures will be developed. Where necessary, mitigation measures will be tested through additional rounds of wind tunnel studies.

Built Heritage

Introduction

247. This chapter will be prepared by RPS and will consider the potential effects on all built heritage receptors, including listed buildings, conservation areas and non-designated built heritage assets arising from the Proposed Development.

248. The chapter will be based on a Built Heritage Statement prepared by RPS which can be found as **Appendix D**.

Baseline Conditions

249. There are no nationally designated listed buildings located on site. The locally listed Kentish Town Locomotive Sheds are located within the site and are considered to be non-designated heritage assets.

250. The surrounding area includes a number of designated and non-designated heritage assets that may also be affected by the Proposed Development. Along the south west boundary of the site includes two Grade II listed buildings: The Forum and Nos. 5 and 7 Highgate Road, which forms part of a larger listed terrace, these are within the client's ownership but outside of the planning application boundary.

251. Initial assessment work, including the production of a Built Heritage Assessment, has been undertaken to identify those built heritage assets within the site and to assess their importance. In accordance with GPA3: The Setting of Heritage Assets (Historic England; 2017)[37] the assessment also identifies all built heritage assets whose settings may be affected by the Proposed Development.

Potentially Sensitive Receptors

252. All designated heritage assets (or receptors) within 500m of the site are shown in **Figure 8**. The proposals envisage new buildings, with a maximum height of 19 storeys (circa. +113.2m AOD) which have the potential to affect the setting of some of these surrounding heritage assets. At this stage it is not possible to determine the exact number of heritage assets affected or the nature of these effects and a 500m search radius is therefore considered appropriate and proportionate to identify the heritage assets that are likely to be affected. Initial assessment work has confirmed that the following heritage assets may be affected by the Proposed development:

- Kentish Town Locomotive Sheds (locally listed buildings; located within the site);
- The Forum (Grade II listed building; NHLE 1379018; located adjacent to the south eastern boundary of the site);
- 1-7 Highgate Road (Grade II listed building; NHLE 1378940; located adjacent to the southeastern boundary of the site);
- Christ Apostolic Church (Grade II listed building; NHLE 1379013; located adjacent to the east boundary of the site);
- Bull and Gate Public House (Grade II Listed Building; NHLE 1391501; located to the southeast of the site)
- Mansfield Conservation Area (located north west of the site)
- Dartmouth Park Conservation Area (located north east of the site).
- Kentish Town Conservation Area (located east of the site); and

253. At this stage it is not envisaged that any heritage assets of the 'highest significance' (World Heritage Sites, scheduled monuments, Grade I and II* listed buildings, or Grade I and II* registered parks and gardens)

[37] *https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/*

will be affected by the Proposed Development.

Potential Effects

254. Relevant Historic England guidance, including GPA2: Managing Significance in Decision Taking in the Historic Environment, GPA3: The Setting of Heritage Assets and HEAN4; Tall Buildings will be used to assess the magnitude of effect to the relevant heritage assets.

255. The proposals include the partial demolition, alteration and redevelopment of the two locally listed locomotive sheds on site. These works have the potential to result in significant effects, subject to design and mitigation during the construction stage.

256. The proposals also include new tall buildings within the setting of surrounding heritage assets, which has the potential to result in significant effects, subject to design and mitigation during the construction and completed development stages of the Proposed Development.

257. Where significant effects are identified mitigation measures will be provided. These may relate to the design of the Proposed Development or the nature of the anticipated demolition works.

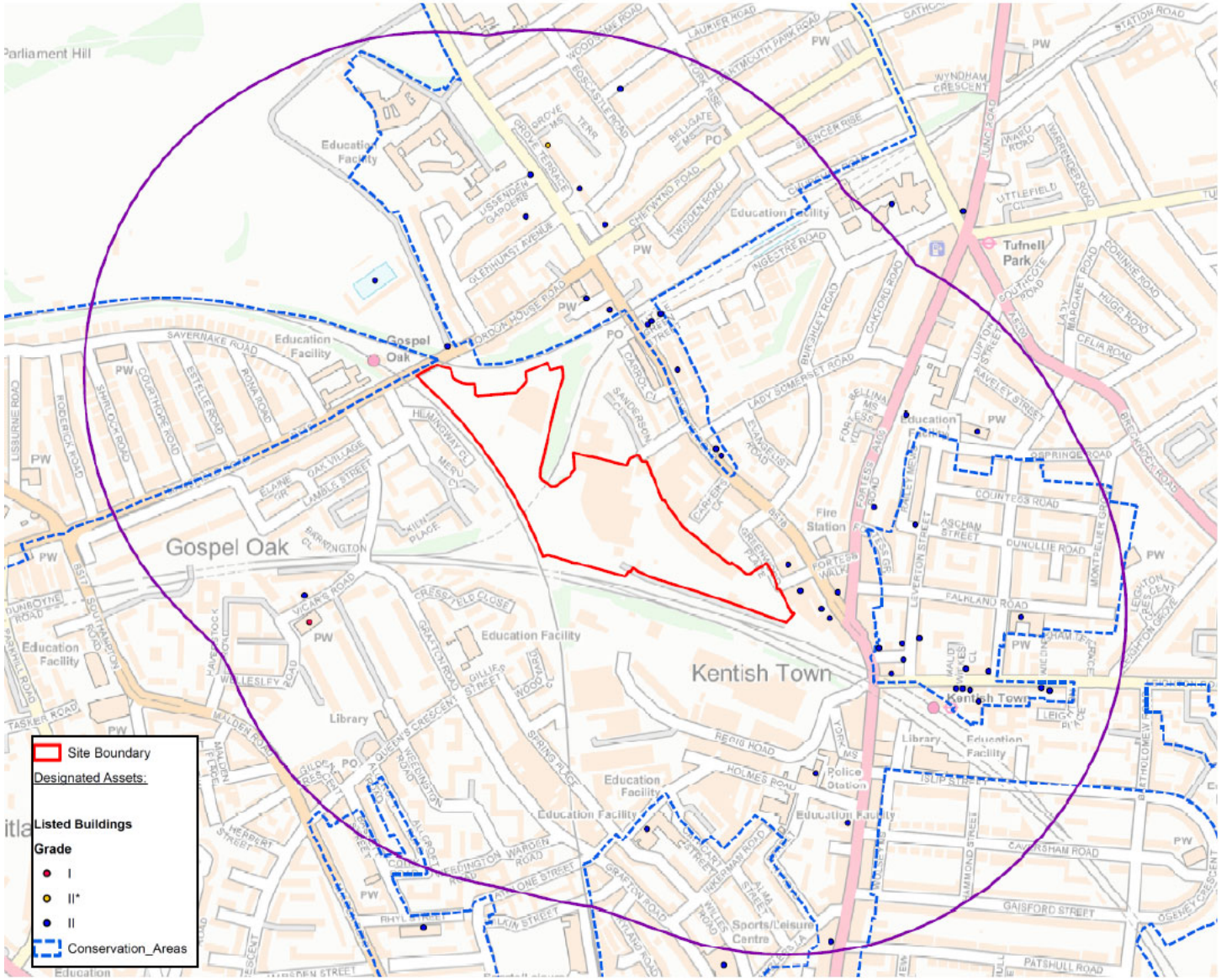
Scope of Assessment

258. **ES Volume 1, Chapter 10: Built Heritage** will be informed by a Built Heritage Statement that will identify all built heritage assets potentially affected by the Proposed Development, assess their importance and assess the impacts arising from the Proposed Development. This will include consideration of both construction and operational phases of development. It will also consider all design and mitigation measures included to reduce the potential impacts and overall scale and so significant of effects. This assessment work will accord with paragraph 189 of the NPPF and Historic England guidance and it will be used to inform the Built Heritage ES Chapter. Cumulative effects will also be addressed.

Worst Case Scenario

259. The assessment of the "reasonable worst case scenario" for the outline elements will be based on the maximum proposed build heights and massing in the parameter plans. This will provide an understanding of the likely settings effects arising from the Proposed Development, which will be mitigated by detailed design. The works to the locally listed buildings will be considered as part of the detailed element of the application.

Figure 8 Designated Heritage Assets



Townscape and Visual

Introduction

260. The Townscape and Visual Impact Assessment (TVIA) will report the findings of an assessment of the likely significant effects on townscape and visual amenity as a result of the Proposed Development. This topic will sit as a separate volume (Volume 2) of the ES.

261. The Townscape and Visual Impact Assessment will be undertaken by Peter Stewart Consultancy.

Baseline Conditions

262. The site is located between Kentish Town and Gospel Oak, on a locally significant industrial site. The site is not in a conservation area and there are no listed buildings on the site. There is a group of locally listed former locomotive sheds on the site.

263. The site adjoins a number of railway lines around the greater part of its perimeter, to the north, west and south. It is physically cut off from its surroundings, with no public access or existing links through. The site has been cut off from its surroundings, and developed in a pattern entirely different from that of its surroundings, since the land was first developed in the 19th century with railway lines and locomotive sheds and other railway related buildings and infrastructure. The existing urban grain on the site is large scale and industrial.

Potentially Sensitive Receptors

264. The site does not lie within a conservation area and there are no listed buildings within the site. There is a locally listed building on the site:

- 25 Sanderson Close – comprises a cluster of locally listed former locomotive sheds, two of which are located within the site.

265. There are two conservation areas adjoining the site to the north:

- Mansfield Conservation Area; and
- Dartmouth Park Conservation Area.

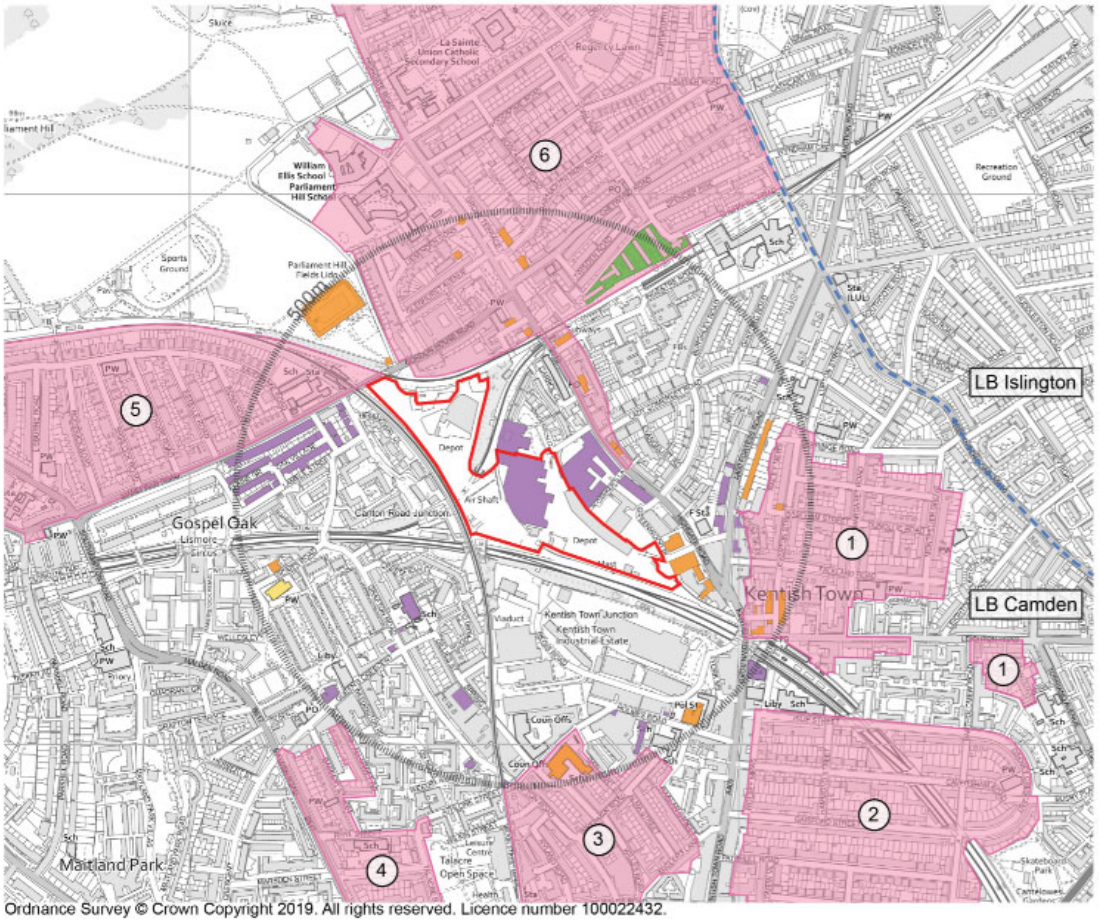
266. Kentish Town Conservation Area is also located to the east of the site.

267. A number of listed buildings are located in proximity to the site:

- No 23 Christ Apostolic Church;
- The Forum;
- Nos 1-7 Highgate Road; and
- Bull and Gate public house.

268. **Figure 9** all above ground heritage assets (listed buildings, conservation areas and locally listed buildings) within a 500m radius from the site. All the heritage assets identified on the map will be considered as visual receptors in the TVIA. Heritage significance will be analysed in a separate chapter of the ES.

Figure 9 Heritage Map



Notes:

Approximate Site boundary marked in red for indicative purposes only. An approximate 500m radius is marked on the map. Heritage assets within this radius are identified.

Conservation areas within the radius and the wider area are marked in pink and identified below.

Listed buildings:

- Grade I listed building
- Grade II listed building
- Locally listed building
- Locally listed natural features or landscape

Conservation areas:

1. Kentish Town Conservation Area
2. Bartholomew Estate Conservation Area
3. Inkerman Conservation Area
4. West Kentish Town Conservation Area
5. Mansfield Conservation Area
6. Dartmouth Park Conservation Area

Potential Effects

269. The change in massing proposed by the Proposed Development, together with the provision of new high quality buildings and public spaces, has the potential to change the existing townscape character and quality, in addition to views to, through and from the site. As such, the Townscape and Visual Assessment will address the following effects:

- Temporary visual intrusion during the demolition and construction works;
- Changes to the character, context and quality of the site and the local townscape;
- Effects upon a selection of short, medium and long range views; and
- Effects upon Townscape Character Areas

Outline Scope of Assessment

Baseline Assessment

270. The baseline assessment will be undertaken to ascertain the existing townscape environment on the site and the surrounding areas. Baseline photography will also form part of the assessment. The study area for the visual assessment is centred on the site and limited to locations from which the site can be seen, or from which new buildings on the site have the potential to result in a significant visual impact at the height proposed.

271. Four principal types of viewing location are identified:

- Views that have been identified as significant, by LBC or others, e.g. in relevant planning policy and guidance documents (including the London Plan London View Management Framework and conservation area appraisals);
- Other locations or views of particular sensitivity, including those viewpoints, if any, in which the Proposed Development may significantly affect the settings of listed buildings and conservation areas;
- Representative townscape locations from which the Proposed Development will be visible; and
- Locations where there is extensive open space between the viewer and the Proposed Development so that it will be prominent rather than obscured by foreground buildings.

272. The set of viewpoints is chosen so that it covers:

- The range of points of the compass from which the Proposed Development will be visible;
- A range of distances from the site; and
- Different types of townscape area.

273. Possible locations in these categories within the study area are identified based on an examination of maps and aerial photographs; maps of conservation areas; and maps and lists of listed buildings. The study area and the possible locations are then visited to establish candidate viewpoints.

274. A proposed viewpoint map is included in **Figure 10**, with a total of 33 viewpoint locations.

Scope of Assessment / Methodology

Demolition and Construction

275. The demolition and construction of the Proposed Development will be assessed in accordance with the same method as for the completed and operational Proposed Development, set out below. The demolition and construction works will have varied impacts over time, with certain operations having more perceptible effects than others. The most significant visual effect would derive from machinery associated with the

enabling and construction works, most notably tower cranes, the tops of which are likely to be higher than the tops of the finished buildings. Their presence is inevitable in connection with construction of the type and scale of development envisaged.

276. The demolition and construction of the Proposed Development has the potential to affect the townscape character, the views and the settings of heritage assets in the area surrounding the site. A qualitative approach (based on an assessment of the maximum impact of the enabling and construction impacts, over the duration of the demolition and construction programme) will be taken in the assessment of the demolition and construction related townscape, visual and built heritage effects.

Completed Development

277. The methodology for the townscape and visual impact assessment is based on the principles set out in the GLVIA. Reference will also be made to national, regional and local guidance and policies. A brief overview of the methodology is set out as follows and a more detailed explanation will be provided as part of the townscape and visual impact assessment.

278. An assessment of the effect of any proposed development on a receptor (an area of townscape or view) is made on the basis of professional judgement which takes into account relevant planning policies and guidance. It is based on the following method.

279. The sensitivity of the townscape or view as existing will be assessed as high, medium or low, depending on the importance, value and quality of the townscape or view under consideration, and the susceptibility to change of the receptor, taking into account the quality of the townscape or view, and the nature and expectation of the viewer for views. The assessment of sensitivity takes into account the presence of any designated heritage assets (listed buildings, conservation areas, registered parks and gardens of special historic interest, world heritage sites) and non-designated heritage assets (locally listed buildings), and the amenity value of the viewing location and area in which it is located. The assessment of the sensitivity of the townscape or view under consideration is moderated to take into account a judgement about its quality.

280. The magnitude of the change resulting from the Proposed Development will be assessed as major, moderate, minor or negligible according to the change to the townscape character area or view. The magnitude of change and / or the sensitivity may be assessed as being at an intermediate point between the criteria set out above e.g. a change of 'moderate to major' magnitude.

281. These two measures are combined to provide a measure of the significance - major, moderate, minor or negligible - of the effect on the receptor which will result from the Proposed Development, the most significant effects being effects of major magnitude on receptors of high sensitivity. Significance levels may be assessed as being at an intermediate point between the criteria set out above e.g. 'minor to moderate' significance. Likely significant effects for the purposes of EIA assessment are considered to be those of 'moderate' significance or above.

282. Effects are assessed as beneficial, adverse, or neutral. The LBC assessment as beneficial or adverse is a 'net equation', since with regard to the receptor that is being assessed, there may be both positive and negative effects as a result of the Proposed Development. A neutral effect is one in which there is no noticeable beneficial or adverse effect, or in which the effect is considered neither beneficial nor adverse overall having made a 'net equation' judgment that considers both beneficial and adverse effects.

283. For each of the identified views in the assessment to be produced, there will be images of the view 'as existing' and 'as proposed'. 'As proposed' images are to be provided as 'Accurate Visual Representations' ('AVRs'). AVRs are provided either as rendered (photorealistic) images of the Proposed Development ('AVR3') or as 'wirelines' (diagrammatic representations showing the outline of the Proposed Development, 'AVR1'). Rendered and wireline images illustrate accurately the degree to which the

Proposed Development will be visible, and its form in outline. Rendered images also show the detailed form and the proposed use of materials.

284. Where other developments in the wider area (which are proposed or have been granted consent) would be visible to a significant extent in a view being assessed, a further image showing these cumulative schemes together with the Proposed Development will be produced for the purposes of the cumulative effects assessment.

285. For each of the identified views, a description of the view as existing will be given, identifying its visual quality, sensitivity to change and, where necessary, the reason for that sensitivity. A description of the view as proposed will then be given with an assessment, based on the method set out above, of the effect that the Proposed Development will have on the view. A further assessment will consider cumulative effects, if any, for each view ('as proposed with cumulatives' images will also be provided as AVRs). The approach to cumulative assessment will be to focus on the additional effects of the Proposed Development on top of the cumulative baseline.

"Worst Case Scenario"

286. The "worst case scenario" of the outline application parameter plans will be assessed primarily through the study of the AVRs produced for the agreed viewpoint locations. The rendered views will show the detailed part of the application in a photorealistic manner. The outline sections of the planning application will be shown either as massing blocks or wirelines (TBC) in the rendered views. Alongside the views, the information from the design code (produced by the architects) will provide enough information for an informed assessment, in regards to Townscape and Visual Impact, to be made. The same principle will apply for the wireline AVR views.

Figure 10 Murphy's Yard Proposed Viewpoints Map

PSC view no.	Location	Render / Wireline
1	Parliament Hill Fields	
2	Highgate Road/ Woodsome Road	
3	Lissenden Gardens	
4	Gordon House Road	
5	Highgate Road/ Chetwynd Road	
6	Dartmouth Park Road	
7	Burghley Road/ Lady somerset Road	
8	Fortess Walk	
9	Lady Margaret Road	
10	Dunollie Road/ Lady Somerset Road	
11	Leighton Road	
12	Kentish Town Road	
13	Regis Road	
14	Inkerman Road	
15	Anglers Lane	
16	Willes Road	
17	Castlehaven Road	
18	Queen's Crescent	
19	Cressfield Close, by city farm entrance	
20	Grafton Road Bridge	
21	Lamble Street	
22	Lismore Circus	
23	Savernake Road	
24	Agincourt Road	
25	Parliament Hill: South of The Summit	
26	LVMF 2A.1 Parliament Hill: The Summit	
27	Parliament Hill: West of The Summit	
28	LVMF 2B.1 Parliament Hill: East of The Summit	
29	Highgate West Hill	
30	Swain's Lane	
31	Waterlow Park	
32	Dartmouth Park Hill	
33	LVMF 3A.1 Kenwood: The viewing gazebo (off map)	

Notes:

Viewpoint locations are approximate - exact locations, taking into account conditions on the ground, to be determined on site with PSC.

Approximate site boundary marked in red for indicative purposes only.

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Murphy Site
Townscape and Visual Impact Assessment

Issue no: 3
Date: October 2019
Status: PSC proposed viewpoints

Climate Change

287. The 2017 EIA Regulations introduced the requirement for the consideration of climate as part of the EIA process. The EIA Regulations seek to account for climate by requiring a description of 'the impact of the project on climate' and 'the vulnerability of the project to climate change' (Schedule 4, paragraph 5(f)).

288. Based on the requirement of the EIA Regulations to address climate change and relevant guidance suggesting that any greenhouse gas (GHG) emissions or reductions from a project can be considered as significant, this topic is scoped in to the EIA.

The Proposed Development's Potential Impact on Climate

289. The approach to assessing the potential impact of the Proposed Development on climate will be undertaken in accordance with the IEMA guidance 'Assessing Greenhouse Gas Emissions and Evaluating Their Significance'[38] (2017). This guidance sets out a 'good practice' approach to achieving a proportionate assessment of a development's potential impact on climate and communicating the results in terms of a notional percentage contribution relative to a carbon budget, together with appropriate mitigation.

290. The guidance presents a series of principles developed by IEMA, which highlight that all GHG emissions contribute to climate change, and that the combined effect of all emissions draws us closer to the scientifically defined environmental limit for climate change. The guidance therefore suggests that, in the absence of any defined threshold or significance criteria, any GHG emissions or reductions from a project be considered as significant. The guidance also reinforces a key principle of EIA which is to reduce the impact of a project's emissions at all stages of the lifecycle through mitigation.

291. Consistent with the guidance, the approach taken in the EIA will be to quantify the net GHG emissions[39] from the Proposed Development and compare against an existing carbon budget (defined either at a global, national, regional, local or sectoral level) in order to contextualise the project's carbon contribution by developing a sense of the scale of the emissions anticipated.

292. The ES will present the carbon mitigation being proposed, which will follow the principles of the carbon management hierarchy (i.e. avoid, reduce, off-set), in order to reduce as far as reasonably practicable, the anticipated GHG emissions over the Proposed Development's lifecycle.

293. The assessment of GHG emissions (essentially a carbon footprint or 'inventory' of the Proposed Development) and an outline of the carbon mitigation measures proposed will be presented in a technical report and included within ES Technical Appendices (**Volume 3**). Relevant information out of this report (specifically relating to carbon mitigation measures) will be presented within the ES Chapter describing the Proposed Development (**ES Volume 1, Chapter 4 - The Proposed Development**) and the chapter that outlines the demolition and construction works (**ES Volume 1, Chapter 5 - Demolition and Construction**).

The Potential Impact of Climate Change on The Proposed Development

294. The approach to assessing the potential impact will be undertaken in accordance with the IEMA guidance '*Climate Change Resilience and Adaption*' (2015)'[40], which presents a framework for the consideration of climate change resilience and adaption in the EIA process. It recognises a need for a proportionate approach to the assessment, due to the uncertainties associated with predicting how the environment will respond to climate change.

295. The guidance advises on *inter alia*, defining the future climate scenario, the integration of climate change adaption into the design, and the process for EIA. The guidance also provides advice on the execution of

[38] *IEMA (2015). Assessing Greenhouse Gas Emissions and Evaluating Their Significance (website: https://www.iema.net)*
[39] *Determining the net GHG emissions contribution accounts for the existing GHG emissions within the project boundary prior to the project commencing, against the predicted project emissions.*
[40] *IEMA (2015). Climate Change Resilience and Adaption (website: https://www.iema.net)*

the impact assessment across the technical topics, including the identification of the climate related parameters which are likely to influence the project in question, and the anticipated changes to those parameters under a future climate scenario.

296. Consistent with the guidance, the EIA will describe a future climate scenario which will be developed through the use of the future climate projections published by the Met Office (through the UK Climate Projections (UKPC18) website). The results include projections for variables including annual mean temperatures, and annual changes in summer and winter precipitation.

297. To describe the predicted future climate, it is proposed that the worst-case scenario (RCP8.5) for 2080 will be utilised as the future baseline. RCP8.5 represents a suitably conservative emissions scenario with regards to climate policy, land use, and technological development. This is in accordance with the Institute of Environmental Management and Assessment's (IEMA's) Climate Change Resilience and Adaptation guidance[40], which states that "Recommended best practice is to use the higher emissions scenario (RCP 8.5 in the latest UKCP18 projections) at the 50th percentile, for the 2080s timelines, unless a substantiated case can be made for not doing this (e.g. anticipated lifespan of the project is shorter than 2080s)".

298. The future climate change scenario will be considered within the ES across each of the technical topics being presented, and the level of assessment and methodology will be proportional to the available evidence base. The aim of the assessment will be to consider whether the effect on receptors (under the current condition, without climate change) are likely to be different under an alternative future climate regime; in particular, to identify whether the potential impacts of the Proposed Development will be worse or improve under the future baseline, and therefore if these changes alter the significance of effects identified for the Proposed Development under the current condition (without climate change). A key aspect of the assessment (within each of the technical topics presented) will be to identify the likely effect of those receptors considered more vulnerable to changes in climate, having taken into account the resilience and adaptive measures (being either design or management) which are proposed for the scheme in order to mitigate the risk presented by climate change.

299. Due to the level of uncertainty in both the future climate projections and how the future climate conditions may affect sensitive receptors, the assessment will be qualitative, based on objective professional judgement, unless where there is published, accepted quantifiable methods available (i.e. in relation to the assessment of flood risk).

300. The ES will present the adaption and resilience measures proposed as part of the description of the Proposed Development (**ES Volume 1, Chapter 4: The Proposed Development**), and also report the process of design for the resilience and adaptive measures developed for the scheme as part of the consideration of alternatives (**ES Volume, Chapter 3: Alternatives and Design Evolution**).

SCOPED OUT

301. The sections below provide details of the environmental topics considered acceptable to **scope OUT** of the EIA.

Archaeology

Introduction

302. This archaeology section of the EIA Scoping Report has been prepared by RPS and has considered the potential effects on all below ground heritage receptors.

303. An Archaeological Desk-based Assessment, which fully complies with the requirements of Historic England and the Chartered Institute for Archaeologists, has been prepared by RPS and is included in **Appendix E** of this EIA Scoping Report. This concludes that the site has a low theoretical potential for archaeology from all periods and that it has been subject to major interventions during the nineteenth and twentieth centuries.

Baseline Conditions

304. The Archaeological Desk-based Assessment confirms that there are no designated archaeological heritage assets located within the site.

305. The Grade II listed Forum, is located outside the south east boundary of the site and is within an Archaeological Priority Area, as defined by the Greater London Historic Environment Record (HER)41.

306. There has also been widespread disturbance of the site due to the lower and raising of site levels during development.

Potentially Sensitive Receptors

307. There are no designated archaeological heritage assets located within the site. The majority of the site has been subject to extensive alteration during the nineteenth and twentieth centuries and is considered to have a low theoretical potential for all periods. An Archaeological Priority Area is located to the east of the site. The burial ground to the Christ Apostolic Church is located immediately adjacent to the site.

Potential Effects

308. The Proposed Development does not include any areas within the Archaeological Priority Area and it is therefore considered that archaeology should be scoped out of any further assessment.

309. Due to the widespread disturbance of the site and low theoretical potential for important archaeological remains, it is considered that there are unlikely to be any significant effects arising from the Proposed Development in relation to below ground heritage/archaeology.

Conclusion

310. Due to the widespread disturbance of the site and low theoretical potential for important archaeological remains, it is considered that there are unlikely to be any significant effects arising from the Proposed Development, as currently presented. Therefore, archaeology shall be scoped out of the EIA.

[41] *https://historicengland.org.uk/services-skills/our-planning-services/greater-london-archaeology-advisory-service/greater-london-historic-environment-record/*

Ecology and Biodiversity

Introduction

311. Ecology and Biodiversity assessments to understand the ecological baseline of the site and its surroundings, and also to assess potential ecological effects of the Proposed Development, have been undertaken by The Ecology Consultancy. A Preliminary Ecological Appraisal (PEA), comprising a Phase 1 habitat survey, desk study, protected species assessment and ecological evaluation has been undertaken. A Preliminary Roost Assessment (PRA) of the buildings on site followed by a dawn bat survey was undertaken to confirm the presence or likely absence of roosting bats.

Baseline Conditions

312. The PEA was prepared with reference to best practice guidance published by the Chartered Institute for Ecology and Environmental Management (CIEEM, 2018), and as detailed within British Standard 42020:2013[42].

313. The Phase 1 habitat survey was undertaken on 14 May 2019, in warm, clear and dry conditions. It covered the entire site within the red line boundary. The findings of the PEA are summarised below and included in **Appendix F**.

PEA Summary

314. The site comprised several industrial buildings, mostly surrounded by hardstanding with small areas of landscaping around the office block, and tall ruderal and ephemeral vegetation on the margins of the site. Semi-mature scattered trees have been planted along the boundaries of the site. Habitats present are considered to be of up to local value.

315. There are no European statutory nature conservation designations within a 5km radius of the site[43]. A data search was requested from Greenspace Information for Greater London (GiGL), to provide information on non-statutory designated sites and protected species within 1km of the site. The site is not subject to any statutory nature conservation designations. There is one statutory designated site within 1km of the site, Belsize Wood Local Nature Reserve, located 0.9km south-west of the site. There are three non-statutory designated sites within 1km, the nearest is Kentish Town City Farm, with Gospel Oak Railsides and Mortimer Terrace Nature Reserve Site of Borough Importance for Nature Conservation (SBINC) located adjacent to the site on the northern, north-eastern and south-western boundaries.

316. The existing trees on the boundaries of the site, and existing buildings on site have the potential to support breeding birds.

PRA Summary

317. During the Preliminary Ecological Appraisal, three of the existing buildings (B4, B5 and B6) as identified on **Figure 11** were identified as having features with the potential to support roosting bats. The Preliminary Roost Assessment (PRA) assessed buildings B4 and B5 as having low potential to support roosting bats. Building B6 was assessed as having features with negligible potential to support roosting bats and scoped out of further work. No evidence of roosting bats was identified in any of the buildings, and no bats were recorded emerging from B4 and B5 during the dusk emergence survey of these buildings, carried out on 8 August 2019. Bat surveys undertaken, found in **Appendix G**, confirmed the likely absence of roosting bats in these buildings.

318. The habitats on site are not considered to offer significant foraging opportunities for bats, but the trees on the northern and south-western boundaries of the site, and the adjacent railside habitats have the potential to support foraging and commuting bats as a corridor through the landscape.

[42] *British Standard, (2013); Britis*h Standard *42020:2013 Biodiversity – Code of Practice for Biodiversity and Development.*
[43] *MAGIC (2018) Multi-Agency Geographic Information for the Countryside. https://magic.defra.gov.uk*

Potentially Sensitive Receptors

319. The potentially sensitive receptors that have been considered in the ecological assessment include, but are not limited to, the following:

- Kentish Town City Farm, Gospel Oak Railsides and Mortimer Terrace Nature Reserve Site of Borough Importance for Nature Conservation (SBINC), adjacent to the site at the north, north-east and south-west;
- Railside habitats adjacent to the northern, north-eastern, south-western and southern boundaries of the site;
- Foraging bats; and
- Nesting birds.

Potential Effects

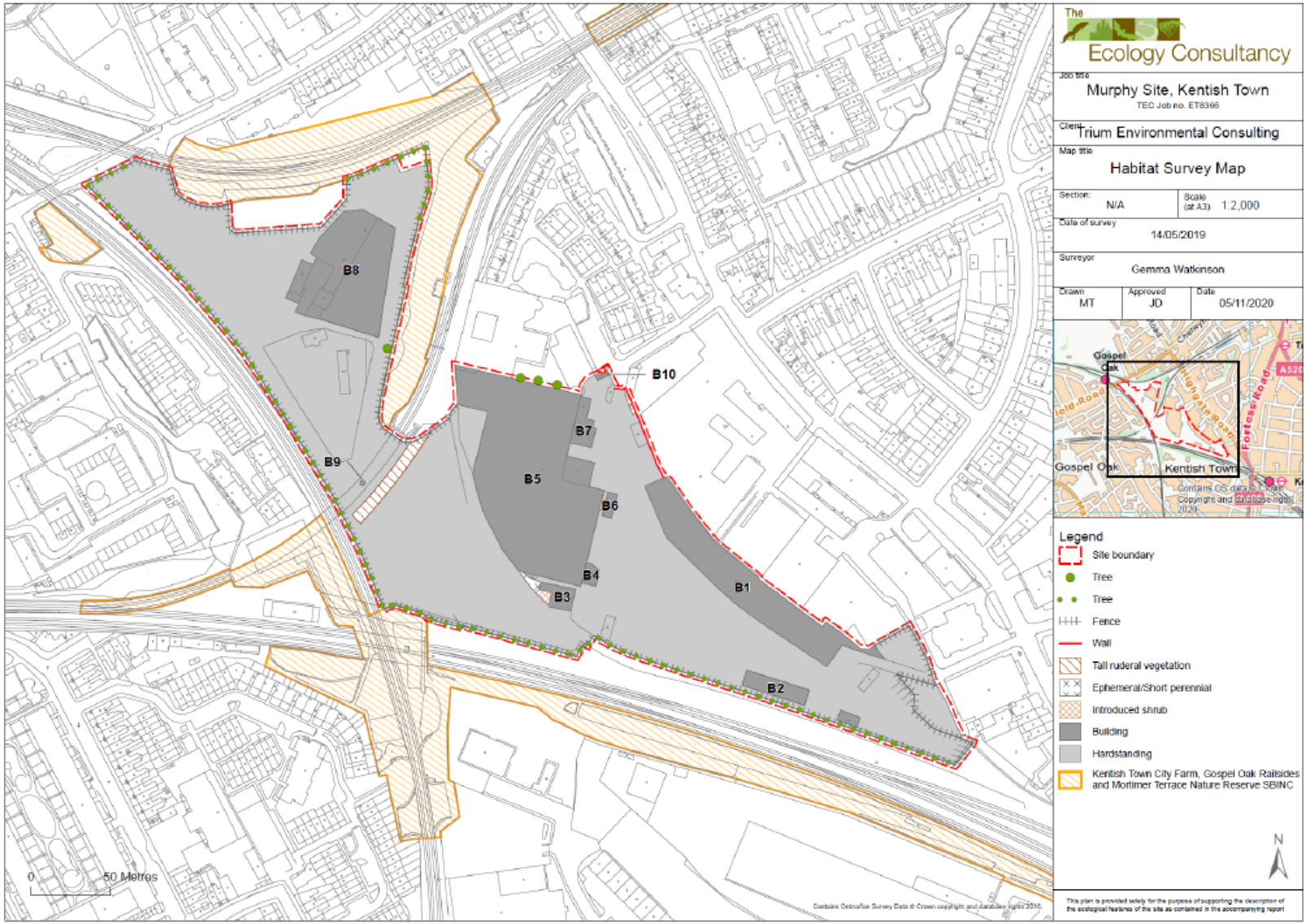
320. Potential effects on ecological receptors include:

- Potential shading impacts on the habitats within the adjacent non-statutory designated site of Kentish Town City Farm, Gospel Oak Railsides and Mortimer Terrace Nature Reserve SBINC, are likely to be insignificant, given that those areas of the SBINC to the north and north-east of the site include woodland habitats, which are likely to be already shaded habitats and should be resilient to any increased shading. The parts of the SBINC to the south and south-west of the site are not expected to be impacted by shading arising from the development of the site given their orientation relative to the site. The Proposed Development of the site is not expected to impact on this SBINC or any other designated site through following best practice pollution prevention guidelines;
- If the scattered trees on the boundaries of the site are to be removed, any effect is considered unlikely to be significant due to their limited local value;
- Provided an informed lighting plan is submitted, and there will be no additional light spill onto the boundary habitats and the adjacent railside habitats (including the Kentish Town City Farm, Gospel Oak Railsides and Mortimer Terrace Nature Reserve SBINC) there is not considered to be any potential significant effects on commuting and foraging bats.
- Potential impacts and legislation breaches relating to breeding birds will be mitigated by timing vegetation removal / building demolition works to avoid the bird nesting season, or by a suitably qualified ecologist undertaking a check for nests immediately ahead of works commencing during the bird breeding season and protection of any active nests until the young have fledged. It is proposed to scope breeding birds out of the assessment as any potential effects will be avoided by following standard mitigation measures as presented within the PEA.

Conclusion

321. Based on the results of the Preliminary Ecological Appraisal, Preliminary Roost Appraisal and bat surveys on site, it is considered that the Proposed Development does not have the potential to generate any significant adverse ecological effects, under the assumption that standard mitigation practices outlined above are applied. As such, it is proposed to scope any further work relating to ecology out of the EIA. It is also acknowledged that there is the potential to significantly enhance the ecology and biodiversity of the site and this will be addressed through a Bio Net Gain assessment which will be summarised within Chapter 4 of the ES.

Figure 11 Habitat Survey Map



TV, Mobile Phone and Radio Reception

322. Interference to certain telecommunications systems (e.g. television ('TV'), mobile phone and radio reception) can arise from buildings physically blocking and absorbing associated signals. Therefore, a loss or degradation of the reception of such systems can result from the introduction of new buildings, with the affected area referred to as the 'shadow area'.

323. For assessment purposes, domestic dwellings where TV is watched or radio is listened to as an amenity, are identified as sensitive receptors. Places where the provision of TV or radio form part of a commercial premises (e.g. hotels, offices and shops), are not identified as sensitive receptors.

324. The consideration of effects on TV (cable, terrestrial and satellite), mobile phone and radio reception has been undertaken by Trium. Interference resulting from the Proposed Development on other communications systems (e.g. railway communication systems and emergency services communication systems) has not been considered.

Radio Signals

325. Due to radio signals being at lower frequencies, they can 'bend' to a greater extent around buildings (or other obstructions) when compared to TV signals. Radios are also able to make constructive use of reflected signals. As such, radio signals are able to operate successfully in dense urban settings (i.e. containing a large density of tall and large buildings) and therefore radio reception (both analogue and digital) is not considered to be at risk of degradation as a result of the Proposed Development. No likely significant effects to radio reception (both analogue and digital) are therefore anticipated as a result of the Proposed Development.

Mobile Phone Reception

326. A review of Ofcom's mobile availability checker has identified that both 3G and 4G mobile services for four network providers (EE, O2, Vodaphone and Three) are available within and in close proximity to the site. A search of the Mast Data database identified no mobile masts within the site boundary that will require relocation. It is therefore considered that there is no risk of degradation to mobile phone reception as a result of the Proposed Development.

327. No likely significant effects to mobile phone reception are therefore anticipated as a result of the Proposed Development.

Cable TV Reception

328. Cable TV (CATV) services are delivered via underground coaxial or fibre-optic cables to residential dwellings. As CATV services are not transmitted through the air, there is limited potential for interference to CATV, and therefore CATV is not considered to be at risk of degradation as a result of the Proposed Development. No likely significant effects to CATV services are therefore anticipated as a result of the Proposed Development.

Terrestrial TV Reception

Baseline DTTV Reception – Crystal Palace Transmitter Mast

329. Terrestrial (land based) TV signals are transmitted in digital format (Digital Terrestrial TV ('DTTV') i.e. Freeview). The site receives DTTV signals from the Crystal Palace transmitter mast, which is the main source of DTTV signals for London and surrounding areas. The Crystal Palace transmitter is located approximately 15.4km to the south-south east of the site; therefore, any resultant shadow areas anticipated to arise from the Proposed Development will be located to the north-north west of the site.

Baseline DTTV Reception – Relay Transmitter Masts

330. The site and the area to the north and north-east of the site are also served by the Alexandra Palace and

Hampstead Heath DTTV relay transmitter masts, located approximately 4.5km to the north of the site and 1.2km to the west of the site respectively (see **Figure 12Figure 12** and **Figure 13**); any resultant shadow areas resulting from the Proposed Development will therefore be located to the south-west of the site.

331. Both the Alexandra Palace and Hampstead Heath DTTV relay transmitter provides a limited version of Freeview (this is referred to as 'Freeview Light', and transmits public service broadcasts only). The site does not receive coverage from the Hampstead Heath relay transmitter. The Proposed Development would therefore not affect the reception of services transmitted by the Hampstead Heath DTTV relay transmitter. The site does receive coverage from the Alexandra Palace DTTV relay transmitter mast with poorer coverage experienced to the south and south west of the site. The Proposed Development would therefore not affect the reception of services transmitted by the Alexandra Palace DTTV relay transmitter, as the properties located to the south and south west of the site currently receive poor coverage from this transmitter. The properties located to the south and south west of the site would continue to receive better coverage from the Crystal Palace Transmitter Mast.

332. No likely significant effects to DTTV services transmitted by the Alexandra Palace and Hampstead Heath DTTV relay transmitter masts are anticipated as a result of the Proposed Development.

Figure 12 Alexandra Palace Relay Transmitter Mast Coverage

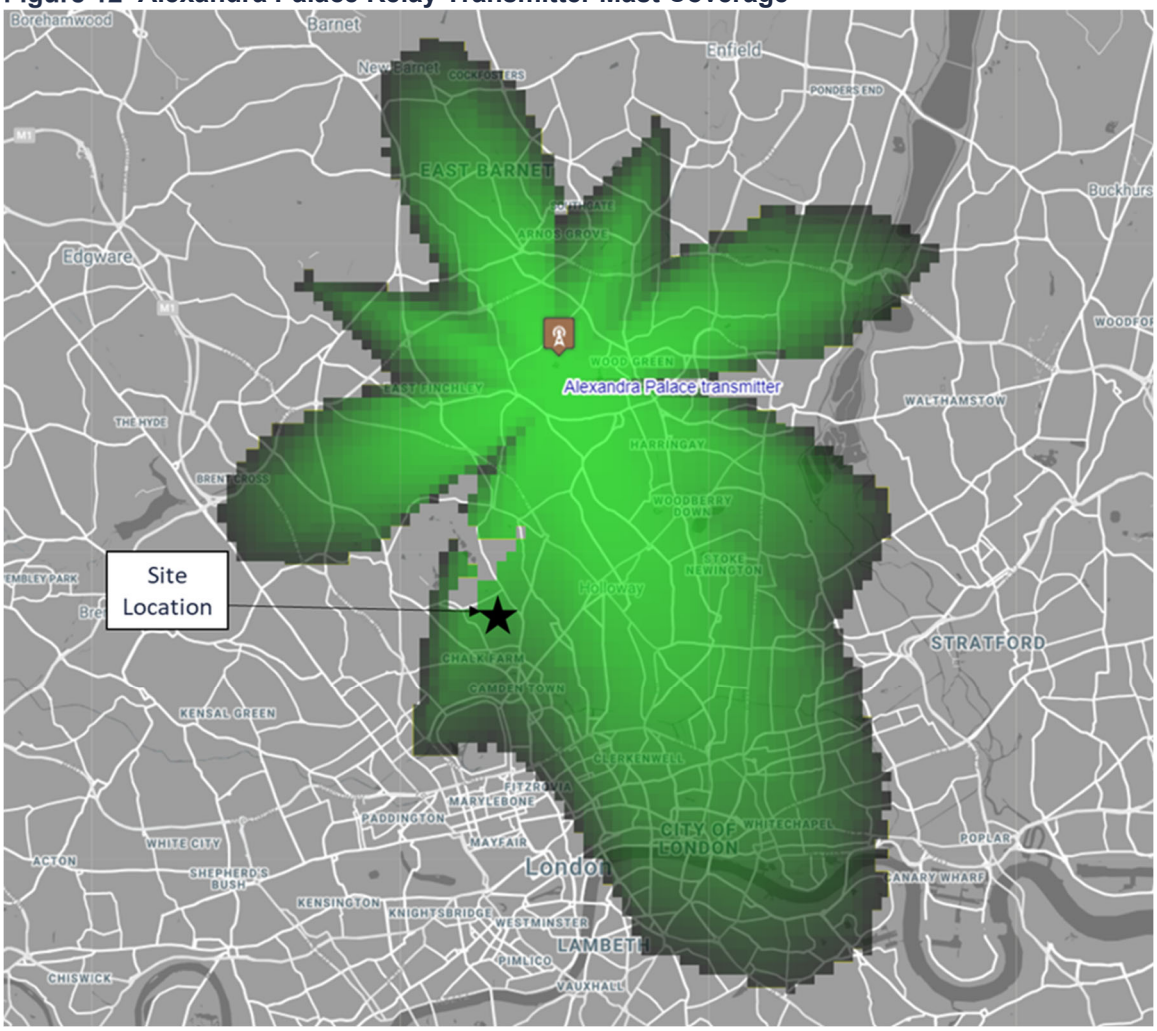


Figure Notes: The bright green areas shown where the signal from the transmitter mast is strong, dark green areas are poorer signals.

Figure 13 Hampstead Heath Relay Transmitter Mast Coverage

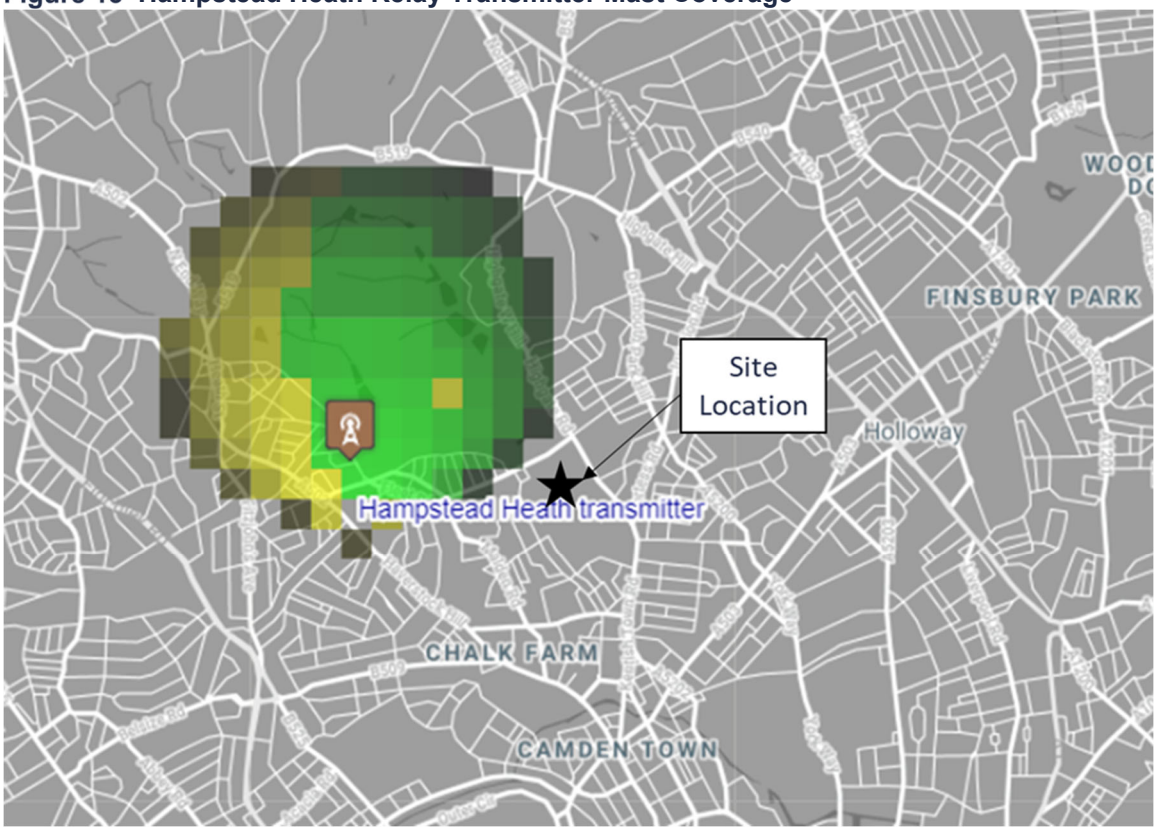


Figure Notes: The bright green areas shown where the signal from the transmitter mast is strong, dark green areas are poorer signals.

Predicted DTTV Reception Interference

333. With regards to determining the potential effects of the Proposed Development on DTTV reception received by residential dwellings, and transmitted by the Crystal Palace transmitter mast, early design information relating to the Proposed Development has been reviewed. It has been identified that the Proposed Development will comprise of up to 17 plots ranging in height from one to 19 storeys, with the tallest building (Plot J) up to approximately +113.2m AOD (see 'The Proposed Development and Planning Application' section of this Scoping Report).

334. As a result of the varying heights, and taking account of the topography of the surrounding area, the Potential DTTV shadow generated as a result of the Proposed Development will vary in distance, ranging up to approximately 1.7km at the longest point. Buildings that fall within the shadow area are considered to be predominantly residential use, in addition to non-residential uses such as Hampstead Heath.

335. Given the above, it is considered that there is a potential for a loss or degradation to DTTV reception as a result of the Proposed Development to residential dwellings (which receive TV reception via DTTV signals transmitted from the Crystal Palace transmitter mast) located within the DTTV shadow. The most noticeable potential adverse impacts would be experienced by those residential dwellings located in closest proximity to the site, with the magnitude of the impact reducing with distance away from the site.

336. It should be noted that a DTTV shadow cast by a building/obstruction diminishes with distance as a result of 'knife-edge diffraction'. This diffraction mechanism is a process whereby signals appear to bend (or 'diffract') behind a structure and eventually meet, like that of a knife-edge as opposed to a straight block. Due to this 'knife-edge' diffraction, the impacts experienced further away from the site are going to be less than those in closer proximity to the site. Therefore, any impacts experienced within the northern-most

extent of the shadow area are unlikely to be noticeable.

337. However, the residential properties that fall within the potential DTTV shadow generated by the Proposed Development would still receive DTTV reception from the Alexandra Palace and/or Hampstead Heath DTTV relay transmitters. As such the properties 'at risk' of a loss or degradation to DTTV reception transmitted by the Crystal Palace transmitter mast, will still have access to DTTV reception transmitted by the Alexandra Palace and/or Hampstead Heath transmitter masts.

338. No likely significant effects to DTTV reception are therefore anticipated as a result of the Proposed Development.

Satellite TV Reception

339. Satellite TV services to the UK are provided by geo-stationary satellites, which are primarily located within the Astra 28.2oE satellite cluster. Due to the geostationary positioning of the satellites in relation to London, satellite TV shadow areas will fall to the north-west of the site.

340. Due to the varying heights and massing associated with the completed Proposed Development, the predicted satellite TV shadow will vary in lengths, with the taller proposed buildings generating the longer satellite TV shadows, and vice versa. Notwithstanding, it is anticipated that the satellite TV shadow generated as a result of the tallest proposed building will fall for approximately 255m to the north-west of the site over an area of land containing residential receptors (such as those located along Kiln Place and Meru Close).

341. There is therefore the potential for a loss or degradation to satellite TV reception resulting from the Proposed Development to residential dwellings. For potentially affected residential dwellings located within the satellite TV shadow area, standard measures are available to mitigate the potential adverse effect, these include: upgrading of the existing satellite dishes by increasing their height and gain; or linking affected residential dwellings up to the existing available CATV network at a one-off cost. These standard measures are straight forward to implement and would remove the adverse effects to satellite TV reception.

Conclusion

342. Based on the information available, it can be concluded that there is no potential for adverse effects on radio signals, cable TV reception, mobile phone reception and DTTV Reception. However, there is a potential for a loss or degradation to Satellite TV reception received by residential dwellings as a result of the Proposed Development.

343. Whilst there is the potential for some impact to occur as a result of the Proposed Development, taking into account the size and extent of potential impacts and the availability of standard measures to remedy potential impacts, the likely residual effects on Satellite TV reception to surrounding receptors are not considered to be significant. On this basis, no further consideration of TV, Mobile and Radio Interference effects will be presented within the ES.

Land Take

344. This Land Take section of the EIA Scoping Report has been prepared by Trium Environmental Consulting LLP.

345. In response to the requirements of the 2017 EIA Regulations, consideration has been given to the potential for any effects arising because of the Proposed Development on 'Land Take' and 'Soils'. Soil contamination has been considered within the 'Geoenvironmental' section of this EIA Scoping Report.

346. With regards to 'Land Take', the site represents an opportunity to develop brownfield land in London in a bespoke and sustainable manner. Regeneration of this nature will lead to a range of regional and localised economic benefits, specifically relating to investment and employment. In addition, the development of the site will provide significant open space, connectivity, surveillance and aesthetic (visual) enhancements over the existing situation. The site is not a 'greenfield site' or is a soil resource used for example as a resource for agricultural use / farming; it is not natural or semi-natural land that is being 'taken up' by urban development. In addition, the site does not represent open accessible space used as a recreational resource within an already built-up environment; the site is inaccessible and is essentially an 'island site' surrounded by railway and road infrastructure. Beyond the railway infrastructure, the site is surrounded to the east, south and west by existing residential, retail, and commercial developments. As a result, no likely significant adverse effects associated with 'Land Take' or 'Soils' are anticipated because of the development of the land for the scheme proposed.

347. Based on the above, land take and soil shall not be considered any further within the ES.

Geoenvironmental- Land Contamination, Ground Conditions, Soil and Groundwater

Introduction

348. A desk-based Phase 1 Contamination Assessment Report has been prepared by RMA Environmental Ltd for the site and can be found as **Appendix H** of this report. A Ground Investigation was also undertaken and for the site and can be found in **Appendix I**.

349. The Phase 1 Contamination Assessment (desk-based) addresses the following:

- Current use and condition of the site including any visual evidence of potentially contaminative operations on site;
- Environmental setting of the site in terms of geology, hydrogeology, hydrology and surrounding land uses;
- A review of a third-party Groundsure Environmental Database report relating to the site and its surroundings (refer to Appendix A of **Appendix G**);
- Consultation with the Environmental Health Department at the LBC with regard to any contamination information held for the site;
- A review of the Environment Agency's (EA) website to identify any potential environmental issues relating to the site or surrounding areas;
- A review of a previous Desk Study and Ground Investigation Report undertaken by GEA in 2014. It should be noted that this report only covered a small extent of the north-eastern part of the site and, therefore, is not representative of the full site area; and
- Development of a preliminary conceptual site model and identification of potential risks to human health and environmental receptors.

350. The Ground Investigation (**Appendix I**) undertaken included site works between 1st and 10th April 2019 and comprised seven cable percussion boreholes to depths of 20.45m below ground level (bgl) and fifteen percussive window sample boreholes to depth of between 0.5m and 6.45m bgl. Gas and groundwater monitoring was undertaken, followed by a chemical analysis of the soils and groundwater obtained from the site.

Baseline Description

351. Summary of findings of the Phase 1 Contamination Assessment include:

- British Geological Society (BGS) mapping and borehole records data have no records of any superficial deposits; however, the site is underlain by the bedrock geology of the London Clay Formation. This is classified by the EA as Unproductive Strata and is considered to be of limited permeability;
- there are no watercourses within 1 km of the site; however, there are two surface water features approximately 750 m and 900 m north-east of the site. These are referred to as the Highgate Ponds;
- there are no designated environmentally sensitive sites within the site and within a 250 m radius of the site;
- the site lies entirely within Flood Zone 1 and, therefore, is considered to have a 'low risk' of flooding from rivers or the sea;
- historic mapping of the site dating back to 1873 shows that the site had significant historic industrial and transport land uses, including a large locomotive depot, railway tracks and coal storage. The mapping also suggests that a small area of residential or commercial buildings was located in the south-western corner of the site;

- it is identified that there are 20 records of historical tanks on site, all of which are described as 'unspecified tanks' and 22 records of potentially infilled land on-site, which are described as 'tunnels' and 'unspecified shafts. These are all assumed to be associated with the extensive historic railway infrastructure on site;
- the three historical garages and motor vehicle repairs on site are related to a garage and two transport maintenance sheds located in the northern extent of the site;
- there are no records of pollution incidents or enforcements within the site, however there are 16 Part B Activities and Enforcements within 250 m of the site location, the closest of which is located54 m north-east of the site and is a Part B permit for 'respraying of road vehicles';
- there are six current potentially contaminative industrial uses within the site boundary, all of which are located within the western half of the site and are described as 'Container and Storage', 'Civil Engineers' and 'Gas Features'. There are a further 58 potentially contaminative land uses located within a 250 m radius of the site, the closest of which is described as 'Industrial Features' and is located 16 m south-east of the site.
- the 14 identified historical surface ground working features within the site refer to unspecified groundworkings, pits, and waterbodies. There are 11 historic underground working features on site, which are referred to as tunnels and unspecified shafts.
- there are 91 historical railway and tunnel features within the site location and 133 within 250m of the site boundary. These are characterised as railways, railway sidings and tunnels; and
- there are 8 active railway entries on site which are listed as the 'Gospel Oak to Barking Line'.

Summary of the Findings of the Ground Investigation:

- Made Ground was encountered across the south eastern part of the site between 0.80m and 1.30m below ground level (bgl) (average depth of 0.98m bgl). Whilst, in the north western part of the site Made Ground was found between 3.50m and 9.00m bgl (average depth of 6.48m bgl). The site was found to be underlain by London Clay;
- contamination of the Made Ground in the north western part of the site, proposed for residential development, with regard to TPH and PAH compounds, together with the presence of a number of VOCs and SVOCs at detectable concentrations across the entire site;
- Elevated lead was also identified in two locations in the central part of the site;
- No contamination was within the underlying natural London Clay;
- Notable concentrations of organic contaminants were recorded in the groundwater encountered within the Made Ground beneath the site, together with elevated levels of methane gas. Relevant pollutant linkages have been identified, as demonstrated in the updated conceptual model (**Appendix I**).

352. Further site investigation and remediation is therefore required. However, standard mitigation controls (agreed with LBC) can alleviate any potential effects and render residual effects insignificant.

Proposed Scope of Works

353. The following workstreams are proposed to ensure any potential effects are controlled and render residual effects insignificant, these can be secured by the LBC through planning conditions and include:

Site Investigation

354. Undertake further intrusive ground / site investigation as required by LBC to inform the following:

- The nature and extent of soil contamination;
- The nature of the ground gas regime;

- Groundwater and soils testing for geotechnical and contamination parameters;
- Waste characterisation;
- Radon Testing; and
- Design for any protection measures and inform health and safety for works in enclosed spaces.

355. The objective of the intrusive ground / site investigation will be to provide an assessment of the following: ground model and groundwater regime (including groundwater quality monitoring if required); location, nature and extent of contamination within the Made Ground and underlying natural strata; nature and extent of contamination within controlled waters; ground gas and vapour regime to enable an outline assessment of the potential risks associated with hazardous gases and vapours.

356. The intrusive ground / site investigation will be undertaken prior to any enabling and construction works and will be undertaken in accordance with CLR: 11, relevant British Standards and other good practice guidance.

357. Following the intrusive ground / site investigation, a site investigation report will be prepared in accordance with the CLR: 11, relevant British Standards and other good practice guidance. The site investigation report will meet the following objectives: identify any constraints associated with the ground and/or below ground infrastructure on the basis of available information; assess potential risks to people and the environment (natural and built) associated with ground contamination (solid, liquid or gas) during construction and for future site use; and provide recommendations for further works such as further intrusive ground investigation and / or remedial action or design.

Foundation Works Risk Assessment

358. Any piling works will require a Foundation Works Risk Assessment (FWRA). The FWRA will identify the requirement for any groundwater level / groundwater quality monitoring.

Remediation Strategy

359. Implementation and compliance with a Remediation Strategy (to be approved by LBC).

Verification Report

360. Prior to any part of the development being brought into use, a verification report demonstrating the completion of works set out in the remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the LBC. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Monitoring and Maintenance Plan

361. Aims:

- To set out design commitments and management strategies; and
- To set out best practice measures to reduce the potential for likely significant effects to human health, controlled water and the environment during demolition and construction.

362. The development shall not commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports, has been submitted to the LBC. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the LBC.

Enabling and Construction - Mitigation Measures

363. A number of mitigation measures shall be implemented throughout the enabling and construction works

as a matter of course to protect people (human health) and the environment, as follows:

- Measures to control and monitor air pollution, as specified in the Mayor of London and London Council's guidance document 'The Control of Dust and Emissions from Construction and Demolition';
- Measures for the protection of hydrological resources and preventing contaminated runoff, settlement facilities and oil / petrol interceptors;
- The appropriate use of Personal Protective Equipment (PPE) and implementation and adherence to appropriate health and safety protocols, plans and procedures;
- Appropriate handling and disposal of pile arisings, concrete, pastes and/or grouts during the laying of foundations will be undertaken;
- All liquids and solids of a potentially hazardous nature (e.g. diesel fuel, oils and solvents) will be stored in designated locations with specific measures to prevent leakage and release of their contents, include the siting of storage areas away from surface water drains, on an impermeable base with an impermeable bund that has no outflow and is of adequate capacity to contain 110% of the contents, in accordance with the EA's requirements. Any tanks storing more than 200 litres of oil on-site, would have secondary bunding;
- All storage will be protected from vandalism and kept locked up when not in use;
- Wherever possible, plant and machinery will have drip trays beneath oil tanks/engines/gearboxes/hydraulics, which will be checked and emptied regularly via a licensed waste disposal operator;
- On-site provisions will be made to contain a serious spill or leak through the use of booms, bunding and absorbent material in accordance with an Emergency Response Plan (ERP);
- Appropriate procedures for dealing with unexploded ordnance;
- Access requirements for enclosed spaces below ground, particularly in relation to vapour / gas migration in such enclosed spaces; and
- Enabling and construction workers will remain vigilant of ground conditions at all times and will report to the Principal Contractor, any suspect areas of potential contamination. If, during the enabling and construction works, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the LBC) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the LBC. The remediation strategy shall be implemented as approved.

364. The above mitigation measures will be included within the ES.

365. With the implementation of standard mitigation during enabling and construction stage, the likely effects on receptors (human health and the environment) are not considered to be significant.

366. With appropriate remediation and verification ahead of construction, the likely effects on end use receptors (human health and the environment) are also not considered to be significant.

Conclusion

367. It is proposed to scope Geoenvironmental (Land Contamination, Ground Conditions, Soils and Groundwater) out of the EIA on the basis that the above cited mitigation commitments with regard to further ground investigation, remediation, verification and enabling and construction measures are sufficient to ascertain that the likely residual impacts and effects to human health and the environment will not be significant.

Project Vulnerability

368. With reference to Regulation 4(4) and Schedule 4 of the EIA Regulations, this Scoping Report also considers whether there are likely to be any significant effects on the environment or the project arising from the vulnerability of the Proposed Development to major accidents or disasters.

369. Available IEMA Information (IEMA Quality Mark Article 'Assessing the Risks of Major Accidents and Disasters in EIA (WSP, 2016)) defines major accidents and disasters as follows:

> *"man-made and natural events which are considered to be likely and are anticipated to result in substantial harm that the normal functioning of the project is unable to cope with/rectify".*

370. Paragraph 8 of Schedule 4 of the EIA Regulations (as amended) provides further description of the information to be provided in the ES in relation to these events. In line with this description it is understood this information would in particular be considered to be of key importance for the assessment of major industrial and/or infrastructure schemes which could pose significant risks to society and the environment in the event of a major accident or a natural disaster which would impede its normal function (e.g. nuclear / petrochemical installations, major transport infrastructure such as tunnels, bridges or airports, etc.). While the Proposed Development does not fall into either of these scheme categories, the project's vulnerability to such events has nevertheless been taken into consideration in order to ascertain the potential risks to future site users and surrounding human and environmental receptors.

371. For any new development, a project's vulnerability to major accidents and natural disasters should be considered both in terms of the likelihood of the project itself to cause a major man-made accident, and in terms of the project being affected by an external man-made accident or by a natural disaster. In all these cases it is furthermore important to consider whether any aspect of the proposed development's design or operation could worsen the effects of any such events on nearby receptors.

372. The London Resilience Partnership (LRP) has developed the London Risk Register, which lists a range of natural hazards and man-made accidents/incidents and assesses the risks they pose to the London area based on their potential impact and likelihood. As well as assessing the risk of these events, the London Risk Register also provides an outline of the control measures already in place to avoid, manage and respond to them. These measures range from specific laws and regulations intended to avoid or manage the potential causes of major accidents and natural disasters, to government agency programmes intended to prevent, inspect and monitor these causes, as well as a variety of response plans, forecasting and early warning systems. The effective implementation of these plans, programmes, legislative tools and guidance is considered to reduce the risk of these events to a level which is as low as reasonably possible.

373. Due to the nature and surroundings of the Proposed Development, many of the events listed in the Register (e.g. wildfires, animal diseases, etc.) are not considered relevant or likely to pose a risk to future site users or surrounding receptors. The remaining events in the Register will be managed, or altogether avoided, through the aforementioned established regulatory framework and the control measures implemented at the local and/or national government level, with the support of specialist government agencies.

374. In some cases, this risk management process will be further supported with project-specific information and assessments which form part of the EIA and the wider planning process. This includes the assessment of potential weather-related events, such as those relevant to the wind microclimate and solar glare assessments, which under certain conditions could pose a risk to pedestrians and/or vehicle users. Likewise, the requirement for a Flood Risk Assessment within the planning application will address the flood related risks as listed in the London Risk Register.

375. In line with the above, within the context of the events assessed in the London Risk Register, it is

considered that the vulnerability of the Proposed Development to major accidents and natural disasters will be adequately managed throughout the lifetime of the project. As such, it is considered that the vulnerability of the Proposed Development to such events, is in itself, unlikely to result in any further significant effects on introduced site users, and surrounding environmental and human receptors.

376. The EIA for the Proposed Development will therefore not specifically consider the issue of major accidents and natural disasters any further.

Materials

Introduction

377. The need for a materials impact assessment has been considered by Trium Environmental Consulting LLP.

Discussion for Scoping Out

Demolition and Construction

378. During demolition and construction, it is anticipated that materials for constructing the Proposed Development will be sourced from:

    1) the site, in terms of any 'waste for recovery'; and

    2) within the LBC and London where possible.

379. In accordance with IEMA's guide to Materials and Waste in Environmental Impact Assessment[44], materials are considered to be sensitive receptors and include *"physical resources that are used across the lifecycle of a development. Examples include concrete, aggregate, asphalt, bricks, ballast, mortar, glass and timber."*

380. The key material components that the Proposed Development will likely be constructed from include:

- Concrete in substructures;
- Concrete in superstructures;
- Superstructure (e.g. concrete);
- Façade cladding (e.g. composed of glass, aluminium cladding system and some elements of terracotta at the base of the building);
- Glazing (e.g. glass);
- Roof finishes (e.g. composite decking / paving and metal);
- Internal walls (e.g. steel framing system, dry lining, block work and concrete);
- Ceilings (e.g. dry lining);
- Wall and floor finishes (e.g. carpet, vinyl, wood, tiles and drywall); and
- Hard and soft landscaping (e.g. soils, mulch, sands, brick sets, wood, grass and bound gravel etc.).

Mitigation

381. IEMA's guide to Materials and Waste in Environmental Impact Assessment refers to different types of mitigation measures to prevent or reduce adverse effects:

- Primary mitigation measures: are "*an intrinsic part of the development, and do not require additional action to be taken*" [45]; for example, choosing to refurbish an existing building, rather than demolish it;
- Secondary mitigation measures: are "*foreseeable actions brought out by the environmental assessment process, and that have not previously been achieved through primary and tertiary mechanisms*" [46]; for example, the implementation of a Procurements Strategy or Construction Environmental Management Plan (CEMP); and

[44] *IEMA, (2020); IEMA guide to: Materials and Waste in Environmental Impact Assessment.*
[45] *IEMA, (2020); IEMA guide to: Materials and Waste in Environmental Impact Assessment (page 19).*
[46] *IEMA, (2020); IEMA guide to: Materials and Waste in Environmental Impact Assessment (page 27).*

- Tertiary mitigation measures: are "those that are in place with or without the iterative EIA process" and include "those that will be undertaken to meet existing legislative requirements, of those that are considered standard practices used to manage commonly occurring environmental effects"[47]; for example, sending waste to active and permitted waste management sites, which have to adhere to the requirements of the Environmental Permitting Regulations, whereby carrying out certain types of activity (such as receiving waste for landfill) requires an active and permitted waste management site to hold an environmental permit to do so.

382. In view of the above, further measures will be implemented to reduce the quantity of materials used during the construction of the Proposed Development. The key construction materials will be:

- Recovered from off-site sources (e.g. donor sites) as far as reasonably practicable;
- Sourced locally as far as reasonably practicable;
- Sourced to reduce the environmental impact of the construction of the Proposed Development by an informed and responsible selection of construction materials and components (for example, for the floors, roofs, walls, windows, insulation and landscaping of the Proposed Development); and
- Managed via the implementation of a CEMP (or equivalent), which will include measures such as:
  - A 'just-in-time' material delivery system to avoid materials being stockpiled and spoiled during bad weather;
  - Consideration of material quantity requirement to avoid over-ordering and generation of waste materials; and
  - Designated storage area for new building materials, to reduce the risk of damage / spoiling.

383. Measures such as the above shall be implemented pursuant to planning conditions; therefore, it is considered that significant adverse effects of the demolition and construction of the Proposed Development on materials would be unlikely.

384. On the basis of the above, it is proposed to scope out an assessment of demolition and construction effects on materials; however, the ES will set out:

- The approximate type and quantities / volumes of materials that are anticipated to be required for the construction of the Proposed Development;
- The sustainability credentials of materials (if known); and
- The commitment to undertaking the measures outlined above in paragraph 461.

Completed Development

385. The materials anticipated to be required during the operation of the Proposed Development are expected to be used for maintenance purposes only. Given that: 1) the quantities of materials to be used would be far less than that used during demolition and construction of the Proposed Development; and 2) the scale and massing of the development (and so the expected maintenance required) would be typical for an urban redevelopment scheme in London, it is considered that significant adverse effects of the operational development on materials would be unlikely.

386. On the basis of the above, it is proposed to scope out an assessment of operational effects on materials.

[47] *IEMA, (2020); IEMA guide to: Materials and Waste in Environmental Impact Assessment (page 20).*

Waste

Introduction

387. The need for an assessment of waste has been considered by Trium Environmental Consulting LLP.

Baseline

388. The London Plan 2016 provides waste apportionment targets for the LBC. The LBC household (HH) and commercial and industrial (C&I) waste apportionment targets are detailed in **Table 15** below, alongside the LBC's future HH and C&I waste projections[48]. The projected waste arising from HH and C&I waste is higher than that of the apportionment target, showing zero surplus of waste capacity for each period.

Table 15 LBC HH and CI Apportionment Targets and Projections

Waste Capacity	Capacity / Apportionments (tonnes)			
	2021	2026	2031	2036
Camden Allocated Capacity	331,000	334,000	338,000	343,000
London Plan Apportionment	152,000	183,000	186,000	189,000
Surplus Waste Capacity	-179000	-151,000	-152,000	-154,000

**apportionment = share of London's total waste to be managed by a borough*

389. Given the above, there is a deficiency in waste capacity in Camden as there are specific challenges in dealing with waste in Camden. However, LBC are pooling their waste with partner boroughs in North London and working on joint solutions to the area's waste. The North London boroughs are together expected to deal with a total of 1,211,000 tonnes of waste in 2021, rising to 1,479,000 tonnes in 2031[49]. LBC recognises that Camden cannot adequately deal with its waste in isolation, the North London Waste Authority is responsible for the disposal of waste collected in the boroughs of Barnet, Camden, Enfield, Haringey, Hackney, Islington and Waltham Forest and is in working partnership with these authorities in order to prepare a joint North London Waste Plan (NLWP).

390. Camden currently only has one waste site - the recycling and reuse centre at Regis Road - and will continue to safeguard it for waste use. The change of use or redevelopment of this site will only be permitted if a suitable compensatory waste site is provided that replaces facilities and services available at Regis Road.

391. **Table 16** presents North London's waste capacity forecast and land requirements[50], which demonstrates that the LBC can meet its apportionment targets through existing sites and identifying sufficient land suitable for new waste facilities in North London.

Table 16 North London Waste Capacity Forecasts and Land Requirements

**brackets = requirements for London Plan apportionment*

Facility Type	Hectares				
	2018	2025	2030	2035	Total
Recovery (C&I/LACW)	1(1)				**1(1)**
Recycling (C&I)	1(1)	1(1)			**3(2)**
Recycling (C&D)	0	0	2	0	**2**

48 London Plan, (2016). Waste Capacity, Chapter 5.
49 LBC, (2017); Camden Local Plan 2017, page 274.
50 North London Waste Plan 2019, page 45.

Facility Type	Hectares				
	2018	2025	2030	2035	Total
Recycling (Hazardous)	2				**2**
Treatment HIC, CDE	1				**1**
TOTAL land required in north London	**5 (2)**	**1(1)**	**2(0)**	**1(0)**	**9(3)**

392. Existing capacity and additional new capacity will be needed to meet North London's identified need for waste management over the plan period (2020-2035). Existing waste capacity in North London is safeguarded and land for new waste facilities is set out in Schedule 2 (see Policy 3 of the North London Waste Plan[51]). The focus for new waste capacity in North London is for recycling and recovery facilities to manage the quantities of waste, thereby reducing exports.

393. Although **Table 16** identifies a need for recovery facilities for C&I waste, this need is immediate and declines over the plan period to when the Edmonton Energy Recovery Facility is completed. For this immediate need to be met, facilities would need to be in place now, or at least in planning, which is not the case. Therefore, it is highly probable that this need will not be met and that C&I waste requiring recovery will continue to be exported in the short term.

394. It is, therefore, expected that these facilities and land suitable for new waste facilities combined with capacity at facilities in London, South East and East of England which are able to take North London's waste between 2017 and 2035 would provide sufficient capacity within the borough to manage the apportionment targets, up to 2036.

Discussion for Scoping Out

Demolition and Construction

395. During demolition and construction, it is anticipated that any waste for recovery[52] or waste for disposal generated from the site would be directed to active and permitted waste management sites within the LBC, North London or London.

396. In accordance with IEMA's guide to Materials and Waste in Environmental Impact Assessment[53], landfill capacity is considered to be a sensitive receptor. The types of waste (whether this be waste for recovery or waste for disposal) anticipated to be generated by the demolition and construction of the Proposed Development includes:

- Concrete;
- Brick;
- Glass;
- Slate;
- Plastic and packaging;
- Mixed metals;
- Gypsum;

[51] *North London Waste Plan 2019, page 45*
[52] *Defined by IEMA's guide to Materials and Waste in Environmental Impact Assessment (2020) as 'waste' materials that go through an acceptable recovery process, to lose their status as 'waste' and become materials for other uses.*
[53] *IEMA, (2020); IEMA guide to: Materials and Waste in Environmental Impact Assessment.*

- Mixed demolition and construction waste;
- Card and paper; and
- Hazardous waste (e.g. oils, paints, adhesives etc.).

Mitigation

397. As noted in the 'Materials' section of this report, different types of mitigation measures are available.

398. In view of the measures available, a CEMP (or equivalent) will be prepared and implemented throughout the demolition and construction works pursuant to a planning condition/s. The CEMP may be supported by a Site Waste Management Plan (SWMP) which would also be prepared and implemented throughout the demolition and construction works pursuant to a planning condition/s. Together, the CEMP and SWMP will provide measures to minimise waste arising from construction materials; example management measures include but are not limited to: avoiding the stockpiling of construction materials; preventing the overordering of construction materials by carrying out upfront cost analysis works; and storing the construction materials in an appropriate location that will minimise damage to materials.

399. Further to the above, additional mitigation measures that will be implemented include, but are not limited to, the following:

- The Applicant is committed to re-using some demolition and construction waste (for recovery) on-site, which would be reviewed and confirmed at the later detailed construction planning stage.
- Should hazardous or contaminated materials be identified, works in the area will temporarily stop, and the materials will be removed and disposed of in line with relevant legislation and guidance e.g. The Control of Asbestos at Work Regulation 2012 and Control of Substances Hazardous to Health Regulations (COSHH) 2002;
- The setting of waste reduction targets and waste re-use / recycling targets prior to commencing works on-site and monitoring of such targets throughout the duration of the demolition and construction works; and
- The implementation of waste segregation measures, whereby segregating the key / main waste streams, waste for recovery can be identified prior to leaving the site. On previous projects where this has been put in place, between 90% and 95% of waste materials have been recovered and re-used or recycled[54].

400. Based on the research identifying that the LBC has sufficient capacity (when including land suitable for new waste facilities in North London) to manage apportionment targets, and the enforcement of and adherence to mitigation measures that would be implemented pursuant to planning conditions, any additional waste generated from the demolition and construction Proposed Development will be unlikely to cause strain on the borough's waste management facilities. Therefore, significant adverse effects on the local waste management infrastructure and landfill capacity, resulting from the waste expected to be generated during the demolition and construction of the Proposed Development, are considered unlikely.

401. On the basis of the above, it is proposed to scope out an assessment of the Proposed Development's demolition and construction effects on waste / landfill capacity; however, the ES will set out:

- The approximate type and quantities / volumes of demolition and construction waste that are expected to be generated by the development;
- The percentage or volumetric target for re-use of demolition and construction waste (for recovery) on-site (if able to be determined at this stage of works); and

[54] *As per discussions with MACE regarding different project (https://www.macegroup.com/).*

- An outline of the waste aspects of the CEMP and / or SWMP (or equivalent).

Completed Development

402. During the operation of the Proposed Development, it is anticipated that any waste for recovery or waste for disposal generated from the site would be directed to active and permitted waste management sites within the LBC or London.

403. The key waste materials expected to be generated by the operational Proposed Development include:

- Commercial / non-residential) waste; and
- Household waste, comprising of:
  - Organic / compostable waste,
  - Dry recyclables;
  - Bulky waste; and
  - Residual waste.

Mitigation

404. The Camden Local Plan has identified that one of the challenges for waste collection is within blocks of flats, particularly where the buildings did not include sufficient storage / collection space for recycling or food waste bins (with only residual waste being collected by waste collection vehicles)[55]. As such, the design of the Proposed Development will ensure there is sufficient storage and equipment / provisions (in accordance with the LBC requirements) in place to manage and direct the operational waste, expected to be generated by the Proposed Development, to the relevant storage areas provided. The design of the Proposed Development will also ensure there is sufficient space for the collection of waste to be relocated to the relevant active and permitted waste management sites.

405. In addition to the above, an Operational Waste Management Strategy (OWMS) (or equivalent) will be prepared and implemented as part of the Proposed Development, which will include information on the type and quantities / volumes of waste streams anticipated to be generated by the operational Proposed Development, along with how each waste stream will be managed. The strategy will also provide details on how waste will be reduced, minimised and recycled, where possible, in line with the Waste Hierarchy and the LBC's requirements.

406. Based on the research identifying that the LBC has sufficient capacity (when including land suitable for new waste facilities in North London) to manage apportionment targets, and the enforcement of and adherence to mitigation (waste management) measures that would be implemented pursuant to planning conditions, any additional waste generated from the operational Proposed Development will be unlikely to cause strain on the borough's waste management facilities. Therefore, significant adverse effects on the local waste management infrastructure and landfill capacity, resulting from the waste expected to be generated during the operation of the Proposed Development, are considered unlikely.

Circular Economy Statement

407. A Circular Economy Statement will be prepared and submitted alongside the planning application which would address waste and material for all life stages of the Proposed Development.

408. Before considering future waste elimination and sustainable waste management practices though, opportunities for retaining and refurbishing /re-purposing existing buildings, materials and other resources on site have been assessed by the design team to maximise the residual value of existing structures and conserve resources by reducing the need for new materials.

[55] *LBC, (2017); Camden Local Plan 2017, page 274.*

409. The Proposed Development intends to retain a number of existing buildings on the site in line with the Circular Economy principles to minimise waste generated by the development. By constructing new buildings, the energy and operational efficiency of the buildings can be optimised without the fabric constraints of an existing building. A pre-demolition survey will be undertaken to investigate how recycling of construction, demolition and excavation material can be maximised in order to reduce the use of new materials on the site.

410. The Proposed Development will follow best practice principles in design and construction with the overarching aims of reducing material usage, minimising waste, and embedding longevity, flexibility and adaptability.

411. Designing for adaptability and disassembly is another key principle of the circular economy, and the design will consider measures to reduce waste arisings at replacement or end of life.

Conclusion

412. On the basis of the above, it is proposed to scope out an assessment of the Proposed Development's operational effects on waste / landfill capacity; however, the ES will set out:

- The approximate type and quantities / volumes of operational waste that are expected to be generated by the operational Proposed Development; and
- An outline of the OWMS (or equivalent).

Water Resources, Flood Risk and Drainage

Introduction

413. The need for an impact assessment relating to Water Resources and Flood Risk (in addition to a separate Flood Risk Assessment (FRA) and Surface and Foul Water Drainage Strategy) has been considered by Arup. This section of the EIA Scoping Report has been informed by a desk-based assessment of publicly available information.

Baseline

414. There are no main rivers within LBC. The River Fleet historically ran through Gospel Oak and Kentish Town before converging north of Camden Town. The river was culverted in the 19th Century and now forms part of the Thames Water (TWUL) public sewer network as the Fleet Trunk Sewer. In the 1870s the Fleet Storm Relief Sewer was constructed, beginning approximately at Kentish Town Station and outfalling into the Thames.

415. As a result of the above, according to the Environment Agency's (EA) Flood Map for Planning, the site is located within Flood Zone 1 (FZ1), defined as land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%) – very low.

416. The Highgate Ponds (1, 2 & 3) are located approximately 1km north west of the site within Hampstead Heath and connect to the Fleet Trunk Sewer Highgate branch which passes beneath the site. Highgate Pond 2 and 3 are classified as 'large raised reservoirs" under the Reservoirs Act 1975. Whilst the eastern lower portion of the site is shown to be at risk of reservoir flooding in the event of failure of the Highgate Ponds 2 and 3, the Environment Agency do not require specific mitigation measures to be provided as part of an NPPF compliant FRA due to the extremely low likelihood of occurrence.

417. EA Surface Water Flood Maps indicate that the western portion of the site predominantly has a "very low" surface water flood risk, with annual probability greater than 1 in 1000. The eastern portion of the site has a "low risk" of surface water flooding, with an annual probability between 1 in 100 year and 1 in 1000 year. Small localised areas of the site have a medium to high risk of surface water flooding, although this is typically within the existing vehicular routes and on the periphery of the site extents.

418. The is no recorded history of internal or exterior sewer flooding within the site boundary or in the immediate environs.

419. From reviewing the LBC Strategic Flood Risk Assessment (SFRA)[56], it is identified that the site does lie within a Critical Drainage Area (CDA) reference Group3_003, however outside of any Local Flood Risk Zones. Whilst the "Gospel Oak" Local Flood Risk Zone is located immediately west of the site it is separated by the existing railway lines along the western boundary.

420. The British Geological Society (BGS) geological mapping indicates that the site is underlain with the London Clay formation (Bedrock). No superficial deposits are present across the site. The bedrock geology at the site is classified by the Environment Agency (EA) as "Unproductive Strata", defined as "rock layers or drift deposits with low permeability that have negligible significance for water supply or river base flow".

421. The site does not lie within a Groundwater Source Protection Zone (SPZ).

422. The site is not located in an area of increased susceptibility to elevated groundwater flooding and there is no recorded history of flooding from groundwater flood incidents with the site boundary.

423. Whilst the site is located within a CDA the overall risk of flooding from groundwater, fluvial sources and

[56] http://hampsteadforum.org.uk/evidence/Basement%20evidence/Hydrology%20evidence/London%20Borough%20of%20Camden%20Strategic%20Flood%20Risk%20Assessment.pdf

artificial sources is considered low. Pluvial flooding is deemed to be a residual medium-low risk, however low with suitable mitigation.

424. London is located in an area which is reported to suffer from 'water stress', i.e. the availability of mains drinking water supply is limited.

Potential Effects

Demolition and Construction

425. It is important to consider the control of surface water runoff during the demolition and construction of the Proposed Development.

426. The Construction Environment Management Plan (CEMP) for the Proposed Development will follow the guidance provided within EA Pollution Prevention Guidance 6 (Environment Agency, 2012) and Guidance 21 (Environment Agency, 2009) in order to prevent any adverse effects on surface waters from construction operations. This will ensure that the risk of fuel and oil contamination is minimised by reducing the risk of accidental spillage as well as the severity of a spillage should it occur. This includes the use of appropriate containers, the construction of bunded areas within which fuels and oils are to be stored and vehicles refuelled, and the implementation of an incident response plan.

427. A temporary surface water management strategy will be implemented by the contractor during the construction works phase. This should, where possible, utilise a staged Sustainable Drainage Systems implementation regime whereby the final drainage strategy is brought online incrementally.

Operation

428. As the site covers an area larger than 1ha (within Flood Zone 1) it is necessary to submit a site-specific FRA as part of the planning application. The FRA will be prepared in accordance with the requirements of the NPPF 2019[57] and will:

- Identify and assess potential sources of flooding to the site;
- Assess historical flood events associated with the site;
- Assess the potential impacts of the development proposals upon the local hydrological regime;
- Outline strategies to manage the flood risk to the site and local area allowing for future climate change;
- Propose a surface water management strategy including the implementation of Sustainable Drainage Systems to control volume of runoff and water quality;
- Propose measures for the management of residual risks; and
- Identify access and egress arrangements during extreme rainfall events.

429. A SuDS appraisal exercise will be undertaken to assess the appropriateness of the full spectrum of different sustainable techniques as identified within CIRIA C753. LBC as the Lead Local Flood Authority (LLFA) require all new developments to refer to the drainage hierarchy within the Draft New London Plan and seek to achieve greenfield runoff rate discharge restriction.

430. The inclusion of SuDS techniques will ensure that run-off from the Proposed Development once operational will be controlled and stored on site, prior to discharge at a controlled and agreed rate with the LLFA. A detailed surface water drainage strategy will be included within the FRA to ensure that surface water runoff is discharged appropriately and is compliant with the target discharge rates. The design principles set out in the surface water drainage strategy and its conclusions will be presented in

[57] *https://www.gov.uk/government/publications/national-planning-policy-framework--2*

the ES as an Appendix.

431. The FRA, Surface Water and Foul Sewage Drainage Strategy will be informed by consultation with the key stakeholders including the EA, the LLFA and TWUL and be accompanied by a completed LBC SuDS Proforma to demonstrate compliance with Local Policy.

432. Through a well informed and considered design process with regard to flood risk and surface water drainage considerations, coupled with appropriate measures to manage the residual flood risk at the site following redevelopment, no likely significant effects associated with flooding and surface water drainage are anticipated.

433. In recognition that a FRA and Surface Water and Foul Sewage Drainage Strategy will be prepared and submitted in support of the planning application which will address in detail the issues identified above, a separate flood risk impact assessment (provided as part of a 'Water Resources, Drainage and Flood Risk' ES Chapter) is not considered necessary and so will not be presented in the ES to avoid duplication and repetition.

Water Demand

434. Whilst it is the remit of Thames Water (and other water companies) to ensure sufficient water supply is provided for new developments, sustainable design measures would need to be adopted to minimise the water demand of the Proposed Development.

435. Thames Water will be consulted as part of the EIA Scoping process, as well as part of the planning application (once submitted) by the LBC. Consultation with Thames Water and details of water efficiency measures to reduce water usage, will be summarised within the ES as an appendix.

436. The inclusion of water efficiency measures to reduce water usage, in addition to the implementation by TWUL of their Draft Water Resources Management Plan (2019), it is considered that sufficient measures will be in place for water demand to be met and so no likely significant effects are anticipated.

437. In recognition of the above, no further assessment work with regards to potable water demand and supply will be presented within the ES.

Wastewater (Foul Drainage)

438. Foul water discharge rates are expected to increase as a result of the Proposed Development.

439. A detailed foul drainage strategy will be in included within the FRA that will be submitted as part of the planning application. This will include consultation with TWUL to determine whether there is available capacity within the local foul sewerage network to supply the development proposals and, where required, the extent of any reinforcement/upgrade works. The design principles set out in the foul drainage strategy and its conclusions will be presented in the **ES Chapter Proposed Development**.

440. In recognition that the Foul Sewage Drainage Strategy will define the principles of the design of the foul drainage network within the site and its connection to the local public sewer network and identify strategic options for foul water management at the site, no likely significant effects associated with waste water discharges are anticipated as a result of the development proposals.

441. On this basis, no further impact assessment work with regards to foul water drainage will be presented within the ES.

Conclusion

442. Based on a likely low residual flood risk to the site (demonstrated through the FRA) and an appropriately designed Drainage Strategy with integrated SuDS, no likely significant effects are anticipated with respect to flood risk, surface water drainage and foul water drainage. Residual pluvial flood risk, including an assessment of overland flow routes in extreme rainfall events will also be addressed to ensure there are

no adverse effects to offsite flood risk.

443. Potable water demand to the Proposed Development shall be discussed with TWUL; no likely significant effects are anticipated as a result of TWUL statutory duty to manage the provision of water supply to London at a strategic level.

444. Furthermore, no likely significant effects are anticipated to water resources throughout the demolition and construction works following the implementation of a CEMP and various standard mitigating measures both pre-commencement and throughout the works. It is anticipated that appropriately worded planning conditions will be attached to any planning permission to secure these measures.

445. The FRA, Drainage Strategy and consultation undertaken with TWUL in respect of water demand, surface water discharge and wastewater discharge, shall be summarised within and appended to the ES.

446. On this basis, with the exception of the work defined above in respect of the FRA and Surface Water and Foul Sewage Drainage Strategy and consultation with TWUL on potable water demand and surface water/wastewater discharges, no further impact assessment work in respect of water resources, drainage and flood risk shall be presented within the ES.

FORMAT AND CONTENT OF THE EIA

447. The proposed scope and structure of the ES is as follows:

- **ES Volume 1: Main ES** – a document which forms the main body of the ES and which comprises of the following non-technical and technical chapters:
  - Chapter 1. Introduction;
  - Chapter 2. EIA Methodology;
  - Chapter 3. Alternatives and Design Evolution;
  - Chapter 4. The Proposed Development;
  - Chapter 5. Demolition and Construction;
  - Chapter 6. Socio-Economics;
  - Chapter 7. Traffic and Transport;
  - Chapter 8. Air Quality;
  - Chapter 9. Noise and Vibration;
  - Chapter 10: Built Heritage;
  - Chapter 11. Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare;
  - Chapter 12: Wind Microclimate;
  - Chapter 13. Effect Interactions;
  - Chapter 14. Likely Significant Effects and Conclusions;
  - Chapter 15. Mitigation and Monitoring Schedule; and
  - Glossary and Abbreviations.
- **ES Volume 2: Townscape and Visual Impact Assessment** – a separate townscape and visual impact assessment (TVIA) document that will be accompanied by a full set of views and verified images, as agreed with LBC as part of this EIA Scoping Process:
- **ES Volume 3: Technical Appendices** – comprises background data, technical reports, tables, figures and surveys.
- **ES Non-Technical Summary (NTS)** - this will be a separate document providing a concise description of the Proposed Development, the alternatives considered, any identified mitigation measures and the residual likely significant environmental and socio-economic effects.

448. Schedule 4 of the 2017 EIA Regulations sets out the information for inclusion within an ES. In response to this Schedule of the EIA Regulations, **Appendix C** to this EIA Scoping Report provides a 'way-finding' table which sets out the information for inclusion within an ES and where this information will be presented within the ES.

REQUEST FOR AN EIA SCOPING OPINION

449. This Report requests a Scoping Opinion of the LBC pursuant to Regulation 15 of the EIA Regulations.

450. The EIA Scoping Report suggests a comprehensive scope of work based on previous experience of the assembled team of specialists and existing knowledge of the site. The LBC and consultees are invited to consider the contents of this Report and comment accordingly within the five-week period prescribed by the EIA Regulations.

APPENDIX A – Cumulative Developments

Cumulative Development List

The EIA Regulations require that, in assessing the effects of a particular development proposal, consideration should also be given to the likely significant effects arising from the "*cumulation with other existing and/or approved projects*" (Schedule 4, 5(e)) (i.e. Cumulative Developments).

To ensure that cumulative impacts and effects are assessed as comprehensively and realistically as possible, the EIA would only consider other 'Cumulative Developments'. The Cumulative Developments that will be considered within the ES will typically be located within a 1-kilometre (km) radius from the centre of the site.

The Cumulative Developments identified will be guided by the following criteria:

- Full planning consent or a resolution to grant consent;
- Produce an uplift of more than 10,000 square metres (Gross External Area (GEA)) of mixed-use floorspace, or over 150 residential units.

In addition, any office to residential conversions (granted under the General Permitted Development Order) giving rise to >150 residential units will be considered.

Note that the above criteria form a guide in the absence of any formal EIA cumulative development guidance. Additional factors which are taken into account to help determine which schemes are included (or excluded) include (amongst others) for example, distance of the scheme from the site, and nature and scale of the development for the scheme. Where relevant, the assessment within the respective chapter may only identify a selection of Cumulative Developments for the assessment (i.e. because of distance to the site), or alternatively identify additional schemes for inclusion (i.e. beyond the 1 km radius) - a clear reason and rationale for doing so.

Where a Cumulative Development benefits from multiple consents, the Development that is the latest permission would be assessed (refer highlighted row). This approach excludes applications for non-material amendments (s96A) – by virtue of the nature of the amendment involved (but have been included for record / reference purposes only). Where the Committed Development is subject to a new application that has not yet been determined, qualitative consideration would be given to the implications of the new application if at an advanced stage of planning determination.

Cumulative effects arising from the Proposed Development, in combination with Cumulative Developments, will be considered throughout the ES. The potential for cumulative effects arising during the demolition and construction works and once the Proposed Development is complete and operational will be considered. Each individual technical chapter of the ES will present an assessment of the cumulative effects of the Proposed Development coming forward alongside the Cumulative Developments.

For the Proposed Development, the following preliminary list of Cumulative Developments have been identified for consideration.

Cumulative Developments Table

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
Tier 1 (Consented)				
1	Land bounded by Haverstock Road, Wellesley Road and Vicar's Road 2012/6338/P 2014/3633/P 2015/1189/P 2016/5358/P	2012/6338/P Redevelopment of Bacton Low Rise Estate, Gospel Oak District Housing Office and Vicar's Road workshops following the demolition of all existing buildings (99 Class C3 residential units Nos. 121-219 Bacton Low Rise; Class B1 offices at 115 Wellesley Road; Class B1 workshops at 2-16 Vicar's Road), to provide within buildings ranging from 2-8 storeys in height a total of 290 Class C3 residential units, comprising 176 market, 10 intermediate and 104 social rent units, 3 employment units (Class B1), new and altered public realm, landscaping, vehicular and pedestrian links/accesses, vehicular and cycle parking, bin storage and associated works. 2014/3633/P Variation of conditions 9 (cycle storage) and 58 (approved plans) to provide 4 additional Class C3 residential units (1 market and 3 social rent units), alter the housing mix, various external alterations and reconfigurations (all within Phase 1 (Vicar's Road part of site)), a 2 year temporary heating unit to the west of Block A, alter the timing and amount of cycle storage and associated works. 2015/1189/P Variation of conditions 58 (approved plans) to provide within buildings ranging from 2-8 storeys in height a total of 290 Class C3 residential units, comprising 176 market, 10 intermediate and 104 social rent units, 3 employment units (Class B1), new and altered public realm, landscaping, vehicular and pedestrian links/accesses, vehicular and cycle parking, bin storage and associated works) namely removal of 4 x London Plane trees on Vicars Road. 2016/5358/P Variation of conditions: 3 (detailed drawings), 6 (overlooking), 7 (refuse & recycling), 9 (cycle storage), 10 (car parking), 11	Granted 25/04/13	Phase 1 completed during Q2 2017 and sold out during Q1 2019. Whilst the Phase 2 land has been cleared construction has yet to commence (as of September 2020, per Molior)

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		(Electric vehicle charging points), 12 (car club bay), 13 (motorcycle parking), 23 (Wheelchair units), 25 (contaminated land measures), 26 (biodiverse roofs), 27 (bird and bat details), 28 (lighting strategy), 29 (landscaping details), 32 (building foundations), 34 (drainage details), 36 (CCTV strategy), 37 (car club parking), 40 (re-appraisal of financial viability), 43 (energy efficiency), 44 (code for sustainable homes), 45 (car free), 47 (construction management plan) and 58 and 59 (approved plans) as well as adding a condition 61 (levels plans), namely to; provide 20 additional Class C3 residential units (19 market and 1 intermediate units), alter the housing mix, reconfigure the employment floorspace, deliver the outstanding parts of the development as a single phase, various external alterations and reconfigurations, revise the on-site car parking provision and the amount of cycle storage, and associated works		
2	Agar Grove Estate 2013/8088/P 2014/5730/P 2015/3396/P 2018/0548/P 2020/0468/P 2019/4280/P	2013/8088/P Demolition of all existing buildings and structures except Lulworth House and Agar Children's Centre (249 existing Class C3 residential units and 2 retail units), and erection of new buildings ranging between 4 and 18 storeys in height along with the refurbishment and extension of Lulworth House (extending from 18 to 20 storeys in total) to provide a total of 493 Class C3 residential units, comprising 240 market, 37 intermediate and 216 social rent units; a community facility (Class D1); 2 flexible retail shop (Class A1) or restaurant and cafe (Class A3) units; business space (Class B1(a)); 2 flexible retail shop (Class A1), business (Class B1) or non-residential institution (Class D1) units; refuse and recycling facilities; car and cycle parking facilities; landscaping / amenity space; and associated works. 2014/5730/P Changes to the footprints, heights, window positions and cores of blocks A, F, G & H, door recesses to blocks F, G & H, building fold line and brickwork on block A, and various other associated works 2015/3396/P Amendments to the levels, footprint, height, window positions,	Granted 04/08/14	Phase 1 complete, Phase 2 nearing completion, first two blocks due early December 2020 an remaining block in early February 2021. (According to LBC November 2020)

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		lowering of top canopy, fixing of previously movable screens and various other associated works 2018/0548/P Amendments to the size of dormer (width and height increased), communal entrance, roof height, gutter / balcony detail, roof access, replacement of hit and miss brickwork with decorative grill, reduction in glazing areas to achieve Passivhaus, change to brick bond at ground floor, modifications to balcony design to achieve Passivhaus and various other associated works to Block F, G and H, to 'demolition and erection of new buildings and refurbishment and extension of Lulworth House to provide 493 residential units, a community facility, 2 flexible retail or restaurant units, business space, 2 flexible retail, business or non-residential institution units and associated work 2019/4280/P Variation of condition 60 (approved plans), 61 (Number and mix of residential units) and 6 (lifetime homes) of planning permission 2013/8088/P dated 04/08/2014 (as amended by 2020/0468/P dated 16/02/2020) (for Demolition of all existing buildings except Lulworth House and Agar Children's Centre, and erection of new buildings ranging between 4 and 18 storeys in height along with the refurbishment and extension of Lulworth House to provide Class C3 residential units; a community facility (Class D1); 2 flexible retail shop (Class A1) or restaurant and cafe (Class A3) units; business space (Class B1(a)); 2 flexible retail shop (Class A1), business (Class B1) or non-residential institution (Class D1) units), namely to allow adjustments to footprint, height, massing and external appearance of Block I and Block JKL, including revised balcony design; revised flat layouts; changes to unit type and mix; 14 additional Class C3 residential units; and associated landscaping. 2020/0468/P Non-material amendment to planning permission 2013/8088/P dated 04/08/2014 (as amended by 2015/3443/P dated 11/08/2015; 2015/5160/P dated 11/11/2015; and 2015/6240/P dated 10/12/2015) for 'Demolition of all existing buildings and		

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		structures except Lulworth House and Agar Children's Centre (249 existing Class C3 residential units and 2 retail units), and erection of new buildings ranging between 4 and 18 storeys in height along with the refurbishment and extension of Lulworth House (extending from 18 to 20 storeys in total) to provide a total of 493 Class C3 residential units, comprising 240 market, 37 intermediate and 216 social rent units; a community facility (Class D1); 2 flexible retail shop (Class A1) or restaurant and cafe (Class A3) units; business space (Class B1(a)); 2 flexible retail shop (Class A1), business (Class B1) or non-residential institution (Class D1) units; refuse and recycling facilities; car and cycle parking facilities; landscaping / amenity space; and associated works. ' approved; namely: to alter the description to omit the number and mix of units and to insert a planning condition to secure 493 residential units comprising 240 market, 37 intermediate and 216 social rent units.		
3	Morrisons Superstore, (New Camden Goods Yard) 2017/3847/P 2019/0153/P 2019/2962/P 2019/6301/P 2020/0034/P 2020/3116/P	2017/3847/P Redevelopment of petrol filling station site to include the erection of a new building of up to six storeys and up to 11,243 sq m GEA floorspace to accommodate a petrol filling station (Sui Generis use), flexible retail/food & drink floorspace (Class A1, A3, A4 uses) , Class B1 floorspace and a winter garden; with cycle parking, public green space, public toilets and other associated works and highways works; all following demolition of existing building petrol filling station. Use of part ground/1st floors as a foodstore (Class A1 use) with associated car parking for a temporary period of up to thirty months. Redevelopment of the main supermarket site to include the erection of seven buildings (Blocks A, B, C, D, E1, E2, F) of up to 14 storeys accommodating up to 573 homes (389 market and 184 affordable in up to 60,568 sq m GEA of residential floorspace) together with up to 28,345 sq m GEA non-residential floorspace comprising foodstore (class A1), flexible retail/food & drink (Class A1/A3), office and workshop (Class B1a and B1c), community centre (Class D2), roof level of 'Block B' for food and plant growing/production facility including small scale brewing and	Granted 18/07/18	Construction has not commenced – petrol station has been demolished and temporary store being constructed.

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		distilling (Sui Generis use); with associated ancillary office, storage, education, training, cafe and restaurant activities; together with new streets and squares; hard and soft landscaping and play space; lifts; public cycle parking and cycle hire facility and other associated works, including removal of existing surface level car parking and retaining walls, road junction alterations; all following demolition of foodstore. 2019/0153/P Changes to timing of triggers for submission of details for conditions 47 (Drainage strategy), 48 (Water supply infrastructure) and 49 (HS2) approved under planning permission 2017/3847/P dated 15/06/2018 for redevelopment of the petrol filling station site and main supermarket site. 2019/2962/P Amendments to planning conditions 29 (tree protection), 50 (archaeology) and 60 (lighting) approved under planning permission 2017/3847/P dated 15/06/2018 (as amended by 2019/0153/P dated 06/02/19) for redevelopment of the petrol filling station site and main supermarket site. 2019/6301/P Variation of description of temporary supermarket in description of development of planning permission 2017/3847/P dated 15/06/2018 (as amended by 2019/0153/P dated 6th Feb 2019 and 2019/2962/P dated 4th July 2019) for redevelopment of the petrol filling station site and main supermarket site. 2020/0034/P Variation of Condition 4 (approved drawings) of planning permission 2017/3847/P dated 15/06/2018 (as amended by 2019/6301/P dated 24/12/2019, 2019/0153/P dated 06/02/2019 and 2019/2962/P dated 04/07/2019) for redevelopment of the petrol filling station site and main supermarket site; namely for a single storey temporary food store on the Petrol Filling Station site with associated parking, servicing, access and landscaping 2020/3116/P Variation of Conditions 3 (approved drawings) and 73 (number and mix of residential units) of planning permission 2017/3847/P		

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		dated 15/06/2018 (as amended by 2020/2786/P dated 09/07/2020, 2020/0034/P dated 05/05/20, 2019/6301/P dated 24/12/2019, 2019/0153/P dated 06/02/2019 and 2019/2962/P dated 04/07/2019) for redevelopment of the petrol filling station site and main supermarket site; namely for: additional storeys across buildings A, B, C and F creating 71 additional residential units (52 market, 19 affordable) (Class C3) and associated elevational changes; relocation of concierge to Block A; and alterations to basement and landscaping. This application is accompanied by an addendum to the original Environmental Statement.		
4	Kings Cross Central R8 2016/1877/P	2016/1877/P Reserved matters relating to Building R8 for erection of a 9-12 Storey building (excluding basement and roof levels), comprising office (class B1) and 151 residential units (class c3) (82x Social Rented Affordable and 69x market), and retail units as required by conditions 9, 10, 12, 14, 16-22, 24, 27, 28, 31, 33-39, 42, 42A, 43, 45, 46, 48, 49, 50A, 51, 56, 60, 61, 64-67 67 of outline planning permission reference 2004/2307/P granted 22/12/06 (subject to S106 agreement) for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area.	Granted 29/07/ 2016	Hoarding is up around the site and enabling works appear to be underway.
5	2-6 St. Pancras Way (Ugly Brown Building) 2017/5497/P	2017/5497/P Demolition of the existing building (Class B1 and B8) and erection of 6 new buildings ranging in height from 2 storeys to 12 storeys in height above ground and 2 basement levels comprising a mixed use development of 54,522sqm business floorspace (B1), 73 residential units (C3) (10xstudio, 29x1 bed, 27x2 bed 7x3 bed), 87 bed hotel (C1), 1,601sqm gym (D2), 5,858sqm flexible retail (A1 - A4) and 6,011sqm storage space (B8) development with associated landscaping work.	Granted 04/08/2020	Construction does not appear to have commenced.
6	Stephenson House, 75 Hampstead Road, London, NW1 2PL	2017/3518/P Extensive internal and external refurbishment of Stephenson House to provide a ground plus 7 storey building containing 18,181sqm (GIA) of office (B1) floorspace, 904sqm (GIA) of	Granted 09/03/18	Construction of building implemented in accordance with permission.

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
	2017/3518/P 2019/3232/P	flexible office/healthcare (B1/D1) floorspace, 857sqm (GIA) of retail (A1) floorspace, 118sqm (GIA) of cafe (A3) floorspace and 17 residential (C3) units (total 2130sqm GIA), comprising 11 market units (1x1 bed, 6x2 bed, 4x3 bed) and 6 affordable units (3 x2 bed and 3x3 bed). The works include the removal of existing colonnade to Hampstead Road elevation, creation of double height entrance on Hampstead Road, multiple storey extensions and infills to the building, creation of three terraces to the rear, three integral pocket gardens to the Hampstead Road elevation and balconies facing Hampstead Road to all residential units. Addition of PV panels to the roof, 249 commercial cycle parking spaces, 33 residential cycle parking spaces, 4 disabled car parking spaced and associated landscaping and works. 2019/3232/P Non-material amendment for the retention of western boundary wall of Stephenson House, setback at upper levels and omission of rear windows.		
7	100 Avenue Road (Theatre Square), NW3 SHF 2014/1617/P 2017/4036/P 2018/4239/P 2019/1405/P	2014/1617/P Demolition of existing building and redevelopment for a 24 storey building and a part 7 part 5 storey building comprising a total of 184 residential units (Class C3) and up to 1,041sqm of flexible retail/financial or professional or café/restaurant floorspace (Classes A1/A2/A3) inclusive of part sui generis floorspace for potential new London Underground station access fronting Avenue Road and up to 1,350sqm for community use (class D1) with associated works including enlargement of existing basement level to contain disabled car parking spaces and cycle parking, landscaping and access improvements. 2017/4036/P Alterations including the relocation of ground floor entrance openings; internal layout changes to floorplans; basement layout changes to car parking spaces, cycle parking and refuse; relocation of access doors to communal terrace; relocation and amendment of rooftop plant, services and lift overrun including removal of building maintenance units; amendment to the basement levels; modular, louvre and soffit changes to elevation	Appeal allowed 19/02/16	Site was locked and clear of activity as of November 2020 per Molior. Developer committed to delivering scheme, perhaps with amendments according to LBC.

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		treatment; glazing detail changes including window openings, doors and mullions; amendments to glazed Juliet balconies, balcony dividers and handrails 2018/4239/P Alterations including the relocation of ground floor entrance openings (including affordable entrance); internal layout changes to floorplans; basement changes to footprint, levels and layout to car parking spaces, cycle parking and refuse; relocation of access doors to communal terrace; external ground level; relocation and amendment of rooftop plant, services and lift overrun including removal of building maintenance units; modular, louvre and soffit changes to elevation treatment; glazing detail changes including window openings, doors and mullions; amendments to glazed Juliet balconies, balcony dividers and handrails 2019/1405/P Amendment of condition 18 (facing materials, external frames, balconies and roof terraces) to require details prior to above ground works (other than demolition) and for a 1:1 mock-up of a typical elevation bay and other technical drawings, of planning permission granted under reference 2014/1617/P (allowed by appeal under APP/X5210/W/14/3001616 dated 18/02/2016) for: demolition of existing building and redevelopment for a 24 storey building and a part 7 part 5 storey building comprising a total of 184 residential units (Class C3) and up to 1,041sqm of flexible retail/financial or professional or café/restaurant floorspace (Classes A1/A2/A3) inclusive of part sui generis floorspace for potential new London Underground station access fronting Avenue Road and up to 1,350sqm for community use (class D1) with associated works including enlargement of existing basement level to contain disabled car parking spaces and cycle parking, landscaping and access improvements.		
8	Abbey Co-op housing sites at Casterbridge Snowman Emminster & Hinstock and Abbey Co-	2013/4678/P Hybrid application for phased redevelopment of site, comprising detailed application for Phase 1 and outline application for layout and access only for Phases 2 and 3 (scale, appearance and	Granted 16/05/14	75 units across 3 private blocks have completed and 52 more private units have yet to

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
	op Community Centre and Belsize Road car-park Abbey Road London NW6 4DP (Abbey Road Cross) 2013/4678/P 2015/1501/P 2015/1636/P 2015/5147/P 2016/4578/P 2017/2523/P	landscaping are reserved matters). Full details provided for Phase 1 comprising: up to 141 residential units (including up to 66 affordable units) in a 14 storey tower and 6 storey block, with 522.5 sq m of retail floorspace (Class A1) and 398.9 sq m of flexible commercial floorspace (Classes A1-A5 and B1) at ground floor and associated space for parking, plant, servicing, ancillary storage and energy centre at basement level. Phase 1 includes open space and landscaping, alterations to existing highway layout and creation of new access routes, following demolition of the Belsize Road car park building. Phase 2 to comprise up to 2,500 sq m of community and health uses (Class D1) and up to 126sqm of office space (Class B1) in a two storey building following demolition of existing high level walkways. Phase 3 to comprise up to 85 residential flats in 6/7 storey blocks and 15 mews houses (including up to 48 affordable units), up to 120sqm of office space (Class B1) and up to 645sqm of flexible commercial floorspace (Classes A1-A5) and associated ancillary space for parking, plant and servicing in basement. Phases 2 and 3 include open space, landscaping, alterations to existing highway layout and new access routes. Phase 3 to follow demolition of the Abbey Community Centre and Hinstock and Emminster blocks including Belsize Priory Health and Medical centre, residential and commercial units and site-wide walkways. 2015/1501/P Amendments to plans for Phase 3 to allow changes to proposed building lines and an increase in floor area. 2015/1636/P Amendment to Condition 31to increase the maximum gross external area (GEA) of the market housing floorspace approved (excluding the basement car parking space) from 5,385sq.m GEA to 5,632.8sq.m GEA. 2015/5147/P Amendment to wording of Condition 74to confirm that off-street surface level residential parking shall not exceed 19 spaces within phase 2 and 15 spaces in phase 3 basement with the total not exceeding 34 spaces.		commenceas of September 2020, per Molior.

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		2016/4578/P Variations to Conditions 6 (Phase 1:Approved drawings), 11 (Phase 1: Refuse and recycling) and 81 (Plant areas) of planning permission 2013/4678/P (for comprehensive redevelopment of site) to include amendments relating to altering substation and refuse store locations, installation of plant at 12th floor and minor alterations to elevations at ground and upper floors and rear boundary wall. 2017/2523/P Variation of conditions 6, 10, 20, 26, 93 and 94 relating to Phase relating to changing glazed brickwork at residential entrances from green to red, - changing design of metal balustrades, privacy screens and soffits - Elevational amendments - Changing railway boundary from timber to brick with railings - Additional photo-voltaic panels - Addition of brick vents - Changing the trigger for conditions 93 & 94.		
9	Phoenix Place, Mount Pleasant (Postmark London) 2013/3807/P 2020/3333/P	2013/3807/P Comprehensive redevelopment, following the demolition of existing buildings, to construct four new buildings ranging from 5 to 15 storeys (above basement level) in height, to provide 38,724 sqm (GIA) of residential floorspace (345 dwellings) (Class C3), 823 sqm (GIA) of flexible retail and community floorspace (Use Classes A1, A2, A3, D1 or D2), with associated energy centre, waste and storage areas, basement level residential car parking (54 spaces), the re-provision of Royal Mail staff car parking (approx 196 spaces) cycle parking, residential cycle parking (431 residential spaces) hard and soft landscaping to provide public and private areas of open space, alterations to the public highway and all other necessary excavation and enabling works. The application is accompanied by an Environmental Statement. The proposed redevelopment is to be considered is the context of the redevelopment of the adjacent site, north of the Sorting Office building (within the London Borough of Islington) which has been submitted simultaneously under the Islington planning & conservation area consent application reference numbers: P2013/1423 & P2013/1435. That development involves: The	Granted 6/11/2017	Phase 1 due to be completed in Q4 2020 and Q4 2021. Phase 2 has not commenced per Molior September 2020. Islington phase due to commence imminently according to LBC November 2020.

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		demolition of existing buildings to construct 3 to 12 storey buildings, providing 38,015sqm (336 dwellings) residential floorspace (Class C3), 4,260sqm (GIA) office floorspace (Class B1), 1.428sqm flexible retail and community floorspace, (Classes A1, A2, A3, D1 or D2) with associated energy centre, waste and storage areas, car (65 spaces) and cycle (523 spaces) parking, hard and soft landscaping to provide public and private areas of open space, alterations to the public highway and construction of a new vehicle ramp to basement level to service Royal Mail operations, an acoustic roof deck over the existing servicing yard and other necessary excavation and enabling works. This application is accompanied by an Environmental Statement. 2020/3333/P Amendment of planning condition 2 (approved plans), to update relevant drawing numbers, to planning permission 2013/3807/P granted on 30th March 2015 (as amended by 2018/0817/P, 2018/1054/P, 2018/2586/P, 2019/1931/P, 2019/3364/P, 2019/4136/P, 2019/0921/P) by the Greater London Authority (for new buildings of 5-15 storeys, 345 dwellings, flexible retail and community floorspace and associated works (summary)). THE CHANGES to the approved scheme include updates to entrance door design; introduction of louvred spandrel panels; updates to A6 main entrance doors and to Level 04 terrace fenestration/doors		
10	Central Somers Town / Brill Place (Edith Neville Primary School) 2015/2704/P 2019/5882/P	2015/2704/P Demolition of existing buildings and the provision of approximately 2,190sq.m replacement school (Use Class D1); approximately 1,765sq.m of community facilities (Use Class D1); approximately 207sq.m of flexible Use Class A1/A2/A3/D1 floorspace and 136 residential units (Use Class C3) over 7 buildings ranging from 3 to 25 storeys in height comprising: Plot 1: Community uses at ground floor (Use Class D1) (approximately 1,554sq.m) to including demolition of existing buildings and the provision of approximately 2,190sq.m replacement school (Use Class D1); approximately 1,765sq.m of	Granted 14/10/2016	Phase 1 school, community center and x10 units completed Q4 2019. Enabling works Phase 2 commenced Q4 2019 and to be launched in Q2 2020 per Molior September 2020.

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		community facilities (Use Class D1); approximately 207sq.m of flexible Use Class A1/A2/A3/D1 floorspace and 136 residential units (Use Class C3) over 7 buildings ranging from 3 to 25 storeys in height comprising: Plot 1: Community uses at ground floor (Use Class D1) (approximately 1,554sq.m) to include a children's nursery and community play facility with 10no. residential units above; Plot 2: 35 residential units over flexible A1/A2/A3/D1 floorspace at ground level (approximately 137sq.m); Plot 3: Extension of Grade II listed terrace to provide 3no. dwellings; Plot 4: Replacement school (Use Class D1) ; Plot 5: 20no. residential units over a replacement community hall (Use Class D1) (approximately 211sq.m); Plot 6: 14no. residential units; and Plot 7: 54no. residential units over flexible A1/A2/A3/D1 floorspace at ground level (approximately 70sq.m). Provision of 11,765 sqm of public open space along with associated highways works and landscaping. Namely, to include amendments to architectural design, building footprint, internal layouts, quantum of residential units, structural column positions and the energy strategy, in relation to Plot 7, Central Somers Town. 2019/5882/P Variation of conditions 2 (approved drawings), 3 (approved documents), 15 (quantum of housing, plot 7) and 80 (cycle parking, plot 7) of planning permission reference 2015/2704/P		
11	Kings Cross Central 2012/4741/P 2016/1877/P 2018/4813/P	P1: 2012/4741/P - 255 units. R8: 2016/1877/P - 151 units. S5: 2018/4813/P - 158 units.		The current residential phases at Kings Cross Central are all being developed by Argent per Molior June 2020
12	Building S3 King's Cross Central 2019/5379/P	2019/5379/P Reserved matters relating to Plot S3 within Development Zone S for the erection of an 11 storey building for office use (Class B1) with restaurant use (Class A3) and flexible retail (A1), business (B1), non-residential institutions (D1) and assembly and leisure	Granted 13/02/2020	Unknown

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		(D2) uses at ground floor level and associated public realm works, as required by conditions 3, 9, 14, 16-22, 27-28, 31, 33-36, 45-46, 48- 49, 50A, 51, 56, 60, 63-67 of outline planning permission reference 2004/2307/P granted 22/12/06 (subject to S106 agreement) for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area.		
13	ONYX Apartments, 102 Camley Street 2014/4381/P 2018/5357/P	2014/4381/P Demolition of existing warehouse building (Class B8) and redevelopment for a mixed use building ranging from 8-12 storeys comprising 1,620sqm employment floorspace (Class B1), 154 residential flats, the provision of a public ramp access to the Regents Canal towpath, and associated landscaping and other works relating to the public realm. 2018/5357/P Non-material amendment to Condition 8 (landscaping details) of planning permission ref: 2014/4381/P dated 30/03/2015, to change the time trigger from 'prior to occupation' to 'within 3 months of the first occupation' for all hard landscaping works to be completed, as an amendment to 'Demolition of existing warehouse building (Class B8) and redevelopment for a mixed use building ranging from 8-12 storeys comprising 1,620sqm employment floorspace (Class B1), 154 residential flats, the provision of a public ramp access to the Regents Canal towpath, and associated landscaping and other works relating to the public realm'.	Granted 18/08/2017	Scheme completed during Q4 2018 per Molior September 2019
14	XY (Maiden Lane Estate) 2012/5552/P 2015/5997/P 2016/2308/P 2018/0173/P	2012/5552/P Redevelopment of eastern part of Maiden Lane Estate following the demolition of Nos 1-55 and 2-16 Maiden Lane (Class C3 residential use) and the North Western Industrial Estate (Classes B1c/B8) to provide 10 new blocks including a 20 storey residential tower and 9 mixed use blocks of 3-7 storeys incorporating 265 units of class C3 residential (141 market / 71 social rented / 53 intermediate flats), mixed employment/retail/food and drink/community uses at ground floor level (classes B1/A1/A3/A4/D1) and a new energy centre,	Granted 22/03/2013	Construction completed during Q4 2017 per Molior October 2020

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		together with cycle parking and increased and improved areas of public realm and landscaping. 2015/5997/P Amendments to elevation arrangements and adjustments to external access ramps to Block J approved under reference 2012/5552/P dated 22/03/13 (for redevelopment of eastern part of Maiden Lane Estate following the demolition of Nos 1-55 and 2-16 Maiden Lane (Class C3 residential use) and the North Western Industrial Estate (Classes B1c/B8) to provide 10 new blocks including a 20 storey residential tower and 9 mixed use blocks of 3-7 storeys) 2016/2308/P Amendment to condition 31 of 2012/5552/P dated 22/03/2013 for the redevelopment of eastern part of Maiden Lane Estate, namely to allow the full report to be submitted prior to occupation. 2017/0714/P Variation of conditions 2 (approved plans) of planning permission 2012/5552/P dated 22/03/2013 for the redevelopment of the eastern part of the Maiden Lane Estate, namely omission of 13x proposed trees along York Way, relocation of play apparatus and equipment; the amendment to fencing treatments and the increase of disabled parking spaces from 6x to 7x 2018/0173/P Variation of condition 2 (approved plans) of planning permission 2017/0714/P dated 24/08/2017 (which amended 2012/5552/P dated 22/03/2013 as amended by 2013/8294/P dated 05/11/2014) for the redevelopment of the eastern part of the Maiden Lane Estate, namely tenure changes to the previously approved intermediate housing units and associated drawing and schedule changes.		
15	Camden Courtyards, 79 Camden Road 2013/7646/P 2015/6214/P	2013/7646/P Redevelopment of the site to create 164 residential units, including affordable housing, following demolition of all existing business use buildings (Class B1) on the site and construction of a new building ranging from 5 to 7 storeys in height, together	Granted 21/07/14	The scheme completed during Q1 2018 per Molior March 2018

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
	2015/6214/P	with associated works to create a lower ground floor, landscaping and public realm improvements. 2015/6214/P Amendments to the scheme including entrance doors to Block A, external door to Block F at fifth floor level, terrace area at Block E sixth floor level, windows in Block E and F, cladding to substation at ground floor level, and balustrade details to areas in Blocks B, C, E and F as approved under planning permission 2013/7646/P dated 15/05/2014 and as revised by permission (2014/7826/P) dated 08/04/2015. 2015/6214/P Amendments to scheme including increase in overall building height by 150mm, replacement of Juliette balconies with full height windows at ground floor level on St Pancras Way elevation, addition of Juliette balconies on Camden Road and Rochester Place elevations, alterations to entrance to block A, alterations to windows, internal re-arrangements and extension to concierge at lower ground floor level approved under planning permission 2013/7646/P dated 15/05/2014.		
16	St Martin's Walk (Bacton Low Rise Estate) 2012/6338/P 2014/3633/P 2015/1189/P 2016/5358/P 2020/1019/P	2012/6338/P Redevelopment of Bacton Low Rise Estate, Gospel Oak District Housing Office and Vicar's Road workshops following the demolition of all existing buildings (99 Class C3 residential units Nos. 121-219 Bacton Low Rise; Class B1 offices at 115 Wellesley Road; Class B1 workshops at 2-16 Vicar's Road), to provide within buildings ranging from 2-8 storeys in height a total of 290 Class C3 residential units, comprising 176 market, 10 intermediate and 104 social rent units, 3 employment units (Class B1), new and altered public realm, landscaping, vehicular and pedestrian links/accesses, vehicular and cycle parking, bin storage and associated works. 2014/3633/P Variation of conditions 9 (cycle storage) and 58 (approved plans) of planning permission 2012/6338/P dated 25/04/2013 (as amended by planning permission 2015/1189/P) (for the redevelopment of Bacton Low Rise Estate, Gospel Oak District	Granted 25/04/2013	Phase 1 completed during Q2 2017 and Phase 2 land has been cleared but construction has yet to commence per Molior September 2020

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		Housing Office and Vicar's Road workshops following the demolition of all existing buildings, to provide a total of 290 residential units and associated works), namely to provide 4 additional Class C3 residential units (1 market and 3 social rent units), alter the housing mix, various external alterations and reconfigurations (all within Phase 1 (Vicar's Road part of site)), a 2 year temporary heating unit to the west of Block A, alter the timing and amount of cycle storage and associated works. 2015/1189/P Variation of conditions 58 (approved plans) of planning permission 2012/6338/P dated 25/04/2013 (for Redevelopment of Bacton Low Rise Estate, Gospel Oak District Housing Office and Vicar's Road workshops following the demolition of all existing buildings to provide within buildings ranging from 2-8 storeys in height a total of 290 Class C3 residential units, comprising 176 market, 10 intermediate and 104 social rent units, 3 employment units (Class B1), new and altered public realm, landscaping, vehicular and pedestrian links/accesses, vehicular and cycle parking, bin storage and associated works) namely removal of 4 x London Plane trees on Vicars Road. 2016/5358/P Variation of conditions: 3 (detailed drawings), 6 (overlooking), 7 (refuse & recycling), 9 (cycle storage), 10 (car parking), 11 (Electric vehicle charging points), 12 (car club bay), 13 (motorcycle parking), 23 (Wheelchair units), 25 (contaminated land measures), 26 (biodiverse roofs), 27 (bird and bat details), 28 (lighting strategy), 29 (landscaping details), 32 (building foundations), 34 (drainage details), 36 (CCTV strategy), 37 (car club parking), 40 (re-appraisal of financial viability), 43 (energy efficiency), 44 (code for sustainable homes), 45 (car free), 47 (construction management plan) and 58 and 59 (approved plans) of planning permission 2012/6338/P dated 25/04/2013 (as amended by planning permissions 2014/3633/P and 2015/1189/P) (for the redevelopment of Bacton Low Rise Estate, Gospel Oak District Housing Office and Vicar's Road workshops following the demolition of all existing buildings, to provide a total		

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		of 294 residential units and associated works), as well as adding a condition 61 (levels plans), namely to; provide 20 additional Class C3 residential units (19 market and 1 intermediate units), alter the housing mix, reconfigure the employment floorspace, deliver the outstanding parts of the development as a single phase, various external alterations and reconfigurations, revise the on-site car parking provision and the amount of cycle storage, and associated works 2020/1019/P Amendment to planning permission 2012/6338/P dated 25/04/2013 (as amended by planning permissions 2014/3633/P, 2015/1189/P and 2016/5358/P) for 'redevelopment of Bacton Low Rise Estate, Gospel Oak District Housing Office and Vicar's Road workshops following the demolition of all existing buildings, to provide a total of 294 residential units and associated works'; namely to alter the description to omit the number of commercial units and number and tenure type of residential units and to insert a planning condition to secure 294 residential units comprising 196 market, 11 intermediate and 107 social rent units and 259 sqm of B1 floorspace.		
17	West Hampstead Square, 187-199 West End Lane London NW6 2LJ 2011/6129/P	2011/6129/P Redevelopment of site to create seven new buildings between five and twelve storeys in height to provide 198 residential units (Class C3), retail, financial and professional services and food and drink floorspace (Class A1, A2, A3 and A4), flexible employment/healthcare floorspace (Class B1/D1) along with associated energy centre, storage, parking, landscaping and new public open space (existing buildings to be demolished).(Class B1/D1) along with associated energy centre, storage, parking, landscaping and new public open space (existing buildings to be demolished).	Granted 28/06/2014	Completed during Q2 2017 per Molior June 2017
18	Travis Perkins, 156 West End Lane, NW6 2015/6455/P 2019/4140/P	2015/6455/P Comprehensive redevelopment following demolition of all existing buildings to provide 164 self-contained residential dwellings (Class C3), 763sqm of flexible non-residential use (Class A-A3, D1, D2), 1093sqm of employment floorspace (Class	Granted 27/06/2017	Unknown

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		B1) and 63sq.m of community meeting space (Class D1) in buildings ranging from 3 to 7 storeys. New vehicular access from West End Lane and provision of 08 accessible car parking spaces. Provision of new public open space and widening of Potteries Path and associated cycle parking and landscaping. 2019/4140/P Variation of conditions 2 (approved plans), 9 (wheelchair units), 33 (obscure glazing), 44 (cycling spaces) and 46 (unit numbers) of planning permission 2015/6455/P dated 23rd June 2017 for: Comprehensive redevelopment following demolition of all existing buildings to provide self-contained residential dwellings Class C3), flexible non-residential use (Class A-A3, D1, D2), employment floorspace (Class B1) and community meeting space (Class D1) in buildings ranging from 3 to 7 storeys. New vehicular access from West End Lane and provision of accessible car parking spaces. Provision of new public open space and widening of Potteries Path and associated cycle parking and landscaping, namely, to provide 16 additional dwellings, alter housing mix, amendments to internal layout and elevations and variations to wording of conditions. (revised description)		
19	King's College London Hampstead Residence - Hampstead Manor (Kidderpore Avenue North) 2015/3936/P 2016/2914/P 2016/4743/P	2015/3936/P Development of the site to provide 156 residential units involving demolition of Queen Mothers Hall, Lord Cameron and Rosalind Franklin buildings and replacement with flats in three 4 and 5 storey buildings, seven houses to the northern boundary, a single townhouse to the north western boundary and three houses between The Chapel and Queen Mothers Hall; relocation and refurbishment of the Summerhouse; alterations and extensions to retained buildings, including listed buildings; excavation of 2-storey basement to the western part of the site and a 1-storey basement to the replacement buildings for Lord Cameron and Rosalind Franklin, lower the level of lower ground floor of Bay House; provision of 97 car parking spaces, associated cycle parking, refuse/recycling facilities, plant equipment and landscaping works including tree removal across	Granted Subject to a Section 106 Legal Agreement 06/04/2016	Construction completed during Q1 2020, although some customisation works continue on Kidderpore Hall. Per Molior October 2020

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		the site. 2016/2914/P Variation to wording of condition 14 (hard and soft landscaping) to amend the time at which details have to be submitted for approval under planning permission 2015/3936/P dated 06/04/16 (for development of the site to provide 156 residential units). 2016/4743/P Alterations to internal layouts, elevations and roof works of new build properties of Lord Cameron, Rosalind Franklin, Queen Mother Hall, Town Houses and Pavilions, rearrangement of units within Rosalind Franklin and Queen Mother Hall and alterations to layout of basement level car park as approved under planning permission 2015/3936/P dated 06/04/2016.		
20	Lethaby Building, Former Cochrane Theatre, 12-42 Southampton Row & 1-4 Red Lion Square London WC1B 2020/2470/P	2020/2470/P Redevelopment of the site including refurbishment of the Lethaby Building, partial demolition, external alterations, basement excavations and extensions to the existing buildings to form a hotel (Use Class C1), with flexible ground floor and basement uses including retail/restaurant/drinking establishment (Use Class A1/A3/A4), office (Use Class B1), exhibition and lecture halls (Use Class D1/D2/C1). Bar/restaurant spaces (Use Class A3/A4) at first, and upper floor levels with associated roof terrace. Erection of standalone block comprising a cultural use (Use Class D1) at ground and first floor level with affordable residential housing (Use Class C3) above with provision of balconies, terraces and a roof terrace. Re-instatement of former Orange Street, together with highway improvements, public realm, landscaping, cycling parking, waste storage and other associated works.	Recommended to Grant conditional planning permission subject to a Section 106 legal agreement at October 2020 planning committee.	
21	The Greenwood Centre (on Greenwood Place) & Highgate Day Centre (on Highgate Road 2013/5947/P	2013/5947/P Demolition of existing buildings and redevelopment to provide: a new 3,228sqm (GIA) Centre for Independent Living (CIL) (Class D1) comprising 3 storeys plus basement at Greenwood Place; a part 5 part 7 storey mixed-use development at Highgate Road comprising 42 residential units (including 8 supported affordable housing units) and 100sqm (GIA) social enterprise in flexible	Permission granted 18/06/2014	Constructed

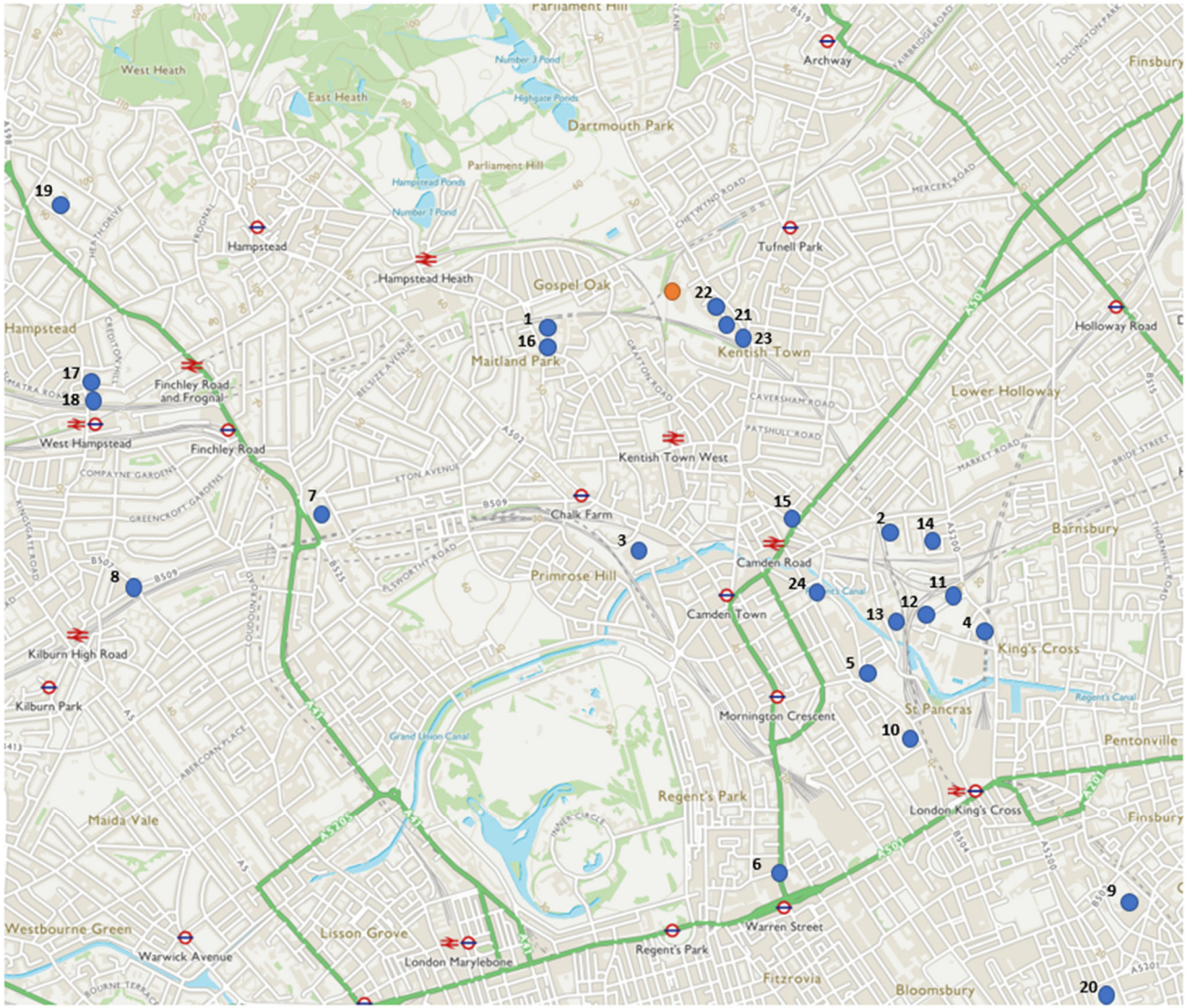
Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
		retail, restaurant/café, office or community use (Classes A1/A3/B1/D1) at ground floor level; highway improvements to Greenwood Place, and associated plant, landscaping, servicing and disabled car parking.		
22	Highgate Centre and A&A Self Storage (Former Lensham House) 2016/5372/P	2016/5372/P Demolition of existing buildings (D1, B1a and B8 uses) and redevelopment of the site to provide two buildings containing a 2 storey basement (Building 1: 8 storeys and Building 2: 7 storeys) with 4,360m² of self-storage (B8); 1,798m² of office (B1a); 95m² of community cafe (A3) space (all areas GIA) and 60 self-contained residential flats (C3) including 52 market units (16x1 bed, 29x2 bed, 7x3 bed) and 8 social rented units (8x1 bed) along with the creation of a pedestrian walkway running east to west linking Highgate Road with Greenwood Place; the creation of a vehicular access from Greenwood Place and loading bay; provision of green/brown roofs and plant equipment; roof terraces and balconies and other associated works.	Permission granted on 29/03/2019	
23	369-377 Kentish Town Road (Car Wash Site) 2019/0910/P	2019/0910/P Redevelopment including change of use from car wash (Sui Generis) and erection of part six and part seven storey building plus basement to provide 14 flats (10 x 2-bed units and 4 x 1-bed) (Class C3) at 1st floor and above (with terraces at 5th floor rear and 6th floor level (north elevation); and retail (Class A1) or restaurant (Class A3) use at ground and basement level incorporating widened pavement to Kentish Town Road.	Granted Subject to a Section 106 Legal Agreement on 12/03/2020.	Discharging pre-commencement conditions
Tier 2 (Planning Application)				
24	St Pancras Commercial Centre 2019/4201/P	2019/4201/P Demolition of existing buildings (Class B1c/B8); erection of 3x buildings ranging in height from 5 to 7 storeys above ground and a single basement level comprising a mixed use development of light industrial floorspace (Class B1c/B8), office floorspace (Class B1), 32x self-contained dwellings (Class C3), flexible retail floorspace (Class A1/A3); associated access and servicing, public realm, landscaping, vehicular and cycle parking, bin storage and other ancillary and associated works	Approved 30/10/2020	

Reference	Planning Application Name and Reference Number	Description	Consent Status	Notes and Phasing Structure
Tier 3 (Regeneration Sites)				
25	Regis Road Growth Area	7.4ha site with Draft Site Allocation for Industry / employment re-provision; indicative housing capacity of 1,000 additional homes; community uses; and open space.		At pre-application stage. No submission date known at present. (LBC November 2020)
26	Gospel Oak/Haverstock	See Entry 1 for details on first phases. A predominantly residential area comprised of six Council-owned estates. Gospel Oak has been identified as an investment priority area due to high levels of relative deprivation and significant housing challenges.		At pre-application stage. No submission date known at present. (LBC November 2020)

Cumulative Developments Map

- The Proposed Development
- Other Cumulative Schemes

1. Land bounded by Haverstock, Wellesley Vicar's Road
2. Agar Grove Estate
3. Morrisons Superstore
4. Kings Cross Central R8
5. 2-6 St Pancras Way
6. Stephenson House
7. 100 Avenue Road
8. Abbey Co-op housing sites
9. Phoenix Place
10. Central Somers Town/Brill Place
11. Kings Cross Central Phoenix Place
12. Building S3 Kings Cross Central
13. ONYX Apartments, 102 Camley Street
14. XY (Maiden Lane Estate)
15. Camden Courtyards
16. St Martin's Walk
17. West Hampstead Square
18. Travis Perkin, 156 West End Lane
19. King's College London Hampstead Residence
20. Lethaby Building, Former Cochrane Theatre
21. The Greenwood Centre
22. Highgate Centre
23. 369-377 Kentish Town Road
24. St Pancras Commercial Centre



APPENDIX B – PROJECT VULNERABILITY

The major accidents or disasters that are considered relevant to the Proposed Development are outlined in the table below.

Due to the nature of the Proposed Development and its location, it is considered that the following topics are not relevant and can be scoped out of (i.e. excluded from) the EIA:

- Severe Wildfires;
- Animal Diseases / Animal Health Incidents; and
- Volcanic Hazards.

Man Made and Natural Hazards Table

Type	Categories / Description	LRP Risk Rating	Potential for Proposed Development to exacerbate effects on environmental receptors	Scoped in/out
Natural Hazards	Human Diseases / Human Health Incidents: For Influenza and Emerging disease outbreaks.	High to Very High	The spread of human disease is more likely in areas with a higher population density. Because the Proposed Development introduces new residential uses to the site, it has the potential to exacerbate effects relating to human disease and health. Hospital and healthcare facilities in the local area will in either case be familiar with addressing the challenges around managing potential infectious disease outbreaks. There are suitable resources within the local area to respond to such an event.	Out
	Flooding: Covering a range of scenarios including fluvial, surface water run-off and tidal flooding and combinations thereof.	High to Very High	The application will be supported by a Flood Risk Assessment (FRA) and detailed surface water and foul drainage strategy; these documents shall be summarised within and appended to the ES. On this basis, a separate. 'Water Resources and Flood Risk' impact assessment and ES chapter shall be scoped out of (i.e. excluded from) the ES, as significant effects are not considered likely and to avoid unnecessary repetition with the FRA and drainage strategy.	Out
	Severe Weather: Including drought, severe storms, low temperatures / heavy snow and heatwaves.	High	Water usage within the operational Proposed Development could contribute to the depletion of limited water resources in times of severe drought. This shall be addressed through the implementation of appropriate design and operational principles to ensure efficient use of water on site, in line with local planning policy. The Proposed Development would result in new site users which could potentially be affected by prolonged periods of excessive hot or cold weather, should it arise. The Proposed Development will be built to the latest Building Regulations requirements and due to its primary use as residential space, it is likely that internal thermal comfort will be managed through Mechanical Ventilation Heat Recovery (MVHR) systems which offer a high degree of control. With regards to severe storms involving high wind speeds, the effects of the Proposed Development on the local wind microclimate will be assessed in the EIA. While the assessment will only account for predominant local wind conditions, any adjustments to scheme to mitigate effects on pedestrian safety and comfort criteria will contribute to reducing the vulnerability of the Proposed Development under more extreme wind conditions. In the majority of these severe weather scenarios it is considered the main risks to site users on the Proposed Development will be during the travel to and from the site. In such weather events it is assumed that employers will often respond to extreme weather forecasts and warnings by advising their employees not to travel to work. In any case, the Proposed Development will adhere to the latest Building and Health Safety Regulations to ensure site users are protected from external weather conditions.	In (partially – relating to wind conditions)
	Structural Incidents: Relating to land movement.	Medium	The Proposed Development will be subject to the most up to date construction, renovation, maintenance and demolition standards. The site is not located near any geological features likely to be affected by landslides.	Out
	Severe Space Weather: Relating to the effects of solar winds and its potential effects on power distribution networks, satellite services, aviation and other digital systems.	Very High	Due to the nature and wide scale of effects which could result from severe space weather, there are limited measures which could be put in place to limit the vulnerability of the Proposed Development to such events. Design work is currently considering the provision of standby generators which could limit the Proposed Development's exposure to power cuts resulting from effects on the power distribution network. The Proposed Development will nevertheless be largely subject to the effects of such weather events and therefore dependent on external forecasting and response measures to be implemented by other parties such as National Grid and the Met Office. It is not considered however that the vulnerability of the Proposed Development to these events would in any way worsen effects for any other nearby receptors.	Out

Type	Categories / Description	LRP Risk Rating	Potential for Proposed Development to exacerbate effects on environmental receptors	Scoped in/out
Man-made Major Accidents and Incidents	Major Industrial Accidents: Covering a range of scenarios involving explosions, fires and the release of a range of hazardous and combustible materials from industrial processes. Other scenarios considered include structural collapse of a man-made structures and technical failures in industrial facilities.	Low to High	Of the scenarios considered in the LRP Risk Register, the ones considered relevant include localised fires and building collapse. These will be managed outside of the EIA process through a combination of legislative and industry guidance which mitigate the risk of fire and/or structural collapse causing a major accident in new developments within the urban environment. Legislative requirements include the 'The Construction (Design Management) Regulations 2015', which provide guidance on fire safety requirements for new buildings, while requirements under the Building Regulations and associated guidance relate to the structural safety and broader health and safety considerations for people in and around buildings. Compliance will also be achieved by adopting structural and fire engineered solutions where the size and scale of the development necessitates bespoke measures to address these risks.	Out
	Major Transport Accidents: Considers a range of transport related accidents for different modes of transportation, including road, air, rail and sea.	Low to High	The site is located approximately 50m southeast of Gospel Oak Station, 150m north of Kentish Town Station and 550m away from Tufnell Park Station. The three stations provide Overground, Thameslink and Northern line links to the site. Solar glare caused by the reflection of sunlight off the façade of the Proposed Development has the potential to momentarily dazzle approaching trains and other vehicle drivers on the train tracks that border the south, west and north of the site. This risk will however be assessed within the Daylight, Sunlight, Overshadowing and Solar Glare assessment of the EIA and appropriate mitigation implemented into the design of the Proposed Development if required. Tall building developments need to be assessed to determine if they pose a risk to air traffic. Due to the height of the Proposed Development and its location relative to the safeguarding zones for London's airports, it is considered the scheme does not pose any risk to air travel and this assessment has been scoped out of the EIA. In the event of a major transport accident affecting the site, it is not considered the Proposed Development would exacerbate effects on nearby receptors.	In (partially – relating to Solar Glare)
	Disruptive Industrial Action: Covering industrial action by workers in a range of public and other services industries.	Medium to High	It is anticipated that site users of the Proposed Development could be subject to the effects of industrial action in key services and emergency response sectors, but this will not be any more so than for other surrounding sites in the area. In no case is it anticipated that the effects of these events on nearby receptors would be magnified by any vulnerability of the Proposed Development.	Out
	Public and Crowd Events: Relating to the mass influx of non-resident British nationals and public disorder	Medium	As there are no major transport hubs in the immediate surrounding area it is considered unlikely that the surrounding area could be subjected to mass inflows of people if a trigger event were to take place.	Out
	Malicious Attacks	High to Very High	The location of the Proposed Development means it is an unlikely area to be targeted for malicious attacks. The largely residential nature of surrounding context and the Proposed Development will also make it less likely to be specifically targeted for attacks.	Out

Type	Categories / Description	LRP Risk Rating	Potential for Proposed Development to exacerbate effects on environmental receptors	Scoped in/out
			The Proposed Development is located approximately 140m east of Parliament Hill Medical Centre, 1.5 km from The Whittington Hospital Emergency Department and 1.1km from Royal Free Hospital which will offer it and the surrounding area ready access to emergency medical attention in the event of an attack.	

APPENDIX C – INFORMATION FOR INCLUSION WITHIN AN ES: WAY FINDING

	Information for Inclusion in Environmental Statements, as Specified in Schedule 4 of the EIA Regulations 2017	How the EIA addresses the Information Specifications
1.	A description of the development, including in particular:	
(a)	a description of the location of the development;	**ES Volume 1:** Chapter 1: Introduction Chapter 2: EIA Methodology
(b)	a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;	**ES Volume 1:** Chapter 4: The Proposed Development Chapter 5: Demolition and Construction
(c)	a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used.	**ES Volume 1:** Chapter 4: The Proposed Development
	…nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used; and	**ES Volume 1:** Chapter 4: The Proposed Development Chapter 5: Demolition and Construction
(d)	an estimate, by type and quantity, of expected residues and emissions (such as water, …	**ES Volume 1:** Chapter 1: Introduction Chapter 2: EIA Methodology **ES Volume 3:** Appendix EIA Methodology, Annex 1: EIA Scoping Report
	…air, …	**ES Volume 1:** Air Quality **ES Volume 3:** Appendix Air Quality
	…soil and subsoil pollution…	**ES Volume 1:** Chapter 1: Introduction Chapter 2: EIA Methodology **ES Volume 3:** Appendix Introduction and EIA Methodology – EIA Scoping Report
	…noise, vibration…	**ES Volume 1:** Noise and Vibration **ES Volume 3:** Noise and Vibration Supporting Technical Data will be included as an appendix.
	…light…	**ES Volume 1:** Chapter 1: Introduction Chapter 2: EIA Methodology Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare **ES Volume 3:** Appendix Introduction and EIA Methodology – EIA Scoping Report Appendix on Daylight, Sunlight and Overshadowing, Light Pollution and Solar Glare
	…heat, radiation and …	**ES Volume 1:** Chapter 4: The Proposed Development Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare **ES Volume 3:**

	Information for Inclusion in Environmental Statements, as Specified in Schedule 4 of the EIA Regulations 2017	How the EIA addresses the Information Specifications
		Appendix on Daylight, Sunlight and Overshadowing, Light Pollution and Solar Glare Appendix on Climate Change, including GHG Emissions Assessment
	…quantities and types of waste produced during the construction and operation phases;	**ES Volume 1:** Chapter 4: The Proposed Development Chapter 5: Demolition and Construction
2.	A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.	**ES Volume 1:** Chapter 3: Alternatives and Design Evolution
3.	A description of the relevant aspects of the current state of the environment (baseline scenario) …	**ES Volume 1:** Chapter 1: Introduction Chapter 2: EIA Methodology Technical Chapters **ES Volume 3:** Appendix on Climate Change, including GHG Emissions Assessment
	…and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.	**ES Volume 1:** Chapter 1: Introduction Chapter 2: EIA Methodology Technical Chapters
4.	A description of the factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, …	**ES Volume 1:** Socio-Economics **ES Volume 3:** Appendix EIA Methodology – EIA Scoping Report
	…biodiversity (for example fauna and flora), …	**ES Volume 1:** Chapter 1: Introduction Chapter 2: EIA Methodology **ES Volume 3:** Appendix EIA Methodology – EIA Scoping Report
	…land (for example land take), ….	**ES Volume 1:** Chapter 2: EIA Methodology **ES Volume 3:** Appendix EIA Methodology – EIA Scoping Report
	…soil (for example organic matter, erosion, compaction, sealing), …	**ES Volume 1:** Chapter 2: EIA Methodology **ES Volume 3:** Appendix Introduction and EIA Methodology – EIA Scoping Report
	…water (for example hydromorphological changes, quantity and quality), …	**ES Volume 3:** Appendix EIA Methodology – EIA Scoping Report
	…air, …	**ES Volume 1:** Air Quality **ES Volume 3:** Air quality Supporting Technical Data will be included as an appendix
	…climate (for example greenhouse gas emissions, impacts relevant to adaptation), …	**ES Volume 1:** Chapter 3: Alternatives and Design Evolution Chapter 4: The Proposed Development Technical Chapters

	Information for Inclusion in Environmental Statements, as Specified in Schedule 4 of the EIA Regulations 2017	How the EIA addresses the Information Specifications
		ES Volume 3 Appendix on Climate Change, including GHG Emissions Assessment
	…material assets, cultural heritage, including architectural and archaeological aspects, and landscape…	**ES Volume 1:** Chapter 2: EIA Methodology Built Heritage **ES Volume 2:** Townscape and Visual Impact Assessment **ES Volume 3:** Appendix EIA Methodology – EIA Scoping Report
5.	A description of the likely significant effects of the development on the environment resulting from, inter alia:	
(a)	the construction and existence of the development, including, where relevant, demolition works.	**ES Volume 1:** Chapter 5: Demolition and Construction
(b)	the use of natural resources, in particular land, soil, …	**ES Volume 1:** Chapter 4: The Proposed Development Chapter 5: Demolition and Construction
	…water and …	**ES Volume 1:** Chapter 4: The Proposed Development **ES Volume 3:** Appendix EIA Methodology – EIA Scoping Report
	…biodiversity, …	**ES Volume 1:** Chapter 1: Introduction Chapter 2: EIA Methodology Chapter 4: The Proposed Development **ES Volume 3:** Appendix EIA Methodology – EIA Scoping Report
	…considering as far as possible the sustainable availability of these resources;	**ES Volume I:** Chapter 4: The Proposed Development Technical Chapters
(c)	the emission of pollutants, …	**ES Volume 1:** Chapter 2: EIA Methodology Air Quality **ES Volume 3:** Appendix EIA Methodology – EIA Scoping Report Air quality Supporting Technical Data will be included as an appendix. Appendix on Climate Change, including GHG Emissions Assessment
	…noise, vibration,…	**ES Volume 1:** Noise and Vibration **ES Volume 3:** Noise and Vibration Supporting Technical Data will be included as an appendix
	…light, …	**ES Volume 1:** Chapter 1: Introduction Chapter 2: EIA Methodology Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare **ES Volume 3:** Appendix EIA Methodology – EIA Scoping Report Appendix on Daylight, Sunlight and Overshadowing, Light Pollution and Solar Glare
	…heat and radiation, …	**ES Volume 1:**

	Information for Inclusion in Environmental Statements, as Specified in Schedule 4 of the EIA Regulations 2017	How the EIA addresses the Information Specifications
		Chapter 3: The Proposed Development Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare **ES Volume 3:** Appendix on Daylight, Sunlight and Overshadowing, Light Pollution and Solar Glare
	…the creation of nuisances, …	**ES Volume 1:** Noise and Vibration **ES Volume 3:** Noise and Vibration Supporting Technical Data will be included as an appendix
	…and the disposal and recovery of waste;	**ES Volume 1:** Chapter 4: The Proposed Development Chapter 5: Demolition and Construction
(d)	the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);	**ES Volume 1:** Chapter 1: Introduction Chapter 2: EIA Methodology Built Heritage **ES Volume 2:** Townscape and Visual Impact Assessment **ES Volume 3:** Appendix EIA Methodology – EIA Scoping Report
(e)	the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;	**ES Volume 1:** Technical Chapters Effect Interactions
(f)	the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change; and	**ES Volume 1:** Chapter 4: The Proposed Development **ES Volume 3:** Appendix on Climate Change, including GHG Emissions Assessment
(g)	the technologies and the substances used.	**ES Volume 1:** Chapter 4: The Proposed Development Chapter 5: Demolition and Construction Technical Chapters
6.	A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.	**ES Volume 1:** Chapter 1: Introduction Chapter 2: EIA Methodology Technical Chapters
7.	A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.	**ES Volume 1:** Chapter 4: The Proposed Development Chapter 5: Demolition and Construction Technical ES Chapters Mitigation & Monitoring Schedule
8.	A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to EU legislation such as Directive 2012/18/EU(c) of the European Parliament and of the Council or Council Directive	See section 'EIA and the Scoping Process – Project Vulnerability' of this report

	Information for Inclusion in Environmental Statements, as Specified in Schedule 4 of the EIA Regulations 2017	How the EIA addresses the Information Specifications
	2009/71/Euratom(d) or UK environmental assessments may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	
9.	non-technical summary of the information provided under paragraphs 1 to 8.	ES Non-Technical Summary
10.	A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.	**ES Volume 1:** Chapter 1: Introduction Chapter 2: EIA Methodology Technical Chapters

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