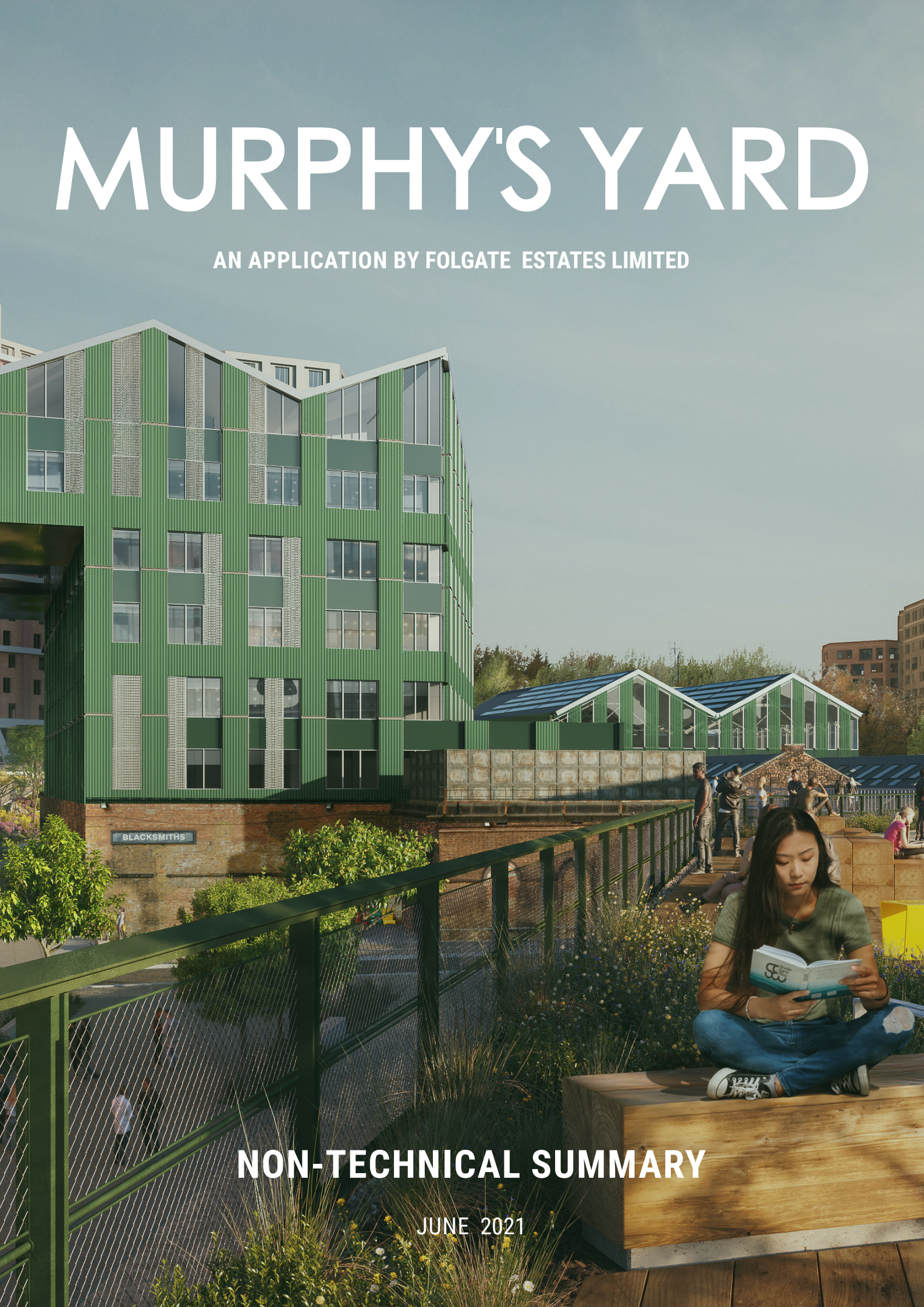
MURPHY'S YARD

AN APPLICATION BY FOLGATE ESTATES LIMITED



NON-TECHNICAL SUMMARY

JUNE 2021

Murphy's Yard

Environmental Statement

Non-Technical Summary

Prepared for:
Folgate Estates Limited

Date:
June 2021

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INTRODUCTION

1 Folgate Estates Limited ('The Applicant') is seeking outline planning permission (with all matters reserved) for the redevelopment of a site within the London Borough of Camden.

2 The site covers a total area of 6.23 hectares. The site is bound 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.

3 **Figure 1** shows the location of the site in the context of the surrounding area.

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

5 The new development (referred to as the 'Proposed Development') will comprise the demolition of existing buildings and structures and the construction of a residential-led mixed use scheme, including residential, industrial, retail, commercial, and community provision, as well as highway and access improvements, amenity space, landscape and public realm improvements, and all associated works.

6 As the Applicant is seeking Outline Planning Permission, specific details are not set out as to how the Proposed Development will come forward in regard to the detailed scale, layout, design and appearance of the buildings. Instead, planning application documents define, describe and limit/control the Proposed Development that is brought forward as part of future Reserved Matter Applications. These include: (1) the Development Specification Framework; (2) the Parameter Plans; and (3) the Design Code.

7 Within the Outline Planning Application, the Applicant is also seeking flexibility in which different use types would come forward to meet the needs of the future market. Therefore, a range of uses have been provided within the Development Specification Framework, which include residential, light industrial, commercial and healthcare facilities. **Figure 2** shows that the Proposed Development comprises 17 Development Plots.

8 An Environmental Impact Assessment has been undertaken for the Proposed Development. This document is a Non-Technical Summary of the findings of the Environmental Impact Assessment, which are reported within the Environmental Statement. This Non-Technical Summary has been prepared to explain the development proposed, the likely beneficial and adverse environmental effects of the Proposed Development and the measures proposed to protect the environment. The Environmental Impact Assessment has identified the effects that could result during the demolition and construction works and when the Proposed Development is completed and in use. The Environmental Statement has been prepared in accordance with the relevant regulations relating to Environmental Impact Assessment[1].

[1] *Her Majesty's Stationery Office (HMSO) 2017. The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended in 2018 and 2020).*

Figure 1 Site Location[2]

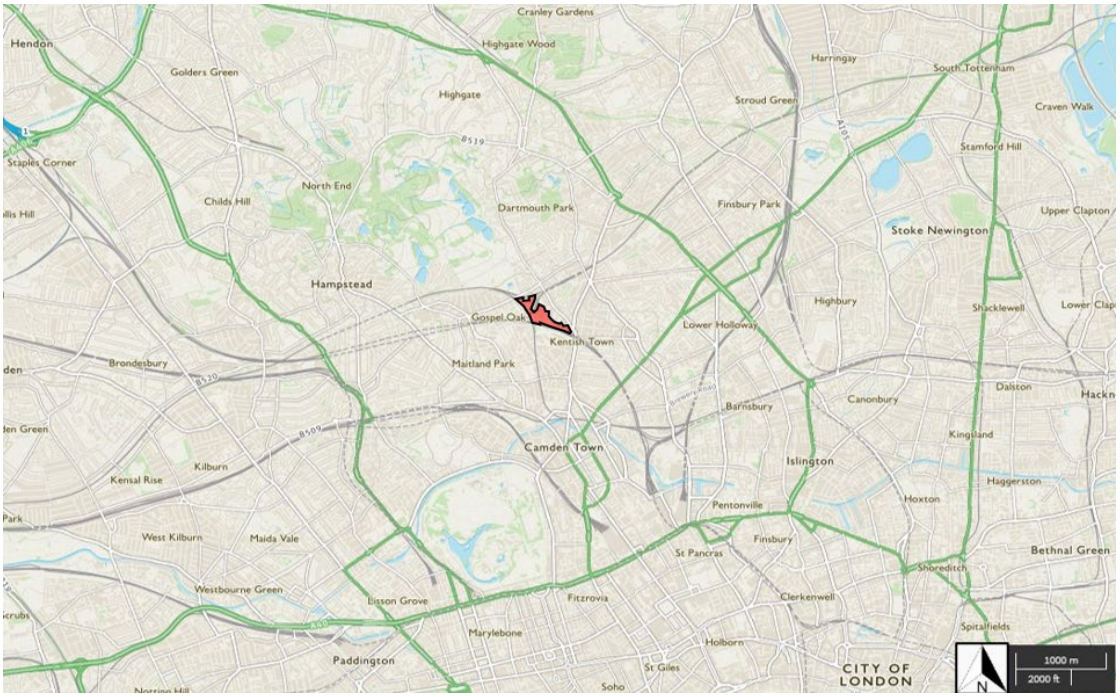
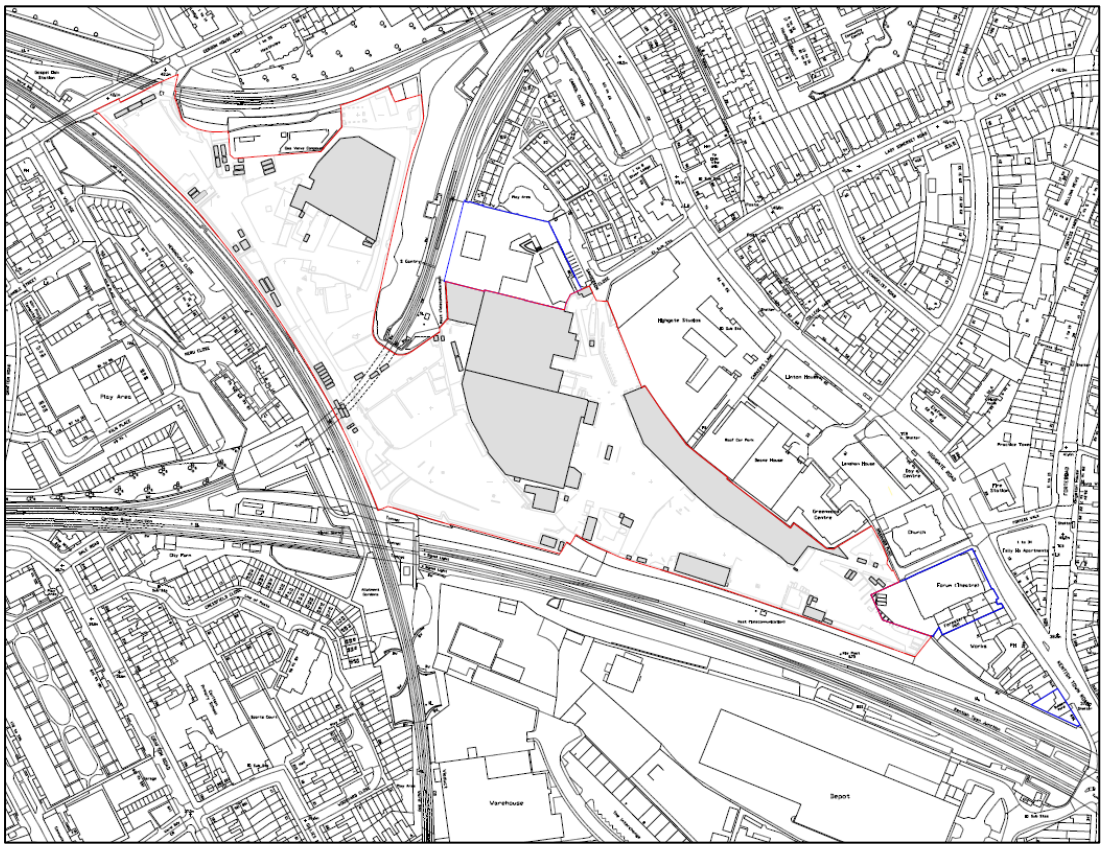


Figure 2 Site Red Line Boundary and Development Plots (Not to Scale)



[2] *The red line presented as Figure 2 is the legally correct red line boundary. The red line shown here is indicative and used for the purposes of identifying the site in the surrounding context. Importantly, the differences in the redline used throughout this Non-Technical Summary and the redline shown in as Figure 2 are not material to the assessment of effects.*

Purpose of the Environmental Impact Assessment and Non-Technical Summary

9 Environmental Impact Assessment is a process that allows the beneficial and adverse (positive and negative) (and sometimes neutral[3]) environmental effects of certain projects on the environment to be identified and reported upon. This is required by law and helps the local authority understand the environmental effects of a new development when they make their decision on whether to grant planning permission for it.

10 Measures to protect the environment, otherwise known as 'mitigation measures' have also been identified as part of the Environmental Impact Assessment process.

11 Trium Environmental Consulting LLP has undertaken the Environmental Impact Assessment for the Proposed Development and has prepared the Environmental Statement and this Non-Technical Summary document.

12 The Environmental Statement is made up of a number of documents and so this Non-Technical Summary provides an overview of the Environmental Statement in non-technical language.

ASSESSMENT METHODOLOGY

Scoping

13 One of the first stages of the Environmental Impact Assessment process is referred to as 'Scoping'. Scoping identifies the possible environmental effects of a Proposed Development and the technical topics that need to be investigated further as part of the next stage of the Environmental Impact Assessment process.

14 As part of the Scoping process, Trium Environmental Consulting LLP prepared an Environmental Impact Assessment Scoping Report which explained the proposed approach to the Environmental Impact Assessment. This was issued to the London Borough of Camden (as the local planning authority) on 11th December 2020 as a formal request for their opinion on the scope of the Environmental Impact Assessment.

15 A Scoping Report Addendum was subsequently submitted to the London Borough of Camden on 23rd April 2021, noting changes to the red line boundary, land use types and floorspace areas proposed, as well as the inclusion of a number of infrastructure initiatives in the wider area as part of the cumulative assessment.

16 A Scoping Opinion has not been received from the London Borough of Camden at the time of the submission of the planning application in June 2021. Scoping consultation responses from statutory consultees were however obtained via the London Borough of Camden planning portal and have been considered throughout this ES as necessary. Copies of the Scoping Report, Scoping Report Addendum and statutory consultee responses can be found in ***ES Volume 3, Appendix: EIA Methodology – Annex 1***.

Environmental Impact Assessment Technical Topics

17 Several technical environmental topics have been considered as part of the Environmental Impact Assessment process. The below lists all the environmental topics considered. For some environmental topics, initial research undertaken throughout the Scoping process identified that no significant environmental effects would be likely and, on this basis, no further work in relation to these technical topics was necessary. Where significant environmental effects were considered likely, further detailed studies have been undertaken as part of the Environmental Impact Assessment (these topics are annotated in **bold**):

[3] The use of 'neutral' to describe the nature of an effect has only been used with regards to the Townscape and Visual assessments. The justification for this is set out within ***ES Volume 2.***

- **Demolition and Construction;**
- **Socio-Economics;**
- **Health;**
- **Traffic and Transport;**
- **Noise and Vibration;**
- **Wind Microclimate;**
- **Air Quality;**
- **Greenhouse Gas Emissions;**
- **Daylight, Sunlight, Overshadowing and Solar Glare;**
- **Built Heritage;**
- Project Vulnerability, Major Accidents and Natural Disasters;
- **Townscape and Visual;**
- **Climate Change;**
- Archaeology;
- Aviation;
- Ecology and Biodiversity;
- Geo-Environmental (Land Contamination, Ground Conditions, Soil and Groundwater);
- Television and Radio Interference;
- Waste; and
- Water Resources, Drainage and Flood Risk.

Impact Assessment Methodology

18 The Environmental Impact Assessment process is undertaken in a number of stages, with each technical topic assessment following the same broad process.

19 Firstly, the 'baseline' is identified. The baseline considers the existing conditions of the area where the Proposed Development will be located and includes both the site itself and the surrounding area. Where relevant, a future baseline has been established, which makes reasonable predictions (based on published information and professional knowledge) as to the likely change that may occur within the area.

20 Within the (relevant) baseline conditions, a number of key environmental aspects are identified, which are defined as 'receptors'. The sensitivity of the receptors is identified.

21 The impact of the Proposed Development is then identified and the size of the impact (impact magnitude) is considered against the receptors. Impacts are identified during the demolition and construction works and for when the Proposed Development is completed and in use (operational phase).

22 The size of the impact and how sensitive a receptor is to the impact defines the scale of an effect.

23 For defining the scale of an effect, the following language is used: negligible; minor; moderate and major. Specific definitions are given in Volume 1 and Volume 2 of the Environmental Statement.

24 For defining the nature of the effect, the following language is used: 'neutral', 'beneficial' or 'adverse' in nature. Generally, these terms mean the following:

- **'Adverse'** Negative effects to an environmental / socio-economic resource or receptor.
- **'Beneficial'** Positive effect to an environmental / socio-economic resource or receptor.
- **'Neutral'** A neutral effect is one in which either 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 takes account of both beneficial and adverse impacts.

25 Once the effect has been identified, the assessment then determines whether the effect is considered 'significant' or 'not significant'.

26 If a significant adverse effect is identified, measures may be required to reduce or remove the effect; these measures are referred to as 'mitigation measures'. Once the mitigation measures have been identified, the effect is re-assessed to understand whether the scale of the effect has changed because of the mitigation measures.

27 Effects resulting from a combination of the Proposed Development and other surrounding development schemes are also assessed; this is known as the cumulative effects assessments. In addition, the combination of multiple effects from the Proposed Development on a single receptor (i.e., effect interactions) are assessed.

28 All of the likely effects of the Proposed Development are reported within the Environmental Statement, and the likely significant beneficial, adverse and neutral residual effects (after mitigation measures) are specifically highlighted.

29 The Non-Technical Summary of the Environmental Statement (i.e., this document) is required to present a summary of the likely significant effects of the Proposed Development. The detail of the assessments and the results are reported upon within the relevant technical topic assessments of the Environmental Statement **(Volumes 1 – 3**).

ENVIRONMENTAL CONTEXT

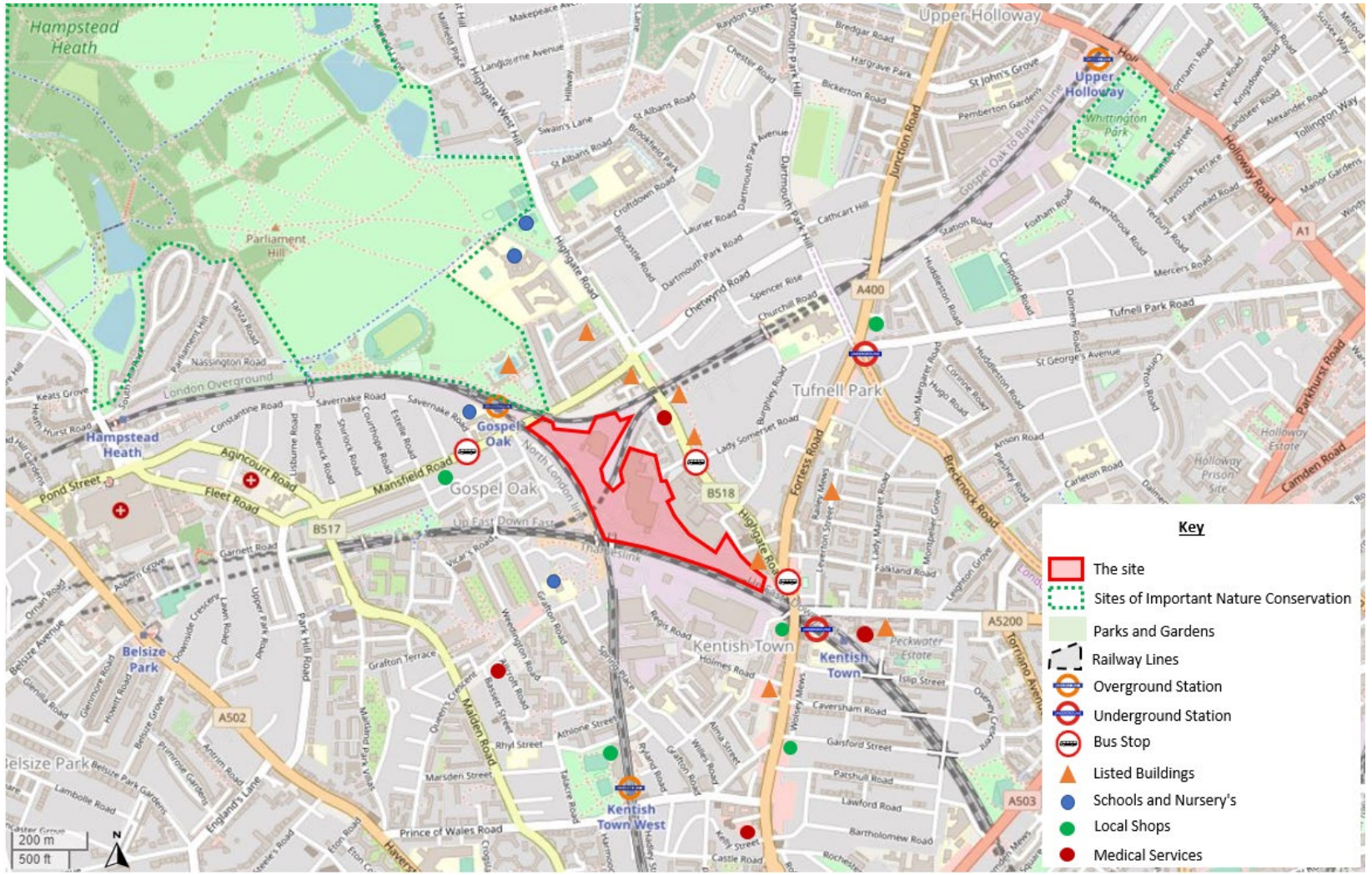
30 The site and the surrounding area's environmental context are summarised in **Table 1** and displayed in **Figure 3**.

Table 1 Site and Surrounding Area's Environmental Context

Environmental Topic	Key Features and Designations
Air Quality	The entirety of the London Borough of Camden is in an area managed for exceedances relating to Nitrogen Dioxide and Particulate Matter. Emissions from motor vehicles are the main reason for this.
Archaeology	Camden's Kentish Town archaeological priority area is located to the south-east of the site (outside of the planning application area).
Ecology	The site is not designated for any ecological interest and does not fall within the boundaries of any ecological sites. 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. There is no evidence of roosting bats on site. Habitats on site not considered to provide significant foraging opportunities.
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 ground water protection zone.
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.

Environmental Topic	Key Features and Designations
	The surrounding area includes a number of designated and non-designated heritage assets that may also be affected by the Proposed Development.
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 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 access between Kentish Town and Hampstead Heath is restricted to main roads and railway infrastructure.
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.

Figure 3 Surrounding Context[4]



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Sensitive Receptors

31 The potentially sensitive receptors to the Proposed Development that have been considered within the Environmental Impact Assessment are varied and include the receptor 'groups' identified in **Table 2**.

Table 2 Potentially Sensitive Receptors

Topic	Potentially Sensitive Receptors
Socio-Economics and Health	• The site's existing occupants • Businesses adjacent to the site • The construction industry and its employees • Housing need within the Borough • Local economy • Local social infrastructure (primary and secondary schools, open space and play space) • New residents living within the homes • Future businesses within the site • Crime and community safety
Traffic and Transport	• Pedestrians • Cyclists • Public transport users • Drivers • New residents
Air Quality	• Existing residential properties in close proximity to the site and receptors introduced as part of the Proposed Development (new residential and commercial receptors)
Noise and Vibration	• Gordon House Road, Heathview, Mortimer Terrace, Wesleyan Place, Salcombe Lodge (residential properties) • Sanderson Close, Carrol Close (residential properties) • Highgate Studios and Highgate Road Businesses (Recording studios, offices, commercial, public houses) • Christ Apostolic Church (place of worship) • 2-12 Highgate Road (residential, commercial) • The Bull and Gate and 1-7 Highgate Road (public house, residential) • Regis Road industrial estate (commercial) • 3-101 Cressfield Close (residential) • 1-42 Hemmingway Close and 1-17 Meru Close (residential) • Noise sensitive receptors (residential) have the potential to be introduced and could come forward in Development Plots C, J, K, L, M, O, P, Q and S
Daylight	• 11 Mortimer Terrace • 10 Mortimer Terrace • 9 Mortimer Terrace • 8 Mortimer Terrace • 7 Mortimer Terrace • 6 Mortimer Terrace • 5 Mortimer Terrace • 1-14 Salcombe Lodge • 1-2 Carrol Close • 3 Carrol Close • 4 Carrol Close • 1-7 Meru Close • 8-14 Meru Close • 15 Meru Close • 26-31 Meru Close • 18-25 Meru Close • 24-31 Hemingway Close • 7-18 Hemingway Close

Topic	Potentially Sensitive Receptors
	• 32 Hemingway Close • 33 Hemingway Close • 34 Hemingway Close • 35 Hemingway Close • 36 Hemingway Close • 37 Hemingway Close • 38 Hemingway Close • 39 Hemingway Close • 40 Hemingway Close • 41 Hemingway Close • 42 Hemingway Close • 170 Kiln Place • 169 Kiln Place • 168 Kiln Place • 167 Kiln Place • 166 Kiln Place • 165 Kiln Place • 6 Hemingway Close • 5 Hemingway Close • 4 Hemingway Close • 3 Hemingway Close • 2 Hemingway Close • 1 Hemingway Close • 20 Gordon House Road • 19 Gordon House Road • 18 Gordon House Road • 17 Gordon House Road • 16 Gordon House Road • 15 Gordon House Road • 14 Gordon House Road • 13 Gordon House Road • 12 Gordon House Road • 11 Gordon House Road • Heathview • 1 Sanderson Close • 3 Sanderson Close • 5 Sanderson Close • 7 Sanderson Close • 9 Sanderson Close • 11 Sanderson Close • 13 Sanderson Close • 15 Sanderson Close • 17 Sanderson Close • 19 Sanderson Close • 21 Sanderson Close • 23 Sanderson Close • 23 Hemingway Close • 22 Hemingway Close • 21 Hemingway Close • 20 Hemingway Close • 19 Hemingway Close • 5-7 Highgate Road • 7 Highgate Road

Topic	Potentially Sensitive Receptors
	• 93-101 Cressfield Close • 91- 99 Cressfield Close • 81-89 Cressfield Close • 79-87 Cressfield Close • 69-77 Cressfield Close • 67-75 Cressfield Close • 57-65 Cressfield Close • 55-63 Cressfield Close • 45-53 Cressfield Close • 43-51 Cressfield Close • 33-41 Cressfield Close • 31-39 Cressfield Close • 21-29 Cressfield Close • 19-27 Cressfield Close • Highgate Centre 2016/5372/P
Sunlight	• 11 Mortimer Terrace • 10 Mortimer Terrace • 9 Mortimer Terrace • 8 Mortimer Terrace • 7 Mortimer Terrace • 6 Mortimer Terrace • 5 Mortimer Terrace • 1-14 Salcombe Lodge • 1-2 Carrol Close • 3 Carrol Close • 4 Carrol Close • 8-14 Meru Close • 15 Meru Close • 24-31 Hemingway Close • 7-18 Hemingway Close • 32 Hemingway Close • 33 Hemingway Close • 34 Hemingway Close • 35 Hemingway Close • 170 Kiln Place • 169 Kiln Place • 168 Kiln Place • 167 Kiln Place • 166 Kiln Place • 165 Kiln Place • 6 Hemingway Close • 5 Hemingway Close • 4 Hemingway Close • 3 Hemingway Close • 2 Hemingway Close • 1 Hemingway Close • 20 Gordon House Road • 19 Gordon House Road • 18 Gordon House Road • 17 Gordon House Road • 16 Gordon House Road

Topic	Potentially Sensitive Receptors
	• 15 Gordon House Road • 14 Gordon House Road • 13 Gordon House Road • 12 Gordon House Road • 11 Gordon House Road • Heathview • 1 Sanderson Close • 3 Sanderson Close • 5 Sanderson Close • 7 Sanderson Close • 9 Sanderson Close • 11 Sanderson Close • 13 Sanderson Close • 15 Sanderson Close • 17 Sanderson Close • 19 Sanderson Close • 21 Sanderson Close • 23 Sanderson Close • 5-7 Highgate Road
Overshadowing	• Hemingway Close rear gardens; • Meru Close rear gardens; • Kiln Place rear gardens; • Gospel Oak primary school yard; • Parliament Hill fields; • Glenhurst Avenue rear gardens; • Gordon House Road rear gardens; • Mortimer Tereace rear gardens; • Carol Close rear gardens; and • Greenwood Centre terraces.
Solar Glare	• Road Junction and Railway Viewpoints
Wind Microclimate	• Pedestrians using or visiting the surrounding area • Pedestrians and cyclists on surrounding thoroughfares, entrances to surrounding buildings and surrounding amenity spaces
Greenhouse Gas	• Global Climate
Built Heritage	• The Forum, Grade II listed building (NHLE 1379018) • 1-7 Highgate Road, Grade II listed building (NHLE 1378940) • Christ Apostolic Church, Grade II listed building (NHLE 1379013) • Bull and Gate Public House, Grade II listed building (NHLE 1391501) • Parliament Hill Fields Lido, Grade II listed building (NHLE 1113025) • Dartmouth Park Conservation Area • Kentish Town Conservation Area • Mansfield Conservation Area • Inkerman Conservation Area • 81a Highgate Road, locally listed building
Townscape and Visual	• Townscape Receptors: – World Heritage Sites, Grade I Listed Buildings and Registered Parks and Gardens – Grade II* or Grade II Listed Buildings, Conservation Areas and Registered Parks and Gardens – Non-designated heritage assets (e.g. locally listed buildings) • Townscape Character Areas • Views (for which 33 view locations were agreed with the London Borough of Camden)

ALTERNATIVES AND DESIGN EVOLUTION

32 The following sections of this Non-Technical Summary explain whether any alternative sites have been considered, the option of not developing the site, and the design process that has taken place.

No Development Alternative

33 The Do-Nothing / No Development Alternative refers to the option of leaving the site in its current state. The Do-Nothing alternative (in which no development is undertaken) would not be desirable as the site is underutilised. The site represents an opportunity for development to provide residential housing, retail, commercial, office, industry, healthcare, community and public realm and enhancements over the existing condition. It should be noted that if the Proposed Development is not realised, the Applicant will continue to use and operate the site in its current state.

Alternative Sites

34 No alternative sites or locations have been considered for the Proposed Development given the benefits offered by the site and the policy supporting its development.

Design Brief

35 The Applicant's vision for the project is to redevelop the site to provide an employment and industrial-led, mixed use scheme which incorporates a mix of commercial and residential uses along with public realm improvements to create a vibrant and functional neighbourhood in Kentish Town.

36 By opening up a large locally significant industrial site to the public for the first time in centuries, the Applicant seeks to connect Kentish Town to Gospel Oak and Hampstead Heath with a new multi-level piece of green urban infrastructure known as 'the Heath Line'. In doing so, the Applicant aims to develop exemplar buildings that embrace the history and heritage of the area, as well as the potential of the future; offering sustainable new models of working and living.

37 The key objectives set by the Applicant for the Proposed Development comprise:

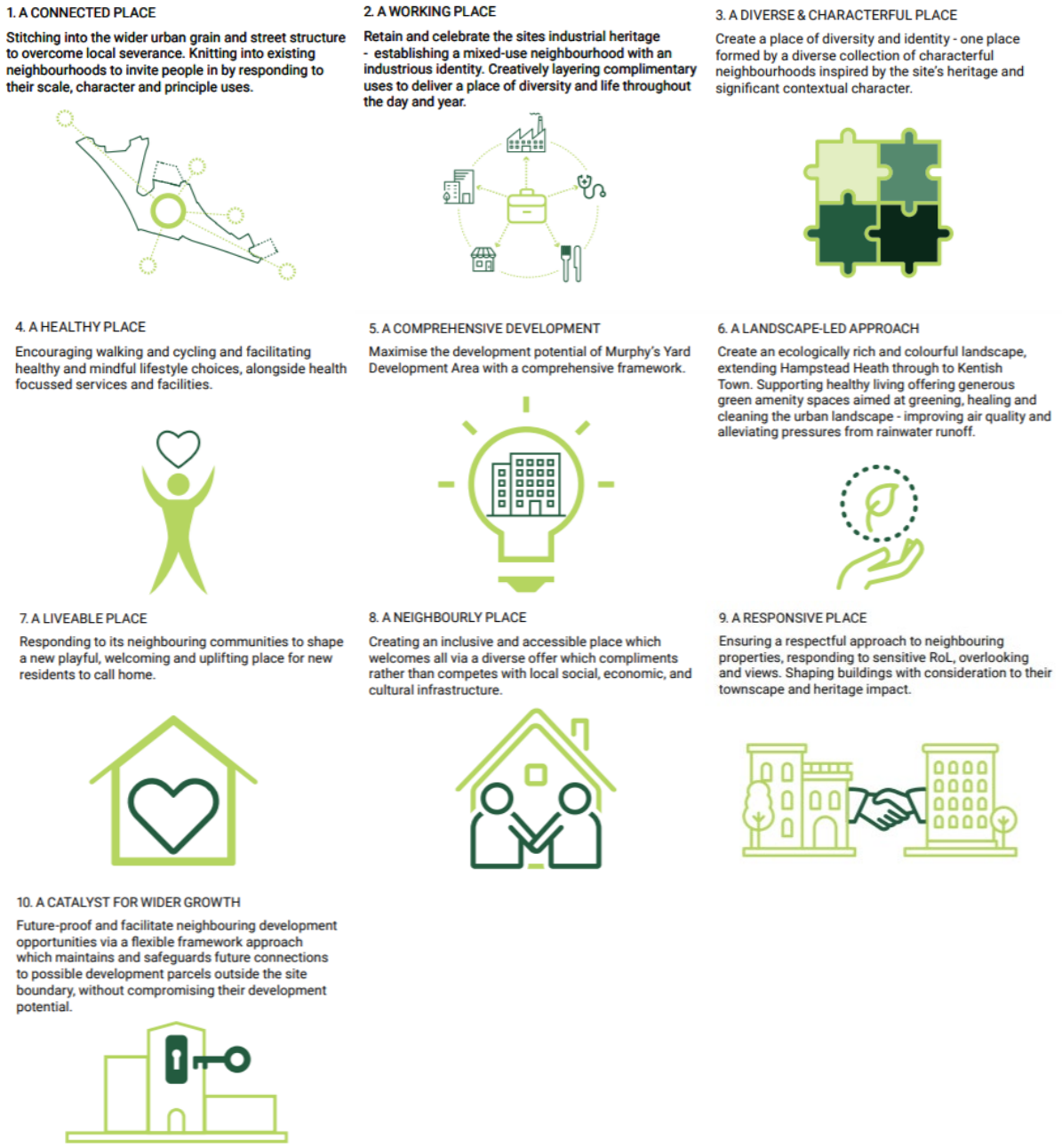
- To establish a clear vision for Murphy's Yard which delivers on the various land use and strategic requirements of the site;
- To involve all stakeholders (including existing tenants and neighbouring landowners) in delivering the vision;
- To open Murphy's Yard up the public;
- To enable the local high street, businesses, and creative economies to flourish and grow;
- To create an environment that is diverse, inclusive and secure;
- To respect the area's culture and heritage, and to celebrate this in developing the site;
- To deliver exemplar buildings that can adapt over time as places for people to live and work;
- To deliver high quality public realm and a well considered network of places and space;
- To deliver a sustainable development which draws on J. Murphy & Sons Ltd history of delivering green infrastructure; and
- To establish the necessary infrastructure to facilitate the growth.

Key Design Considerations

38 The design of the Proposed Development has evolved whilst considering the site and surrounding context. As set out in the Design Code, a number of strategic development objectives and framework principles were established; developed in response to relevant planning policy and the aspirations of London Borough of Camden, the local community, and key stakeholders. The strategic development

objectives seek to ensure that the Proposed Development supports and facilitates the delivery of the wider Kentish Town Planning Framework Area whilst creating an active, industrious, and characterful new community at Murphy's Yard with its own unique sense of place. **Figure 4** illustrates these objectives, as detailed further in the Design Code.

Figure 4 Strategic Development Objectives



Consultation

39 A programme of consultation was undertaken during the design evolution of the Proposed Development, this included:

- Local Authority and Statutory Consultee Engagement:
  - London Borough of Camden Planning Officers;
  - Transport for London; and
  - Greater London Authority (GLA).

40 Consultation has been an integral part of the design development process and has resulted in a design that has strongly informed the proposals submitted for planning. Where relevant, consultation input which has influenced the design of the Proposed Development.

41 A series of pre-application meetings and design workshops held with the London Borough of Camden and the Greater London Authority have covered a range of design aspects, including but not limited to:

- Massing;
- Layout and Use; and
- Landscaping.

Alternative Designs

42 In response to feedback provided by the Greater London Authority the design team explored a number of options with regards to how the site could be used for industrial use, varying from a design option which provided single storey industrial sheds across the site only, through to a more mixed-use, placemaking approach which would be able to deliver both industrial intensification of the site and a minimum of 750 homes sought by the local authority, and a variety of other use types introduced to establish a genuine mixed-use development.

Alternative Massing

43 The following massing scenarios were considered and presented during the consultation process:

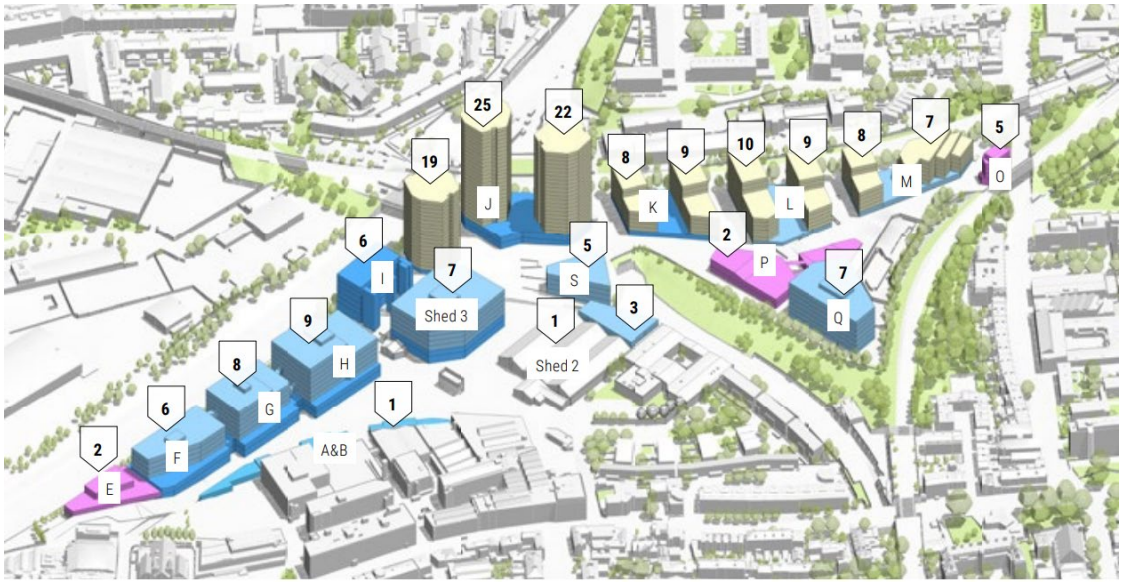
- Scenario 1 - A cluster of tall buildings stepping above a shoulder height of 5-12 storeys. Maximum 22 storeys;
- Scenario 2 - Stepping height with increased variation along the length of the Heath Line. Maximum 16 storeys;
- Scenario 3 - Stepping height, maximising views of the Heath. Maximum 16 storeys; and
- Scenario 4 - A cluster of tall buildings with mansion blocks and houses. Maximum 22 storeys.

44 Following townscape analysis, the heights of the tall buildings proposed were reduced during the pre-application process in consultation with the London Borough of Camden to a maximum height of 19 storeys.

DESIGN EVOLUTION

45 The following section presents a summary of the design evolution process, with the figures demonstrating the evolution of the illustrative massing at each iteration, and consideration of the key environmental effects between each scheme iteration.

Scheme Iteration 01



Summary: Greater London Authority Pre-Application 01, July 2019

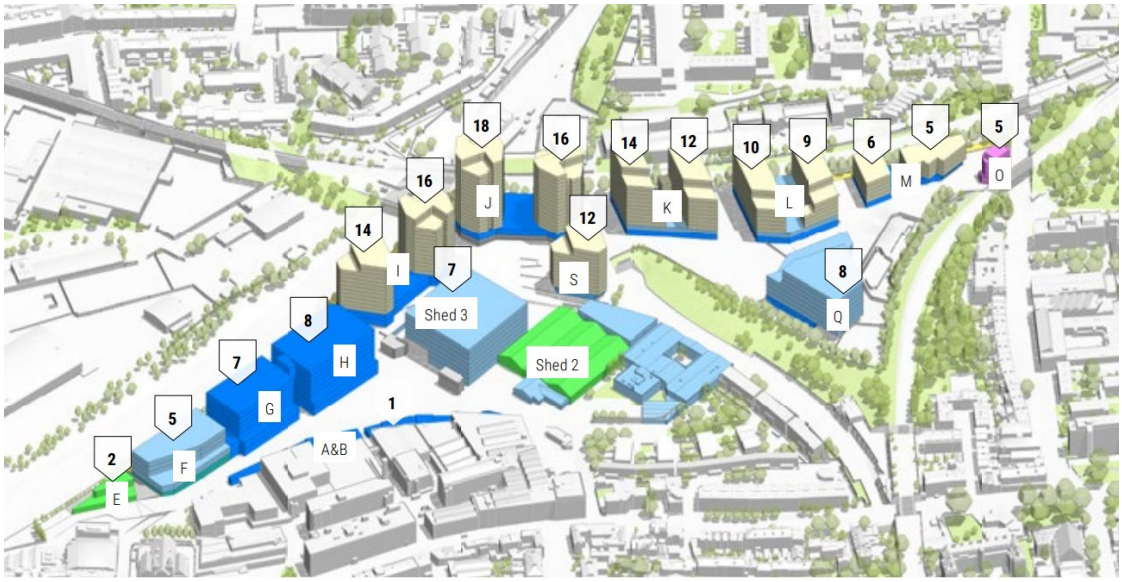
Land Use: residential: 50,000 sqm / 600 homes including 150-200 room hotel; retail / Food & Beverage: 5,000 sqm commercial: 70,000 sqm; light Industry: 17,500 sqm; industrial: 3,500 sqm; community: 3,000 sqm.

Maximum Height: 25 storeys

Scheme Iteration Key Aspects:

- Industrial workspace distributed to across the ground floors of all Plots to intensify industry and create co-location;
- Office workspace located in the south, centre and north of site to establish a greater diversity of uses and SME expansion space;
- Community and wellbeing nodes established at the south, centre and north of the site;
- Stacked industrial building proposed at Plot I in the centre of the site; and
- Residential Plots in the north established with a lower shoulder height based on a cluster of taller residential buildings being located in the centre of the site.

Scheme Iteration 02



Summary: Public Consultation Exhibitions – November 2019

Land Use: residential: 750 homes (+150 homes); commercial: 31,000 sqm (-39,000 sqm); industry: 40,000 sqm (+19,000sqm); healthcare: 9,000 sqm (+9,000 sqm).

Maximum Height: 18 storeys

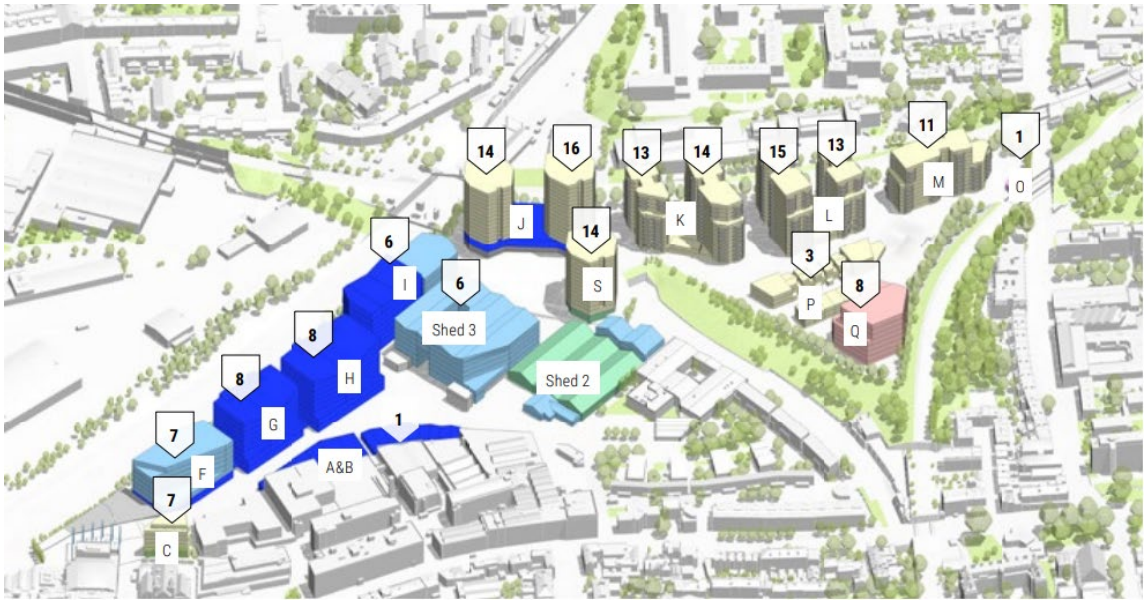
Key Changes from Scheme Iteration 01:

- Office replaced with industrial workspace in Plots G and H;
- Residential homes introduced in Plots I and S in the centre of the site;
- Maximum 18 storeys (-3 storeys);
- Healthcare in Plot P removed to create Murphy's Meadow open space in the north of the site following request at consultation workshops for more family sized homes and less public open space; and
- Direct cycle route provided along the western edge of the site.

Key Environmental Considerations (Compared to Scheme Iteration 01):

- Improvement in green open space provisions as a result of omitting healthcare Plot Q in the north of the site; and
- Improvements in the view from Parliament Hill by reducing the maximum height of the tall buildings from 25 storeys to 18 storeys and reducing the maximum height of the massing below the city cluster when viewed from the summit of Parliament Hill.

Scheme Iteration 03



Summary: London Borough of Camden Design Review Panel 01 – April 2020

Land Use: residential: 750 homes; commercial: 31,000 sqm; industry: 40,000 sqm; healthcare: 9,000 sqm.

Maximum Height: 16 storeys

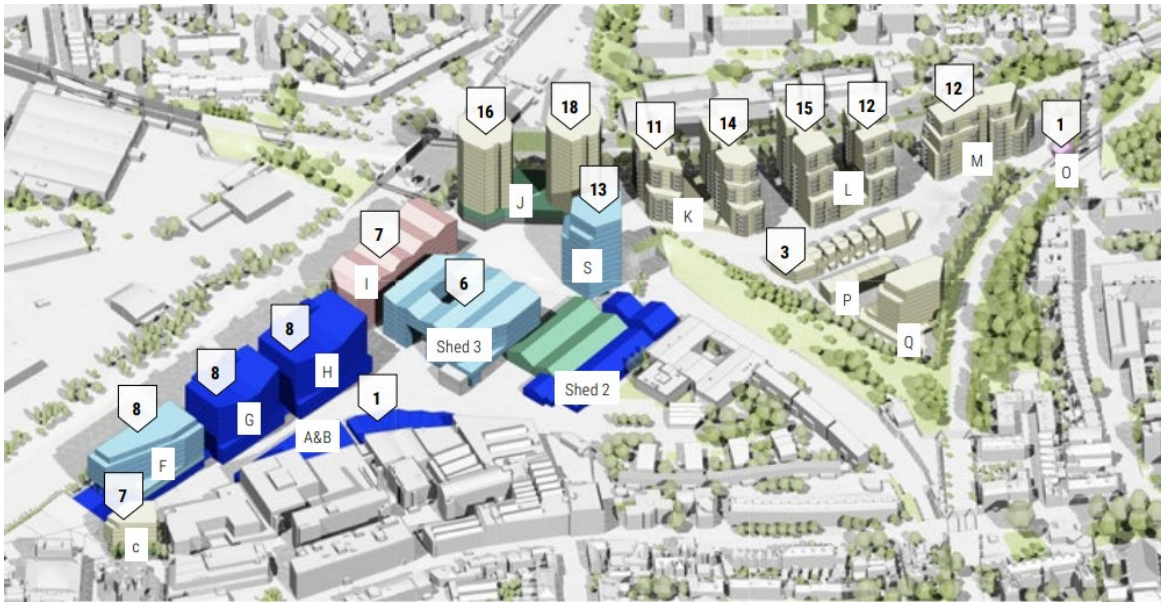
Key Changes from Scheme Iteration 02:

- Plot E removed to create south facing open space in the south of the site;
- Affordable homes introduced in the south of the site in Plot C;
- Office workspace replaced with healthcare provision in the north of the site (Plot Q);
- Open space in the north of the site replaced with additional family sized housing typologies (Plot P);
- Ground floor workspace removed in the north of the site to Plots K, L and M in order to establish additional housing typologies (maisonettes), increase activation of the frontage along the Heath Line, and establish a stronger residential character in the north of the site;
- Stacked industry and workspace introduced in Plot I, with residential homes redistributed in the north of the site; and
- Maximum storey height reduced in response to consultation.

Key Environmental Considerations (Compared to Scheme Iteration 02):

- Improvements of daylight levels in the makers yard at the foot of the Heath Cliff by reducing the height of Plot I from 16 residential storeys to 6 commercial storeys;
- Improvements in overshadowing along the rail edge by reducing the maximum height of the Plot J from 18 to 16 storeys;
- Improvements in open space provisions and daylighting of open space at the Kentish Town Gateway where the two storey F&B offering above Plot E was omitted in lieu of south facing open space; and
- Improvements in daylighting levels between residential plots where offsets were increased.

Scheme Iteration 04



Summary: London Borough of Camden Design Review Panel 02 – September 2020

Land Use: residential: 750 homes; commercial: 36,000 sqm (+5,000 sqm); industry: 35,000 sqm (-5,000sqm); healthcare: 15,000 sqm; (+6,000 sqm).

Maximum Height: 18 storeys

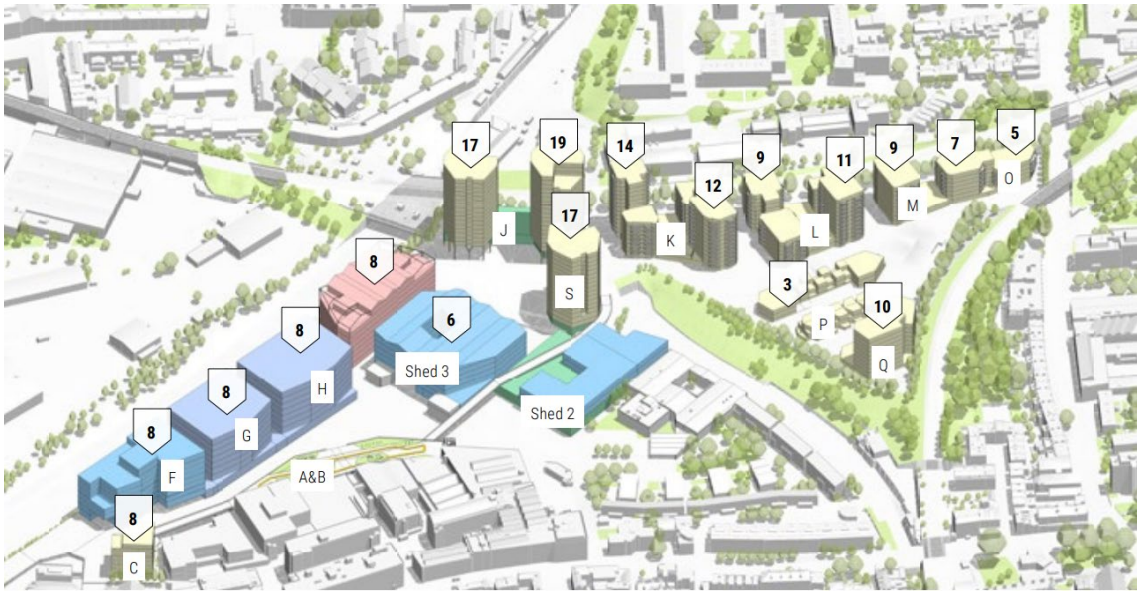
Key Changes from Scheme Iteration 03:

- Plot Q changed from healthcare to residential use in order to establish a residential led neighbourhood in the north of the site;
- The opportunity for additional ground floor uses was introduced into the north of the site to accommodate local shops and services;
- Plot S changed from residential use to workspace to consolidate non-residential uses in the south of the site;
- Plot I changed from industrial and office workspace to healthcare use in order to consolidate non-residential uses in the south of the site and establish a significant well-being based offer in the heart of the site; and
- Maximum storey height increased in response to Design Review Panel 01.

Key Environmental Considerations (Compared to Scheme Iteration 03):

- Residential massing revised to create a more varied roofline when viewed from Parliament Hill.

Scheme Iteration 05



Summary: London Borough of Camden Developer Briefing – January 2021

Land Use: residential: 750 homes; retail / Food & beverage: 5,000 sqm; commercial: 31,000 sqm; industry: 40,000 sqm; healthcare: 9,000 sqm.

Maximum Height: 19 storeys

Key Changes from Scheme Iteration 04:

- Maximum height 19 storeys (+1 storey);
- Greater stepping of heights introduced in the residential massing in the north of the site to create greater variety in the proposed massing;
- Plot S changed from office to residential use in order to reduce residential heights in the north of the site and Plot H stepped back to increase generosity of Murphy's Yard;
- Cycle and pedestrian route redirected from behind Plots F, G, H,I and J, to above Plots A and B in order to introduce additional public open space in the south of the site and increase play provisions for all age groups in response to consultation;
- Shed 2 massing revised to provide a further concentration of use in the heart of the site; and
- Amenity space added on the Shed 2 roof space.

Key Environmental Considerations (Compared to Scheme Iteration 04):

- Improvements in open space provisions by the introduction of rooftop amenity space on top of Plots A and B;
- Improvements of daylight levels to open space in the south of the site by the introduction of rooftop amenity space on top of Plots A and B;
- Improvements of play space provisions by the introduction of rooftop amenity roofspace on top of Plots A and B;
- Improvements to daylight levels in Murphy's Yard by setting Plots G and H back towards the rail line; and
- Improvements to daylight levels at the Heath Cliff by reducing the length of Plot I and increasing the space between Plot I and J in the centre of the site.

Scheme Iteration 06

Summary: Illustrative Massing at time of submission – June 2021

Land Use: residential: 750 homes; commercial: 36,000 sqm; industry: 35,000 sqm; healthcare: 15,000 sqm.

Maximum Height: 19 storeys

Key Changes from Scheme Iteration 05:

- Residential heights in the north of the site reduced across Plots K, L and M;
- High level pedestrian and cycle route redirected through the centre of Shed 2 roof pitch in response to heritage review;
- Roof level amenity space omitted from Shed 2, and new public open space introduced at ground floor within the existing Shed 2 footprint to establish a more generous north-south connection in the centre of the site;
- Shed 2 massing revised to instate pitched roofs and set the proposed workspace halfway back in the building footprint;
- Community offering in Shed 2 ground floor increased in response to consultation;
- Plots C and F massing revised to step down to the Heath Line;
- Maximum storey height increased in response to Design Review Panel and Townscape Assessment; and
- Plot I reduced in length to increase daylight into the public space at the south of the Heath Cliff.

Key Environmental Considerations (Compared to Scheme Iteration 05):

- Improvements in wind microclimate by installing mitigation planting to mitigate against adverse wind conditions as described below:
  - Introduction of trees at the "platform" between Plots I and J;
  - Provision of 4 additional trees at the top of the Heath Cliff near to 'The Platform'; and
  - A proposed hedge around the corner of Plot I.

Environmental Considerations and Design Influence

46 The following key environmental aspects have informed the evolution of the Proposed Development:

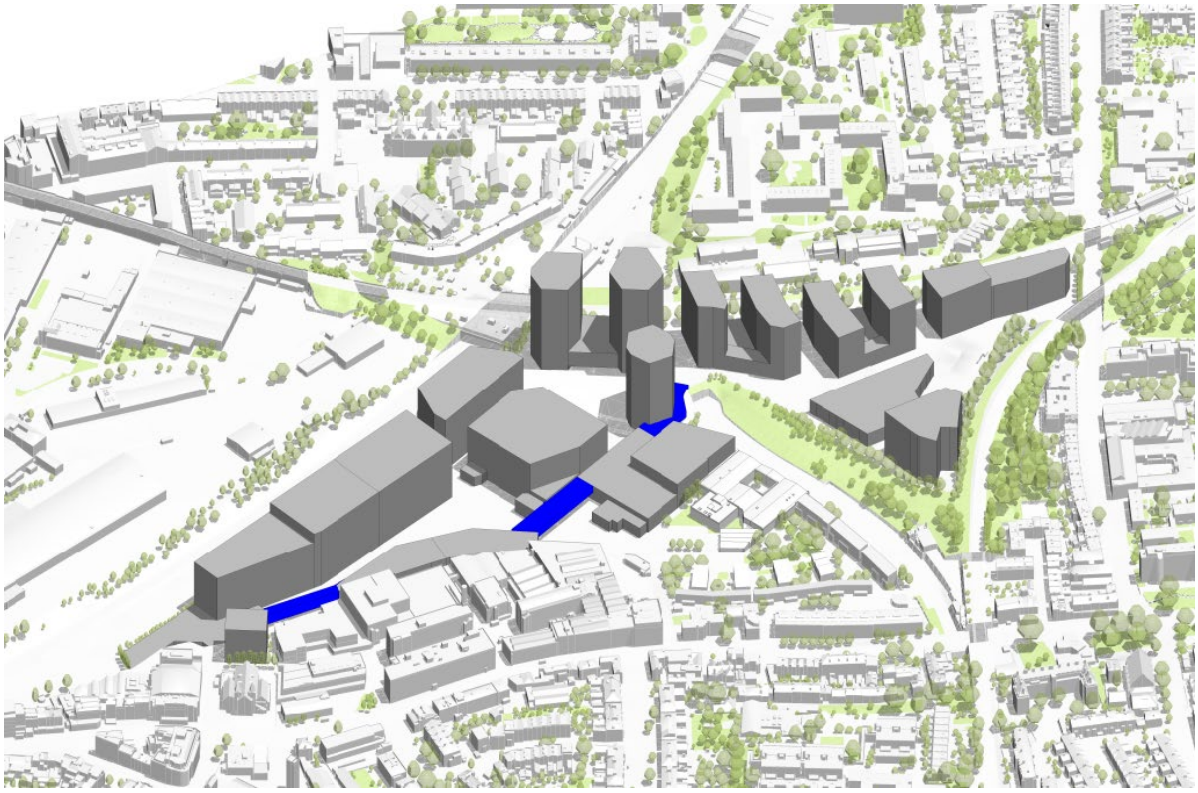
- **Townscape and views** – to ensure an important view from Kentish Town to Parliament Hill remains, lower height buildings across the site have been retained in strategic locations. The heights of the tall buildings proposed were initially up to 25 storeys, however, this was reduced following townscape analysis and during the consultation process, whereby the Illustrative Masterplan illustrates a maximum height of 19 storeys within the parameters sought for approval. Additional steps away from the Heath Line were introduced to the closest Development Plots to reduce scale difference with townhouses opposite the Heath Line;
- **Landscaping, ecology and biodiversity** – a comprehensive landscaping strategy has been developed for the Proposed Development with input from the project's ecologist to help maximise urban greening through a range of ecological enhancements; and
- **Daylight and sunlight** – during the design process, expert advice was given on alternative massing options, which were assessed to understand how the daylight, sunlight and overshadowing effects could be reduced and mitigated.

47 Further information on all the above can be found in the Environmental Statement (***ES Volume 1, Chapter 3: Alternatives and Design Evolution***).

THE PROPOSED DEVELOPMENT

48 The Proposed Development provides for a residential-led, mixed-use development comprising a range of uses including residential, industrial, retail, commercial, community and sui generis. Public realm and cycle and car parking will also be provided. 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, Sanderson Place and Greenwood Place. The Proposed Development would improve access to and through the site whereby pedestrians, cyclists, residents, workers on site and the general public will be able to circulate using new streets, square and public spaces. The maximum massing for the Proposed Development is presented below as **Figure 5**.

Figure 5 The Proposed Development – Maximum Massing



Layout

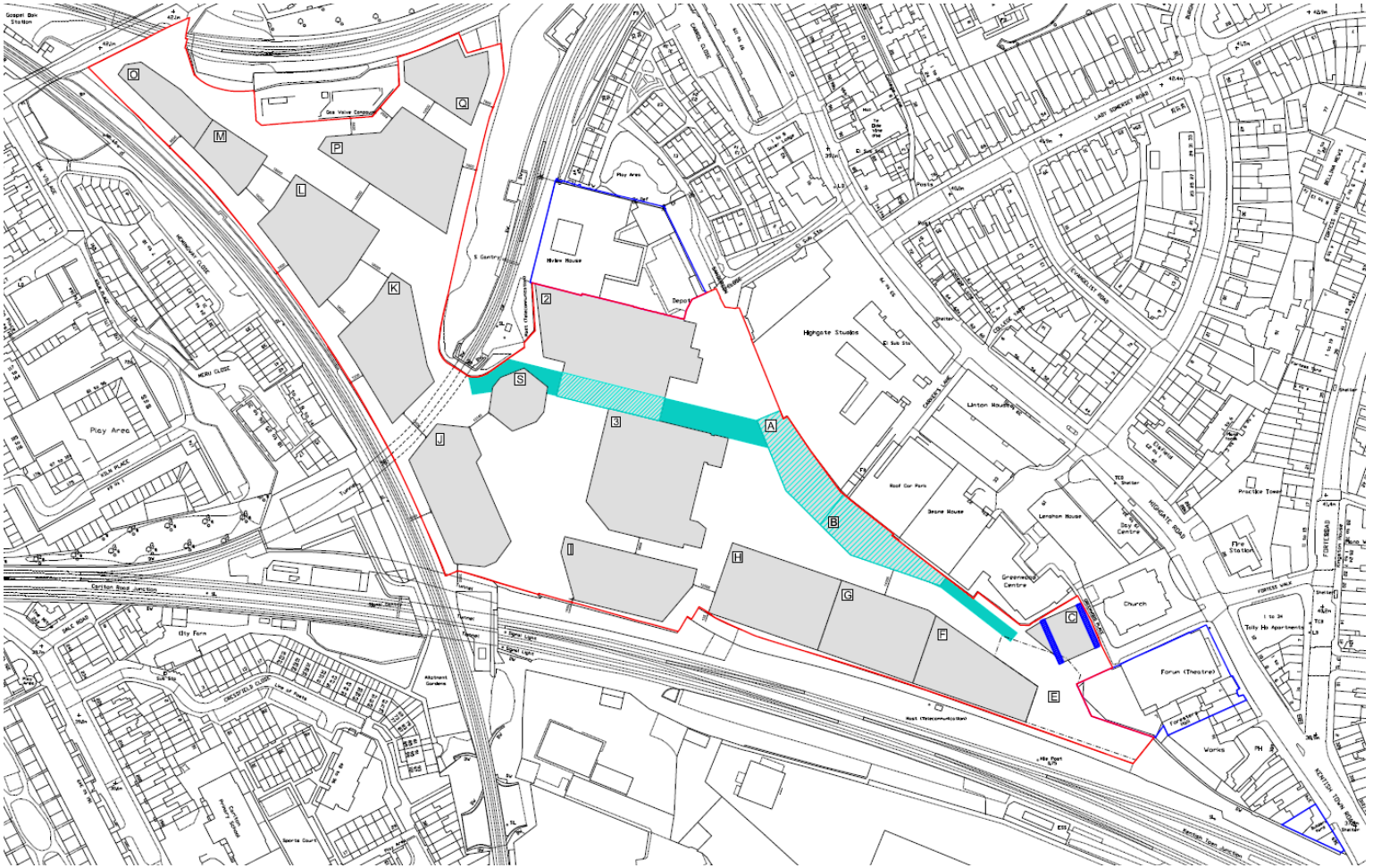
49 The Proposed Development comprises of 17 Development Plots (refer **Figure 6**). Of these Development Plots, the following are connected:

- Development Plots A and B along the eastern boundary of the site;
- Development Plots F, G and H along the southern boundary of the site; and
- Development Plots M and O, along the north-western boundary of the site.

50 The remaining Development Plots include:

- Sheds 2 and 3 and Development Plot S, located within the center of the site,
- Development Plot C, located along the eastern boundary of the site;
- Development Plot I along the southern boundary of the site;
- Development Plots J, K and L along the western boundary of the site; and
- Development Plots P and Q within the north of the site.

Figure 6 Parameter Plan – Development Plots[5]



[5] *Note, the red line shown denotes the planning application boundary, the blue line shown denotes the Applicant ownership boundary, the turquoise blocks and turquoise hatched areas denote the bridge zone and bridge development zones respectively, and the blue solid lines denote the zone for projecting balconies at upper level.*

Floor Areas

51 The minimum and maximum amount of area for use class proposed is shown in **Table 3**.

Table 3 Minimum and Maximum Floorspace Areas

Land Use	Minimum	Maximum
Floorspace (m^2)		
Residential floorspace	-	78,410 (excluding ancillary areas)[1] 85,200 (including ancillary areas)[1]
Residential institution (C2)	-	8,000
Office	-	34,500
General Industrial and/or Storage and Distribution	40,461[2]	8,150
Light industry		36,043
Research and development		36,000
Healthcare[3]	-	16,000
Retail and/or commercial[4]	700	3,650
Flexible mixed-use space[5]	1,300	1,500
Community	300	1,300
Total Floorspace	**42,761**	**95,000**

[1] Ancillary areas include car park, plant, Back of House, refuse and bike store.
[2] 2 A minimum of 40,461 sqm of industrial/research and development uses will come forward. Beyond the minimum provision of 4,418 sqm B2/B8 and 14,955 sqm light industrial, the remaining floorspace can be either B2, B8, Egii, or Egiii. Together represents 65% of the plot ratio.
3 To the extent that such uses are not principally for visiting members of the public and so do not fall within these use classes, sui generis use is sought.
4 Sui generis uses to include those uses at paragraph 6(p)-(r) of the UCO including (p) as a public house, wine bar, or drinking establishment, (q) as a drinking establishment with expanded food provision, (r) as a hot food takeaway for the sale of hot food where consumption of that food is mostly undertaken off the premises, and membership only gyms.
5 Uses to include those uses within classes (E(a), E(b), E(d), E(g)(iii), F1, F2, those uses at paragraph 6(p)-(u) of the UCO including (p) as a public house, wine bar, or drinking establishment, (q) as a drinking establishment with expanded food provision, (r) as a hot food takeaway for the sale of hot food where consumption of that food is mostly undertaken off the premises, (s) as a venue for live music performance, (t) a cinema, (u) a concert hall. This represents the ground floor of Shed 2.
6 Mezzanine floorspace not proposed. This is the cap on non-residential development.

Scale

52 The Plots comprising the Proposed Development will range from a minimum of +44.70m to a maximum of +113.45m Above Ordnance Datum (AOD) tall as shown in **Table 4.**

53 The heights of the buildings across the site have been set to address the existing surrounding context, whereby the building heights step down within the areas of the site nearest to the Dartmouth Park and Kentish Town Conservation Areas. The buildings heights step up towards the centre of the site, along the railway lines to the west of the site, culminating at the centre of the site.

Table 4 Maximum Plot Heights

Plot	Maximum Plot Height metres (m) AOD
A	+44.70m
B	+44.70m
C	+64.30m
F	+72.09m

Plot	Maximum Plot Height metres (m) AOD
G	+79.40m
H	+79.40m
I	+75.35m
J	+113.45m (+55.85m, +107.05m)
K	+94.45m (+88.05m, +56.05m, +52.85m)
L	+84.85m (+78.45m, +56.05m, +52.85m)
M	+77.65m
O	+70.45m
P	+56.00m
Q	+82.25m
S	+97.35m
Shed 2	+54.16m
Shed 3	+68.89m

Basement

54 The potential for basements has been investigated for Development Plots C, K, L, Q and S.

55 Plots C, K and L may potentially have a single storey basement and Plots S and Q, which although have a ground floor entrance, have a change of level across their footprint requiring retention of soil.

56 The footprint of these potential basements are consistent with that of the respective Development Plots, to a depth of 2m below ground level (bgl) for Plot C, 4m bgl for Development Plot C, Plot L and Plot K and up to 6.5m bgl for Plot S.

Means of Access

57 The site currently 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, Sanderson Place and Greenwood Place.

58 The Proposed Development would improve access to and through the site whereby pedestrians, cyclists, residents, workers on site and the general public will be able to circulate using new streets, square and public spaces.

Residential Units

59 The Proposed Development includes a minimum of 750 to a maximum of 825 residential units. These will be provided through a mix of 1 bed to 3 bed homes.

Building Typology and Materiality

60 The Design Code stipulates a number of design 'rules' or controls that define building typologies for different land uses and locations across the site, as illustrated on **Figure 7.**

Figure 7 illustrates the following proposed building typologies:

- **Courtyard** – a collection of buildings to create a space at its centre. This typology is for predominantly residential and commercial uses, to create a residential neighbourhood with central amenity space of small business units benefitting from an enclosed courtyard;
- **Extension** – this includes rooftop or rear extensions with internal structural alterations and refurbishment specifically for Shed 2;

- **Large Works** – this includes buildings with a large footprint, designed to accommodate industrial, workplace and commercial uses; specifically, for Shed 3;
- **Stacked Industry -** this consists of buildings with large footprints that occupy medium to large sized plots. It is designed to accommodate industrial uses on a standard grid system; specifically for Development Plots H and G;
- **Compact Works** – this includes buildings with small and medium footprints, compact volumes, strong edges and a low level of permeability at ground floor; specifically, for Development Plots A, B, and I;
- **Point** – this typology will be used to mark the site's central point of transition between its workplace cluster and residential community; specifically for Development Plots S and J;
- **Mansion** – this includes standalone buildings of small and medium footprints to maximise the capacity of irregular and confined Development Plots; specifically, for Development Plots C, O, M and Q; and
- **Low-Rise** – this typology will include low-rise buildings used to create a lower density neighbourhood within the path of the Hampstead Heath View Corridor.

61 The Design Code also stipulates a number of guidelines for the residential and commercial material palettes. The primary materials of the residential material palette will be predominantly opaque façade material and must include grey, red, brown or tan bricks. The primary materials of the commercial material palette include red and black, brick, concrete, coloured metal work, cladding and panelled facades, and glazing.

Figure 7 Building Typology[6]

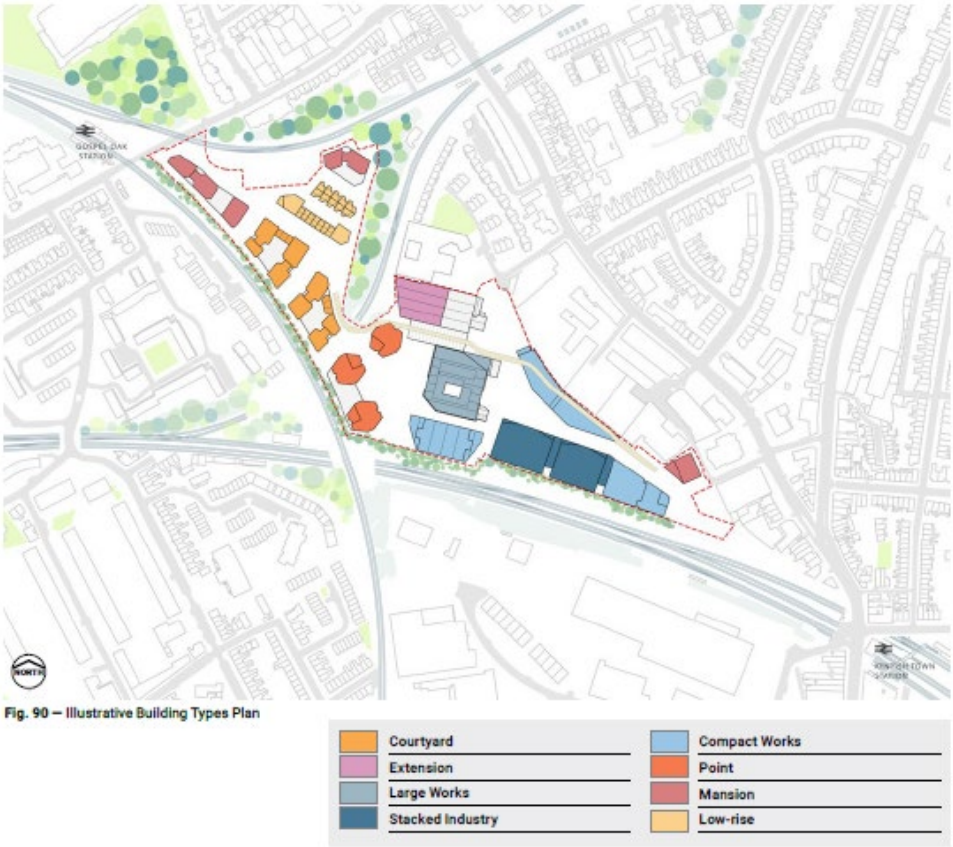


Fig. 90 – Illustrative Building Types Plan

[6] *The red line presented as Figure 2 is the legally correct red line boundary. The red line shown here is indicative and used for the purposes of identifying the site in the surrounding context. Importantly, the differences in the redline used throughout this Non-Technical Summary and the redline shown in as Figure 2 are not material to the assessment of effects.*

Public Realm, Landscaping and Playspace

62 The Proposed Development's public realm strategy aims to compliment and link into the surrounding context including the ecological and historic amenity spaces at Hampstead Heath as well as the proposed character areas.

63 The public realm will be made up of the following primary landscape areas:

- Kentish Town Gateway;
- Murphy's Yard;
- Sanderson Square;
- The Engine Depot Walk;
- The Rooftop Playground;
- The Heath Cliff;
- The Ecological Corridor; and
- Gospel Oak Gate Arrival Square.

64 The public realm strategy is based on the following key design guidelines:

- Materials used would be long-lasting, robust materials and consider circular economy and sustainability as a priority;
- Access would be designed through the site to take into consideration people, mobility, visual and hearing difficulties. Access must be provided throughout the site without the use of steps;
- An appropriate sustainable urban drainage strategy would be integrated into the public realm to attenuate and alleviate surface water run-off;
- Public realm would be designed to maximise the retention of existing vegetation and mature trees;
- Public realm would have a clear function – be it landscaped open space for a local amenity, play areas or public squares or plazas for events;
- Public realm design would celebrate the site's industrial and railway heritage, incorporating soft and hard landscape features which re-imagine this past landscape;
- Streets and public spaces would create people orientated spaces with opportunities for seating and social interaction;
- Consideration would be given to the creation of playable environments throughout the public realm;
- Consideration would be given to creating a multigenerational and inclusive environment that does not exclude any individual groups;
- Consideration would be given at early design stages for vehicular access and drop-off points to each core for removal vans, deliveries and maintenance vehicles;
- New streetscapes would include considered landscape schemes that maintain local distinctiveness and character and promote biodiversity; and
- Contrasting surface textures would be used to distinguish vehicular and pedestrian areas.

Low Level Planting Strategy

65 Low-level planting describes all planting other than trees. Low-level planting is generally composed of ground cover species, herbaceous perennials, shrubs and ornamental grasses. The Low-Level Planting Strategy establishes a series of five thematic types of planting to be delivered across the site as follows:

- Species Rich Acid Grassland;
- Heathland;
- Flower Rich Perennial Planting;
- Raingardens; and
- Living Roofs.

Playspace

66 The Illustrative Masterplan shows that the Proposed Development could provide a total of up to 5,212m^2 of play space on-site. The exact design and provision will be determined through the reserved matters process, however, 6.5m^2 play space per child will be provided as a minimum as per local policy The illustrative breakdown per age group is detailed in **Table 5** below.

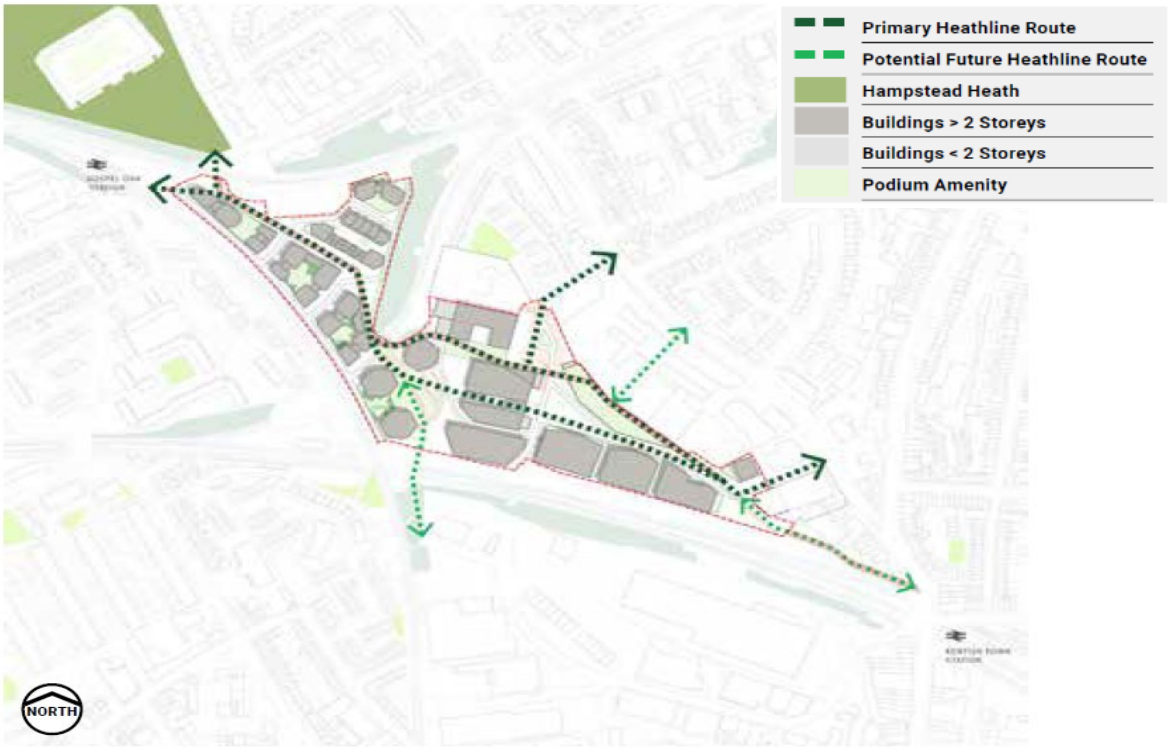
Table 5 Play Space Provision

Age	Provision (m^2)
0-4	941
5-11	1,653
12-17	390
All ages	2,228
Total	**5,212**

Heath Line

67 The Heath Line, as shown in **Figure 8** will create a key new route for the area. Crossing the site from north-west to southeast, the pedestrian and cycle link will help resolve severance created by the surrounding railways and currently inaccessible industrial land, to provide a direct connection between Kentish Town High Street and Hampstead Heath. The new green route will mark the heart of the Proposed Development and play a key role in defining the sense of place and identity of the whole scheme. Creating a clear desire line through the site, helping to define a sequence of landscape-led character areas.

Figure 8 Proposed Heath Line[7]



Access, Parking and Servicing

Vehicles, Parking and Vehicle Access

68 The Proposed Development will only provide accessible parking for the residential components of the scheme. There will also be operational car parking available for the commercial uses on site.

69 Once all phases have been constructed, Sanderson Close will be used to access the southern section of the site which accommodates the commercial and health care land uses. The existing access onto Greenwood Place will be closed to vehicles, except for emergency access.

70 Vehicle access to the southern part of the site will be controlled at the Sanderson Close entrance to ensure that only approved vehicles are able to enter. This controlled access point in combination with Sanderson Square and an additional layer of vehicle controls, will allow vehicles to enter the site but, where appropriate will restrict vehicles going past the turning area in Sanderson Close. This will accommodate taxi drop off/pick up and smaller deliveries.

71 Gordon House Road will provide access to the northern portion of the site which accommodates the majority of the residential offering. A new vehicle access will be created on Gordon House Road and the existing access to pedestrian, cyclists and emergency vehicles.

Cycle Access and Parking

72 The quantum and location of cycle parking will be development during the detailed design stages.

73 The Proposed Development will maintain the existing pedestrian and cyclist site access via Sanderson Close. It will also provide additional pedestrian and cyclist access via Greenwood Place and Gordon House Road.

[7] *The red line presented as Figure 2 is the legally correct red line boundary. The red line shown here is indicative and used for the purposes of identifying the site in the surrounding context. Importantly, the differences in the redline used throughout this Non-Technical Summary and the redline shown in as Figure 2 are not material to the assessment of effects.*

74 A key principle of the Proposed Development is to increase the permeability of the site for pedestrian and cyclists and to enhance these links with high quality public realm. This includes the provision of routes through the site linking Greenwood Place, Sanderson Close and Gordon House Road. The primary pedestrian and cycle route through the site is referred to as the Heath Line and provides a connection between Highgate Road (via Greenwood Place) and Hampstead Heath (via Gordon House Road).

Delivery and Servicing

75 The Delivery and Servicing Strategy includes the below measures which have been incorporated into the design:

- All site access points allow vehicles to enter and exit in forward gear. Vehicle access control will be provided at the Sanderson Close and Gordon House entrances to ensure that only approved vehicles are able to enter the site;
- The Sanderson Close control point, in combination with Sanderson Square and an additional layer of vehicle controls will ensure that only valid vehicles are able to enter the site. In some instances, vehicles will be able to perform their servicing activity within Sanderson Close thus overcoming the need for vehicles to enter the site;
- All servicing bays will feature electric charging points to allow for delivery and servicing activity to be undertaken using low emission vehicles and electric vehicles;
- Retracting bollards to control vehicle access to the pedestrian/cycle focused part of the site;
- Clear signage to be provided to ensure drivers are aware of vehicle routes and pedestrian/cycle activity throughout the site;
- At this stage, the Planning Application is an outline application and different sections of the site may be built out by different parties. Therefore, the exact site management measures cannot be confirmed, however it is anticipated that the following will be implemented or considered;
- The servicing bays within Development Plots F, G and H will be managed using a booking management system; and
- Consideration of the provision of lockers or concierge service to store deliveries when residents are not at home to avoid repeat deliveries.

Energy Strategy and Overheating

76 Passive design principles and energy efficiency measures will provide the cornerstone to the energy demand and CO_2 emission reduction achieved for the Proposed Development.

77 In accordance with relevant planning policies, the Proposed Development will:

- Minimise the internal heat generation through energy efficient lighting (i.e. LED) with low heat output, insulation to heating and hot water pipework and minimisation of dead legs to avoid standing heat loss; and energy efficient equipment with low heat output to reduce unnecessary heat gain;
- Reduce the amount of heat entering the building in summer with facades which have been developed with suitable glazing-to-solid ratios, with particular focus on south facing orientations and carefully select a glazing shading coefficient to reduce the amount of solar radiation passing through the glazing in summer but also to maximise beneficial solar gains during the winter heating season.
- Situate the mechanical ventilation plant away from pollution sources, typically at roof level. It is anticipated that the design flow rates specified will aid the regulation of internal temperatures in summer months.

- Have Mechanical Ventilation and Heat Recovery units in apartments which will supply air to the habitable spaces. Extract air will be taken from the bathrooms and the kitchen and the supplied air will be distributed into the living room/kitchen and bedrooms;
- Achieve compliance with the Building Regulations Part L 2013 Criterion 3 and limit the effects of heat gains in summer months and reduce the demand on active cooling systems;
- Achieve the optimum balance between providing natural daylighting benefits to reduce the use of artificial lighting, provide passive solar heating to limit the need for space heating in winter and limit summertime solar gains to reduce space cooling demands;
- Adopt mechanical ventilation with heat recovery for all occupied building areas;
- Include the use of water-efficient fixtures and fittings including WCs with low flush volume, flow reducers in the taps of wash hand basins and aerated shower heads in changing rooms, to limit overall water consumption; and
- Be supplied with high efficiency lighting installations in office and retail uses. Full lighting control systems including daylight linkage and presence detection will also be incorporated.

Biodiversity Net Gain

78 The Proposed Development includes new areas of biodiverse green roof, tree planting, woodland glade, rain gardens, flower rich planting, heathland planting, species rich acid grassland, and native hedgerows. The Proposed Development is predicted to result in a net gain in area of habitat biodiversity of 5,724.47%.

79 Further information can be found in the Environmental Statement (***ES Volume 1, Chapter 4: The Proposed Development***).

DEMOLITION AND CONSTRUCTION

Anticipated Works and Programme

80 The demolition and construction works will take approximately 9 years. Construction is likely to commence in 2022 with construction complete towards the end of 2030 and fully operational by the beginning of 2031.

81 There is the potential for phased occupation and use of the Proposed Development, with some early phases of the development being complete and ready for "handover" to the future site users prior to the completion of the construction works of later phases on site. As such, the potential effects of any phased occupation are assessed throughout the ES (where relevant) and detailed in this Non-Technical Summary report.

The works required to build the Proposed Development include:

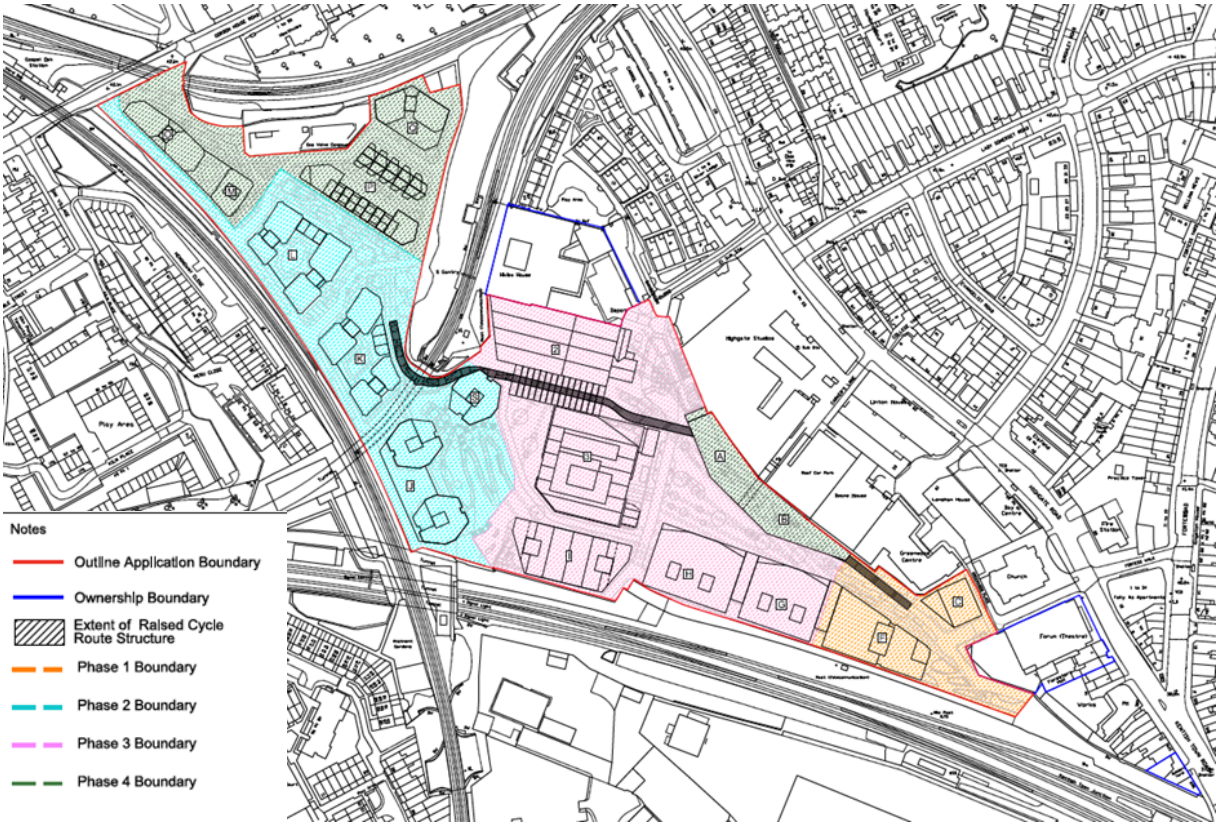
- Enabling Works;
- Demolition and Site Clearance;
- Earthworks, Foundations and Substructure;
- Superstructure;
- External cladding;
- Internal fit out; and
- Testing and Commissioning External Works (including landscaping) and Handover.

82 Following the completion of the demolition/site clearance works, the construction works have been planned and programmed in the following sequence (Phases):

- Phase 1: Development Plots C and F;
- Phase 2: Development Plots J1, J2, S, K, and L;
- Phase 3: Development Plots I, H, G, Sh2 and Sh3; and
- Phase 4: Development Plots Q, P, A, B, M & O.

83 These Phases are displayed in **Figure 9** below.

Figure 9 Construction Phases



84 Prior to the start of demolition and construction works, discussions with the London Borough of Camden and other relevant consultees (such as Transport for London) will be undertaken in relation to construction logistics, as well as site and environmental management. Several management plans will be prepared and agreed with the London Borough of Camden including a Construction Environmental Management Plan and an Air Quality Dust Management Plan ahead of works starting on site. Throughout the demolition and construction works phase, careful management and liaison with neighbouring businesses and residents will take place.

85 The likely construction working hours are:

- 08:00 – 18:00 hours between Monday and Friday;
- 08:00 – 13:00 hours on Saturday; and
- No working on Sundays, Bank or Public Holidays (unless otherwise agreed with the London Borough of Camden).

86 It is anticipated that there will be restrictions to noisy works; thus, only taking place between the hours of 10:00 – 12:00 hours and 14:00 – 16:00 hours.

Traffic Management

87 Vehicle access for the demolition works will be achieved via the existing entrances on Sanderson Close, Greenwood Close and Gordon House Road and will remain in use throughout the demolition phase and main construction phase of the works. It is likely that the majority of traffic will come from the north and south, using the North Circular Road, and returning in the same directions. The key vehicle routing is anticipated to be as follows:

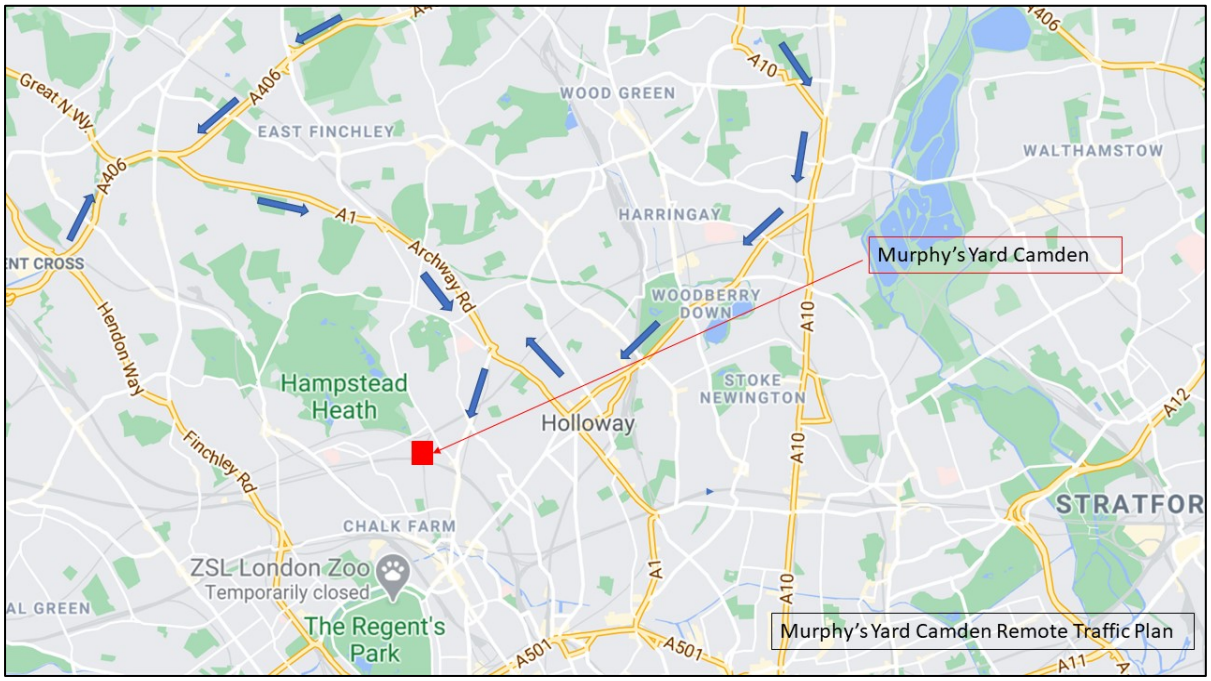
- M25 / MI Motorway;
- A406 North Circular;
- A1;
- Archway;
- Highgate West Hill; and
- Sanderson Close/Greenwood Close /Gordon House Road.

88 During the peak months, there will be approximately 1,500 construction Heavy Goods Vehicles accessing the site per month and approximately 750 Light Goods Vehicles per month. On this basis, the average number of vehicles in a peak month is approximately 65 to 75 Heavy Goods Vehicles (two way) vehicles per day and approximately 30 Light Goods Vehicles (two way) vehicles based on a 5.5 day working week.

89 Construction staff car parking will be provided on site. Cycle parking facilities will also be provided. A staff Travel Plan will be prepared by the contractor as part of the detailed CEMP/s to encourage the use of sustainable modes of transport considering the good level of public transport accessibility in the immediate area to the site.

90 The wider traffic management plan is displayed in **Figure 10** below.

Figure 10 Traffic Management Plan



Environmental Management, Mitigation and Monitoring

Standard environmental management measures and controls and monitoring will be implemented during the demolition and construction works. No bespoke demolition and construction related

environmental mitigation has been identified as being required for the Proposed Development; all the environmental management measures and controls and monitoring that will be implemented are standard for London urban regeneration projects and are in line with best practice guidance.

ENVIRONMENTAL IMPACT ASSESSMENT

91 The following sections of this Non-Technical Summary present a summary of the Environmental Impact Assessment undertaken for each of the technical topics. Where likely significant effects have been concluded these are summarised in tables at the end of each section. Only likely significant effects have been presented in these tables, rather than identifying all likely effects, including those that are not deemed to be significant. The detailed assessments are presented within the Environmental Statement (**Volumes 1-3**).

SOCIO ECONOMICS AND HEALTH

92 The assessment undertaken has focused on key social and economic considerations including job creation, housing provision, local spending, and education, provision of commercial and industrial floorspace, crime and community safety, access to open space and provision of and access to open space and public realm and playspace. Significant beneficial effects relate to job creation, housing provision, provision of commercial and industrial floorspace, access to open space and provision of and access to open space and public realm and playspace.

93 In addition, a Health Impact Assessment has been undertaken based on a number of health determinants in line with the relevant guidance. Health Impact Assessment considers the impact of the Proposed Development on health and wellbeing, including the impacts on healthcare infrastructure (including GPs and Accidents and Emergency services)

Demolition and Construction

94 The Proposed Development will not result in any significant socio-economic effects during the demolition and construction phase. The construction works would generate employment in the construction industry and indirect benefits through worker spending and supply chain benefits. These would be beneficial, however, not significant.

Completed Development

95 The Proposed Development, once complete and in use, will have beneficial effects in relation to jobs, provision of housing, worker and residential expenditure, commercial and industrial floorspace provision and provision of open space, public realm and playspace.

Jobs

96 Approximately 200 jobs are currently on-site, this employment will mostly move to other locations. The Proposed Development would include provision of commercial floorspace which will facilitate several employment-uses ranging from light industry through to community uses and research and development. After accounting for the existing 200 Full Time Equivalent jobs on site, the gross additional jobs supported on site equates to 455 jobs under the reasonable worst-case assumption. This employment creation would have a significant effect.

Provision of Housing

97 The Proposed Development would deliver between 750 and 825 homes, which would deliver 12% of the annual target set out in the London Plan over the nine-year phased construction period. The provision of residential units at the Proposed Development is expected to make a significant contribution to local housing supply at the district level.

Worker and Residential Expenditure

98 The Proposed Development will generate economic benefits for the local economy through indirect spending arising from new employees and residents. This will result in a beneficial effect of which is not significant.

Commercial and Industrial Floorspace Provision

99 The Proposed Development would deliver a minimum of 41,161 sqm (GEA) of commercial and industrial floorspace. Overall, the effect on commercial and industrial floorspace provision is judged to be significant and beneficial.

Access to Open Space, Public Realm

100 The Proposed Development would provide a minimum of 21,360m^2 of open and play space, comfortably meeting the policy requirement. The Applicant's Illustrative Masterplan in the Design and Access Statement shows that approximately 18,000m^2 of high quality public open space (excluding children's play space) could be accommodated on the site, which would exceed the policy targets. . This would consist of various open and green areas, as well as the Heath Line – a cycle and pedestrian path through the site, linking Kentish Town and Hampstead Heath. This effect would be significant beneficial at the local level.

Access to Play Space

101 As demonstrated by the Illustrative Masterplan, the Proposed Development could meet London Borough of Camden's requirement in each category, except for the 12-17 age group which is marginally under. However, a very large quantum of all-ages play space will also be provided as part of the Proposed Development's multigenerational and 'playable landscape' approach, more than meeting the needs of the 12-17 age group as well as providing additional space for other ages.

102 The Proposed Development could provide more than double the play space requirement, which would not only provide sufficient space for the residents but will provide additional space to be used by the community.

103 Considering the above, the residual effect on play space across all ages would be significant once all phases of the Proposed Development are completed in 2030.

Crime and Community Safety

104 Retail, leisure, galleries, cafés and restaurants proposed are concentrated on the ground and lower levels of the buildings, with a significant public offering proposed within the ground floor of Shed 2 as a prominent anchor in the centre of the site. These will provide active uses to animate the public realm and passive surveillance, improving the sense of security.

105 The Proposed Development will improve natural surveillance in the area and its high-quality maintained public realm could increase pride of place and deter crime.

106 It is expected that the Proposed Development will have a beneficial albeit not significant effect on crime and community safety.

Education (Early Years, Primary and Secondary Education)

107 Based upon a worst-case assessment scenario, the Proposed Development could accommodate an estimated population of 1,715 people, of which 129 may require early years education places (0 to 4 years), 98 may require primary school places (5 to 11 years) and 67 may require secondary primary school places (12 to 17 years).

108 There is sufficient capacity identified across the surrounding area to cater for all children living at the Proposed Development once it is completed in 2030. Therefore, the residual effect on schools would

be negligible and not significant at all spatial scales.

Health

The Proposed Development generates the following likely significant health effects:

- Access to work and training –beneficial health effect on job creation during construction and operation for residents;
- Housing provision –beneficial health effect from the provision of housing once operational;
- Accessibility and active travel –beneficial health effect from improved accessibility of community receptors and better active travel options once operational;
- Open space, nature and public realm –beneficial health effect on residents from the provision of high quality open spaces and improving access to Hampstead Heath;
- Children's play space –beneficial health effect on residents from the provision of large amounts of children's play space for all age groups; and
- Access to primary healthcare –adverse health effect on residents and workers from increased pressures on the primary healthcare infrastructure once operational;

109 The Proposed Development would introduce a large number of new residents to the area, who could place additional demands on local healthcare. However, it should be noted this is a worst-case assessment of the impact on local healthcare facilities as it does not account for the potential for new health facilities to be provided on site to support the needs of the community.

Likely Significant Effects

110 **Table 6** summarises the likely significant socio-economic and health effects of the Proposed Development.

Table 6 Likely Significant Socio-Economic Effects

Receptor	Description of Likely Significant Effect	Scale and Nature of Effect (Geographic Scale)
Demolition and Construction		
Health: Access to work and training (residents, workers)	Health effects related to increased access to work and training as a result of the construction of the Proposed Development	Moderate Beneficial (District)
Completed Development		
Socio-economics: Operational employment (existing and future residents)	Employment generation following completion and during operation of the Proposed Development	Moderate Beneficial (District, 2030)
Socio-economics: Provision of housing (including affordable housing) (existing and future residents)	Contribution to housing targets and meeting demand for housing in the area	Major Beneficial (District, 2030)
Socio-economics: Commercial and industrial floorspace provision (existing and future businesses)	Change in commercial and industrial floorspace provision	Moderate Beneficial (District, 2030)
Socio-economics: Local provision of open space and public realm (existing and future residents)	Effect arising from changes in the demand for open space, nature, and public realm	Moderate Beneficial (Local, 2030)

Receptor	Description of Likely Significant Effect	Scale and Nature of Effect (Geographic Scale)
Socio-economics: Local provision of play space (existing and future residents)	Effect arising from changes in the demand for play spaces	Moderate Beneficial (Local, 2030)
Health: Access to work and training (residents, workers)	Health effects related to increased access to work and training as a result of the Proposed Development	Moderate Beneficial (District)
Health: Housing provision (residents)	Health effects related to additional housing delivered by the Proposed Development	Moderate to Major Beneficial (District)
Health: Accessibility and active travel (residents, workers)	Health effects related to changing levels of accessibility and active travel options as a result of the Proposed Development	Moderate Beneficial (Local)
Health: Access to primary healthcare (residents)	Health effects related to changing levels of demand for healthcare services as a result of the Proposed Development	Moderate Adverse (Local)
Health: Access to open space, nature, and public realm (residents)	Health effects of additional open space, nature and public realm delivered by the Proposed Development	Moderate Beneficial (Local)
Health: Access to play space (residents)	Health effects of additional playspace delivered by the Proposed Development	Moderate Beneficial (Local)

TRAFFIC AND TRANSPORT

111 The assessment undertaken has reviewed the effects of the Proposed Development on roads, drivers, public transport users, pedestrians and cyclists. The assessment has considered possible effects relating to severance (being, or the feeling of being, isolated or separated from something); pedestrian and cyclist amenity, fear and intimidation; delay for drivers, pedestrians and cyclists; accidents and safety; and public transport delay.

Demolition and Construction

112 The construction phase of the development is expected to result in one significant effect, on severance. The percentage increase in vehicle numbers on Greenwood Place, Sanderson Close, Gordon House Road and Highgate Road is expected to result in a moderate adverse effect that is considered to be significant. Multiple crossing points are however located on Gordon House Road and Highgate Road, providing formal crossing opportunities for pedestrians.

113 Greenwood Place will only be used as a construction access for the first phase of development, which is expected to last 73 weeks (18 months). Currently there are no access points to the Forum or Church on this section of Greenwood Place, therefore the level of pedestrian activity prior to the completion of the Proposed Development is expected to be low.

114 Sanderson Close is expected to be used as a construction access to construct the southern section of the site. Currently, there is limited pedestrian access to surrounding sites from Sanderson Close. The car parks associated neighbouring residential buildings and Highgate Studios are accessed from here, however pedestrian access is provided from this car parks. J. Murphy & Sons Ltd headquarters is accessed by vehicles and pedestrians from Sanderson Close.

115 The Gordon House Road access is expected to be used to construct the northern section of the site. It

is anticipated that a new and improved access point proposed on Gordon House Road will be constructed prior to construction of this section of the site commencing. The new access will have significantly improved visibility and manoeuvrability. A pedestrian crossing point is located to the east and west.

116 The Framework Construction Logistics Plan sets out measures which will be considered to mitigate against the effects of the construction vehicle activity. These include banksman at each access point and, where possible, limiting construction vehicle activity during the peak hours, thus avoiding conflict when the peak levels of pedestrians are expected. All construction impacts are temporary, therefore no permanent infrastructure is proposed, with the exception of the new access point on Gordon House Road.

Completed Development

117 No significant adverse effects have been identified in relation to transport as a result of the operational phase of Proposed Development.

118 The Proposed Development is expected to result in a significant beneficial effect on pedestrian and cyclist delay and amenity as a result of the new connections through the site, net reduction in vehicles and improvements on Greenwood Place and Gordon House Road.

Likely Significant Effects

119 **Table 7** summarises the likely significant traffic and transport effects of the Proposed Development.

Table 7 Likely Significant Socio-Economic Effects

Receptor	Description of Likely Significant Effect	Scale and Nature of Effect (Geographic Scale)
Demolition and Construction		
Pedestrian and Cyclists	Severance	Moderate Adverse (Local)
Completed Development		
Pedestrian and Cyclists	Delay	Moderate Beneficial (Local)
	Amenity	Moderate Beneficial (Local)

AIR QUALITY

120 The assessment undertaken has considered the potential for air quality impacts on nearby residential receptors.

121 The key considerations of this assessment include:

- Dust emissions from the demolition and construction activities; and
- Road traffic emissions from adjacent road network.

Demolition and Construction

122 The assessment identified that effects of dust emissions during demolition and construction will be adverse, but it is considered that with the application of recommended dust mitigation measures, effects will not be significant.

123 To manage impacts to air quality during the construction works, dust management measures will be incorporated into the site's Construction Environmental Management Plan. These include:

- Development and implementation of a Dust Management Plan;
- Planning the site layout so that machinery and dust causing activities are located away as far as possible away from sensitive receptors; and
- Ensuring that vehicles entering and leaving the site are covered to prevent escape of materials during transport.

124 Construction logistics management will also be undertaken to manage construction vehicle and delivery movements to and from the site.

Completed Development

125 Once the Proposed Development is complete and operational, the assessment has demonstrated that road traffic emissions would have a negligible (i.e., imperceptible) effect. The overall air quality effects of the Proposed Development on surrounding receptors when complete and operational will be not be significant.

126 Furthermore, the Proposed Development will not include any centralised combustion energy plant or back-up life safety generator plant, and thus there will be no significant point sources of emissions within the Proposed Development; it can thus be concluded that the Proposed Development will not have a significant impact on local air quality at nearby sensitive receptors.

127 The assessment has demonstrated that the site allocated for the Proposed Development is suitable for residential and commercial land uses, with respect to air quality. Future residents introduced as part of the Proposed Development will experience acceptable air quality.

128 Additionally, the Proposed Development will be air quality neutral, as required for all new developments in London.

Likely Significant Effects

129 No likely significant air quality effects have been identified as a result of the Proposed Development.

NOISE AND VIBRATION

130 The noise assessment has focused on potential noise and vibration effects to nearby sensitive receptors:

- Gordon House Road, Heathview, Mortimer Terrace, Wesleyan Place, Salcombe Lodge (residential properties);
- Sanderson Close, Carrol Close (residential properties);
- Highgate Studios and Highgate Road Businesses (Recording studios, offices, commercial, public houses);
- Christ Apostolic Church (place of worship);
- O2 Forum Kentish Town (entertainment venue)
- 2-12 Highgate Road (residential, commercial);
- The Bull and Gate and 1-7 Highgate Road (public house, residential);
- Regis Road industrial estate (commercial);
- 1-101 Cressfield Close (including Kentish Town City Farm) (residential and community farm);
- 1-42 Hemmingway Close and 1-17 Meru Close (residential):
- J. Murphy & Sons Ltd headquarters (commercial).

131 These receptors considered are shown in **Figure 11**.

132 The Proposed Development shall introduce noise sensitive receptors, namely residential dwellings and potentially a health care facility. As such, these locations have been considered when in operation and where appropriate during construction. Residential noise sensitive receptors have the potential to be introduced and could come forward in Development Plots C, J, K, L, M, O, P, Q and S. The introduced receptors are displayed in **Figure 12**

Figure 11 Existing Noise Sensitive Receptor Locations[8]

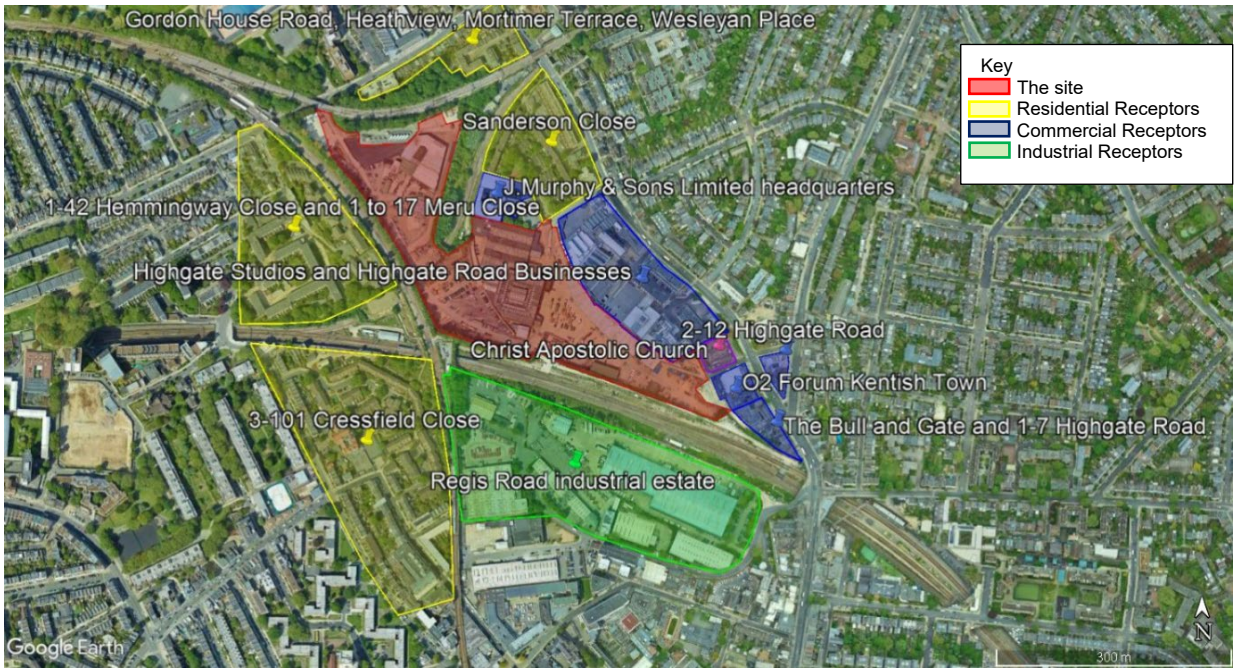
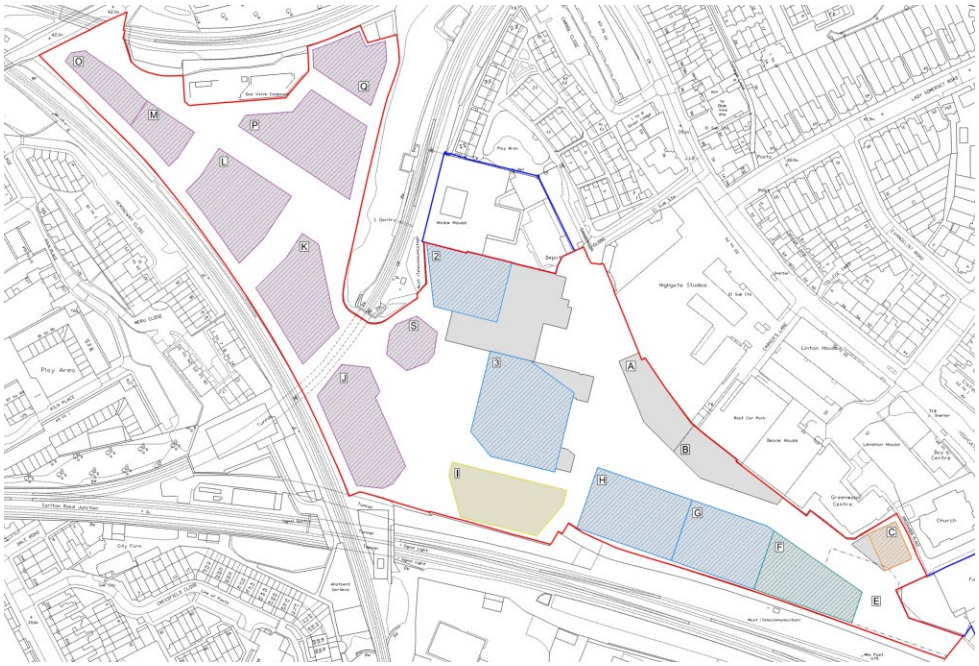


Figure 12 Introduced Noise Sensitive Receptor Locations[9]



[8]The red line presented as Figure 2 is the legally correct red line boundary. The red line shown here is indicative and used for the purposes of identifying the site in the surrounding context. Importantly, the differences in the redline used throughout this Non-Technical Summary and the redline shown in as Figure 2 are not material to the assessment of effects.
[9] Note, the red line shown denotes the planning application boundary, the blue line shown denotes the Applicant ownership boundary, with the purple Development Plots showing those comprising potential residential use.

Demolition and Construction

Construction Works Noise

133 Construction work of any type that involves heavy plant activity will generate noise (particularly during piling activities), which may result in complaints if sensitive scheduling, control of works and use of Best Practicable Means for reducing noise impact is not exercised.

134 In order to provide an initial indication of noise impact, predicted levels have been calculated for each sensitive receptor following the procedures specified in the relevant British Standard and based on the currently available information on the proposed construction works.

135 The effects across sensitive receptors range between negligible (not significant) through to major adverse (significant) during the various phases of construction.

136 Significant adverse effects have been identified with regards to:

- Existing residential receptors at Sanderson Close and Carrol Close;
- Existing receptors associated with the recording studios, offices, commercial and public house uses at Highgate Studios and Highgate Road Businesses;
- Existing residential and commercial receptors at 2-12 Highgate Road;
- Existing residential receptors and public house patrons at The Bull and Gate and 1-7 Highgate Road; and
- Introduced residential receptors at Building C (Phase 1).

137 It should be noted that these effects will be temporary, and the assessment is based on a worst case assessment scenario. The construction works will be managed through specific noise control measures contained within a site-specific Construction Environmental Management Plan.

138 The effects at all other receptors have been assessed to be not significant, ranging from negligible to minor adverse.

139 Best practicable means will be employed to limit the noise impact all receptors, particularly at receptors where significant adverse effects have been identified.

Construction Works Vibration

140 Vibration effects generated by piling activities depends on the type of piling, ground conditions, and receptor distance. Low impact piling methods will be used throughout the construction works. Given the selection of this method and the separation distance between the required locations for piling and existing sensitive receptors, it is considered based on professional experience that vibration from any potential piling works at existing sensitive receptors will generally be of negligible magnitude at all receptors.

141 For closer receptors there is slightly higher risk that the impact and resultant effect will be higher and significant. This includes:

- Existing residential receptors at Sanderson Close, Carrol Close;
- Existing receptors associated with the recording studios, offices, commercial and public house uses at Highgate Studios and Highgate Road Businesses;
- Existing residential receptors and public house patrons at The Bull and Gate; and
- Introduced residential receptors at Plot L.

142 However, these effects are not predicted to regularly occur and in case would be temporary in nature and will be managed through specific vibration control measures contained within a site-specific

Construction Environmental Management Plan.

143 The effects at all other receptors have been assessed to be not significant, ranging from negligible to minor adverse.

Construction Traffic Noise

144 Vehicle access for the demolition works will be achieved via the existing entrances on Sanderson Close, Greenwood Close and Gordon House Road.

145 The likely effects of construction traffic have been considered on all road links surrounding the site that may potentially be affected. Significant adverse effect are anticipated at existing residential receptors in close proximity to the site at 1-42 Hemmingway Close and 1-17 Meru Close and introduced residential receptors at building Q (Phase 4A).

146 However, these effects are not predicted to regularly occur and in case would be temporary in nature and will be managed through specific road traffic noise control measures contained within a site specific Construction Environmental Management Plan.

147 The effects at all other receptors have been assessed to be imperceptible (negligible).

Completed Development

148 No significant effects from operational road traffic noise and noise from building plant and services associated with the Proposed Development have been identified once completed. The effects at all residential receptors were deemed negligible (i.e., imperceptible) and therefore no mitigation measures are considered necessary.

149 The proposed industrial and commercial uses would be expected to be suitably controlled to achieve the recommended limits shown (in accordance with British Standards), it is expected that the effect will be negligible (not significant).

150 In terms of site suitability, the Proposed Development has used the most appropriate layout and design to minimise noise levels in outdoor amenity areas, and appropriate façade criteria have been incorporated to achieve the target internal noise levels. In conclusion the site is deemed suitable for the proposed uses.

Likely Significant Effects

151 **Table 8** summarises the likely significant noise and vibration effects of the Proposed Development.

Table 8 Likely Significant Noise and Vibration Effects

Receptor	Description of Likely Significant Effect	Scale and Nature of Effect (Geographic Scale)
Demolition and Construction		
Noise: Existing residential receptors at Sanderson Close, Carrol Close	Construction Noise	(Negligible to) Moderate Adverse (Local)
Noise: Existing receptors associated with the recording studios, offices, commercial and public house uses at Highgate Studios and Highgate Road Businesses		
Noise: Existing residential and commercial receptors at 2-12 Highgate Road		

Receptor	Description of Likely Significant Effect	Scale and Nature of Effect (Geographic Scale)
Noise: Existing residential receptors and public house patrons at The Bull and Gate and 1-7 Highgate Road		
Noise: Introduced residential receptors at Building C (Phase 1)		
Noise: Existing residential receptors at 1-42 Hemmingway Close and 1-17 Meru Close	Construction Noise	(Minor to) Moderate Adverse (Local)
Noise: Introduced residential receptors at Building Q (Phase 4A)		
Vibration: Existing residential receptors at Sanderson Close, Carrol Close	Construction Vibration	Moderate Adverse (Local)
Vibration: Existing receptors associated with the recording studios, offices, commercial and public house uses at Highgate Studios and Highgate Road Businesses		
Vibration: Existing residential receptors and public house patrons at The Bull and Gate		
Vibration: Introduced residential receptors at Plot L		

WIND MICROCLIMATE

152 A wind tunnel test of the Proposed Development has been undertaken. The wind tunnel test has considered the wind microclimate conditions for pedestrians (both on site and off site e.g., pedestrian and cyclist thoroughfares, entrances, seating areas, play areas, Heath Line and train station platforms)

153 In addition to the wind tunnel testing, Computational Fluid Dynamics modelling has been undertaken using the final 'maximum extents' model of the Plots representing the Proposed Development which has been submitted for outline planning approval. The results of the Computational Fluid Dynamics modelling has been used to compare and validate the results of the wind tunnel assessment (which assessed a previous iteration of the scheme whereby Plot C, Plot F, Shed 2 and Shed 3 were designed and represented in detail, while all other Plots proposed were represented by their outline parameters).

154 There are also some minor differences between the wind tunnel model and Computational Fluid Dynamics model. However, the differences are considered as insignificant in terms of wind impacts. Hence, the wind conditions from Computational Fluid Dynamics assessment and wind tunnel testing are very similar and the discrepancy is less than 5%.

Demolition and Construction

155 Based on professional experience, as demolition and construction works progress, the conditions on and around the site would be expected to gradually transition between those of the baseline and the final completed development. Therefore, any effects on pedestrians arising from changes in the local wind environment as a result of progressive changes to the massing of the built form on site during the

demolition and construction works are expected to be temporary. The usage of cranes on site during construction is not likely to have a material impact on the local wind microclimate.

156 Therefore, wind conditions during the demolition and construction works of the Proposed Development would represent a negligible (not significant) effect.

Completed Development

157 The wind microclimate assessment has focused on understanding whether any undesirable wind conditions would be created on site and in the surrounding area as a result of the Proposed Development being built out. Adverse wind effects may result in exceedances of the pedestrian comfort and safety criteria.

158 The wind tunnel testing identified effects to on-site and off-site receptors ranging between negligible (not significant) through to significant adverse. Where significant effects were identified mitigation measures have been designed in conjunction with the design team to reduce the effects to negligible.

159 Mitigation measures have been designed in conjunction with the design team. The mitigation measures comprise the following:

- Retaining the existing trees along the site boundary; and
- Soft landscaping design as per the illustrative landscaping provided in the Design and Access Statement.

160 Testing with the illustrative landscaping shows that mitigation is possible to make the wind conditions safe and comfortable for the intended pedestrian uses throughout the year. However, the final landscaping scheme is to be further refined through the detailed design process and will be subject to further testing to ensure acceptable conditions.

161 It is anticipated that these mitigation measures will be secured through a suitably worded planning condition relating to the discharge of reserved matters in respect of landscaping. Based on the wind microclimate specialist's professional experience, it is expected that, with the inclusion of the localised mitigation measures, the wind conditions would be safe and comfortable for the intended uses (standing for entrances and strolling for thoroughfares during worst season). In the presence of the mitigation measures, the residual effects are likely to be negligible and not significant.

162 The effectiveness of the mitigation measures was verified in Computational Fluid Dynamics assessment. The results show that the current mitigation measures are effective in mitigating the winds on the ground and indicate that there are no areas rated as unsafe for pedestrian use throughout the year by the introduction of mitigation measures.

Likely Significant Effects

163 No likely significant pedestrian level wind microclimate effects have been identified as a result of the Proposed Development.

DAYLIGHT, SUNLIGHT, OVERSHADOWING AND SOLAR GLARE

164 The daylight, sunlight and overshadowing assessment has considered existing residential properties and areas of amenity spaces in proximity to the site. The assessment of daylight and sunlight has assessed the effect of the Proposed Development on current levels of daylight and sunlight amenity received by nearby existing residential properties. The assessment of overshadowing assessed the potential for the Proposed Development to cast a shadow on nearby sensitive surrounding amenity areas.

165 A solar glare assessment has also been undertaken to determine the potential for impacts on nearby

rail drivers and road users on surrounding roads.

166 The assessment of daylight, sunlight and overshadowing has been undertaken based on the maximum massing parameters as outlined in '*The Proposed Development*' section of this Non-Technical Summary.

167 For solar glare, as the Proposed Development is in outline, the required level of detail to undertake a comprehensive assessment is not yet defined. Therefore, sensitive viewpoints have been identified and a qualitative assessment undertaken, with a full assessment to be carried out during future reserved matter applications.

Demolition and Construction

168 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 receptors has not been modelled.

169 Effects in relation to daylight, sunlight, overshadowing and solar glare would vary throughout the demolition and construction stage. They would, however, be less than the effects of the completed Proposed Development. Those effects, which may be perceptible during construction, would be similar or less when compared to those of the completed Proposed Development set out below.

170 In some cases, scaffolding, cranes and hoarding would marginally increase the size of the Proposed Development's maximum massing, however this would be temporary and is unlikely to result in additional noticeable effects due to the scale of these structures and their temporary nature.

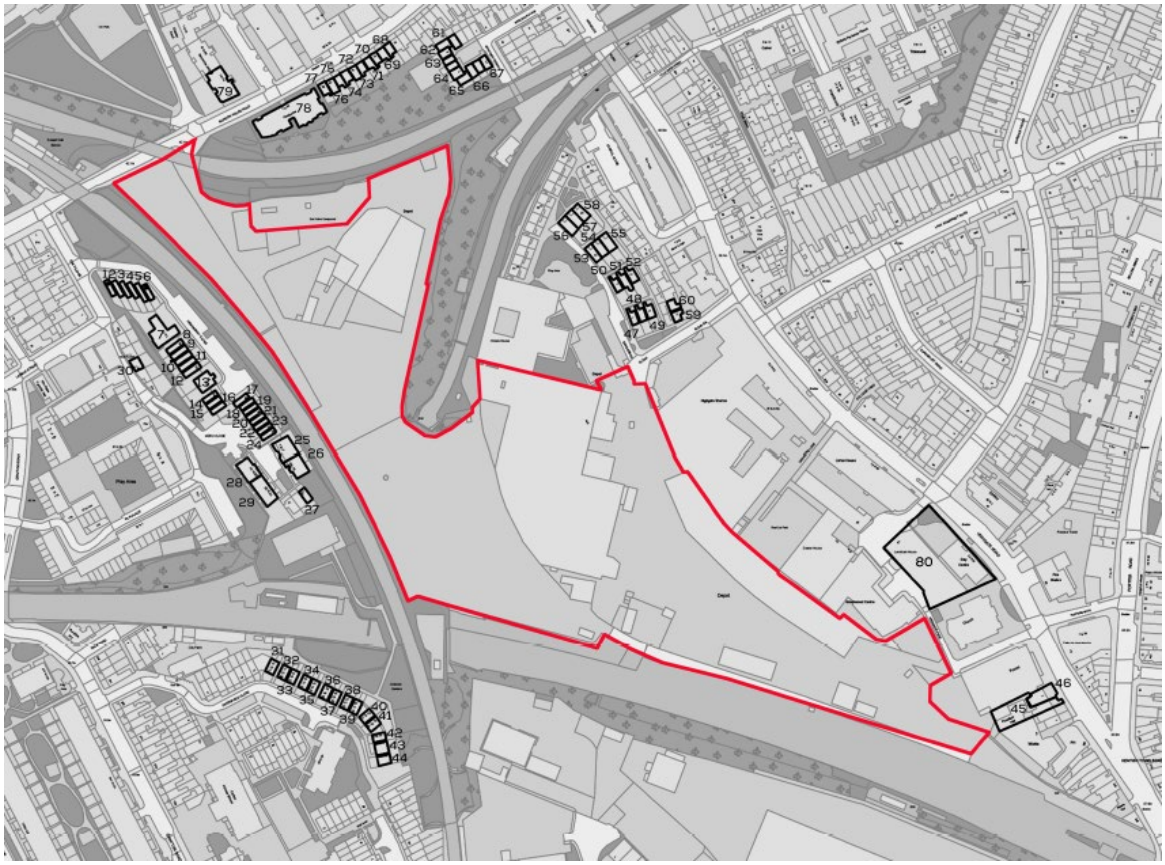
171 Therefore, there is no need to further consider effects during the demolition and construction works. The effects will range from negligible (i.e. imperceptible) to adverse with the worst-case results discussed within the completed development assessment section below.

Completed Development

Daylight and Sunlight

172 Daylight is the general amount of light (direct and indirect) which enters a room during the daytime. To identify potential effects to existing residential properties, 722 windows, serving 494 habitable rooms in 85 buildings surrounding the site, have been assessed. Refer to **Figure 13**.

Figure 13 Daylight and Sunlight Existing Receptors



1) 1 HEMINGWAY CLOSE
2) 2 HEMINGWAY CLOSE
3) 3 HEMINGWAY CLOSE
4) 4 HEMINGWAY CLOSE
5) 5 HEMINGWAY CLOSE
6) 6 HEMINGWAY CLOSE
7) 7 - 18 HEMINGWAY CLOSE
8) 19 HEMINGWAY CLOSE
9) 20 HEMINGWAY CLOSE
10) 21 HEMINGWAY CLOSE
11) 22 HEMINGWAY CLOSE
12) 23 HEMINGWAY CLOSE
13) 24-31 HEMINGWAY CLOSE
14) 32 HEMINGWAY CLOSE
15) 33 HEMINGWAY CLOSE
16) 34 HEMINGWAY CLOSE
17) 35 HEMINGWAY CLOSE
18) 36 HEMINGWAY CLOSE
19) 37 HEMINGWAY CLOSE
20) 38 HEMINGWAY CLOSE
21) 39 HEMINGWAY CLOSE
22) 40 HEMINGWAY CLOSE
23) 41 HEMINGWAY CLOSE
24) 42 HEMINGWAY CLOSE
25) 1-7 MERU CLOSE
26) 8-14 MERU CLOSE
27) 15 MERU CLOSE
28) 26-31 MERU CLOSE
29) 18-25 MERU CLOSE
30) 165-170 KILN PLACE
31) 19, 23, 27 CRESSFIELD CLOSE
32) 21, 25, 29 CRESSFIELD CLOSE
33) 31, 35, 39 CRESSFIELD CLOSE
34) 33, 37, 41 CRESSFIELD CLOSE
35) 43, 47, 51 CRESSFIELD CLOSE
36) 45, 49, 53 CRESSFIELD CLOSE
37) 55, 59, 63 CRESSFIELD CLOSE
38) 57, 61, 65 CRESSFIELD CLOSE
39) 67, 71, 75 CRESSFIELD CLOSE
40) 69, 73. 77 CRESSFIELD CLOSE

41) 79, 83, 87 CRESSFIELD CLOSE
42) 81, 85, 89 CRESSFIELD CLOSE
43) 91, 95, 99 CRESSFIELD CLOSE
44) 93, 97, 101 CRESSFIELD CLOSE
45) 5-7 HIGHGATE ROAD
46) 7 HIGHGATE ROAD
47) 1 SANDERSON CLOSE
48) 3 SANDERSON CLOSE
49) 5 SANDERSON CLOSE
50) 7 SANDERSON CLOSE
51) 9 SANDERSON CLOSE
52) 11 SANDERSON CLOSE
53) 13 SANDERSON CLOSE
54) 15 SANDERSON CLOSE
55) 17 SANDERSON CLOSE
56) 19 SANDERSON CLOSE
57) 21 SANDERSON CLOSE
58) 23 SANDERSON CLOSE
59) 1-2 CARROL CLOSE
60) 3-4 CARROL CLOSE
61) 5 MORTIMER TERRACE
62) 6 MORTIMER TERRACE
63) 7 MORTIMER TERRACE
64) 8 MORTIMER TERRACE
65) 9 MORTIMER TERRACE
66) 10 MORTIMER TERRACE
67) 11 MORTIMER TERRACE
68) 11 GORDON HOUSE ROAD
69) 12 GORDON HOUSE ROAD
70) 13 GORDON HOUSE ROAD
71) 14 GORDON HOUSE ROAD
72) 15 GORDON HOUSE ROAD
73) 16 GORDON HOUSE ROAD
74) 17 GORDON HOUSE ROAD
75) 18 GORDON HOUSE ROAD
76) 19 GORDON HOUSE ROAD
77) 20 GORDON HOUSE ROAD
78) HEATHVIEW
79) 1-14 SALCOMBE LODGE
80) HIGHGATE CENTRE (2016/5372/P)

173 Of the 85 buildings assessed, significant adverse daylight effects are likely to occur at 33 buildings:

- 24-31 Hemingway Close;
- 6 Hemingway Close Close;
- 22 Hemingway Close Close;
- 21 Hemingway Close Close;
- 20 Hemingway Close;
- 19 Hemingway Close;
- 69-77 Cressfield Close;
- 67-75 Cressfield Close;
- 57-65 Cressfield Close;
- 33-41 Cressfield Close;
- 31-39 Cressfield Close;
- 21-29 Cressfield Close;
- 19-27 Cressfield Close;
- 15 Meru Close;
- 26-31 Meru Close;
- Heathview;
- 23 Hemingway Close;
- 55-63 Cressfield Close;

- 18-25 Meru Close;
- 7-18 Hemingway Close;
- 32 Hemingway Close;
- 33 Hemingway Close,;
- 34 Hemingway Close;
- 35 Hemingway Close;
- 1-7 Meru Close;
- 8-14 Meru Close;
- 36 Hemingway Close;
- 37 Hemingway Close;
- 38 Hemingway Close;
- 39 Hemingway Close; and
- 40 Hemingway Close.

174 The remaining 52 buildings would experience negligible to minor adverse daylight effects, which are considered to be not significant.

175 Sunlight is the direct light from the sun which can be seen / which enters a room. In the United Kingdom, this is only experienced from rooms which have windows facing within 90 degrees of due south (due to the sun's location in the sky). To identify potential effects to existing residential properties, 392 windows serving 273 habitable rooms in 56 buildings surrounding the site have been assessed.

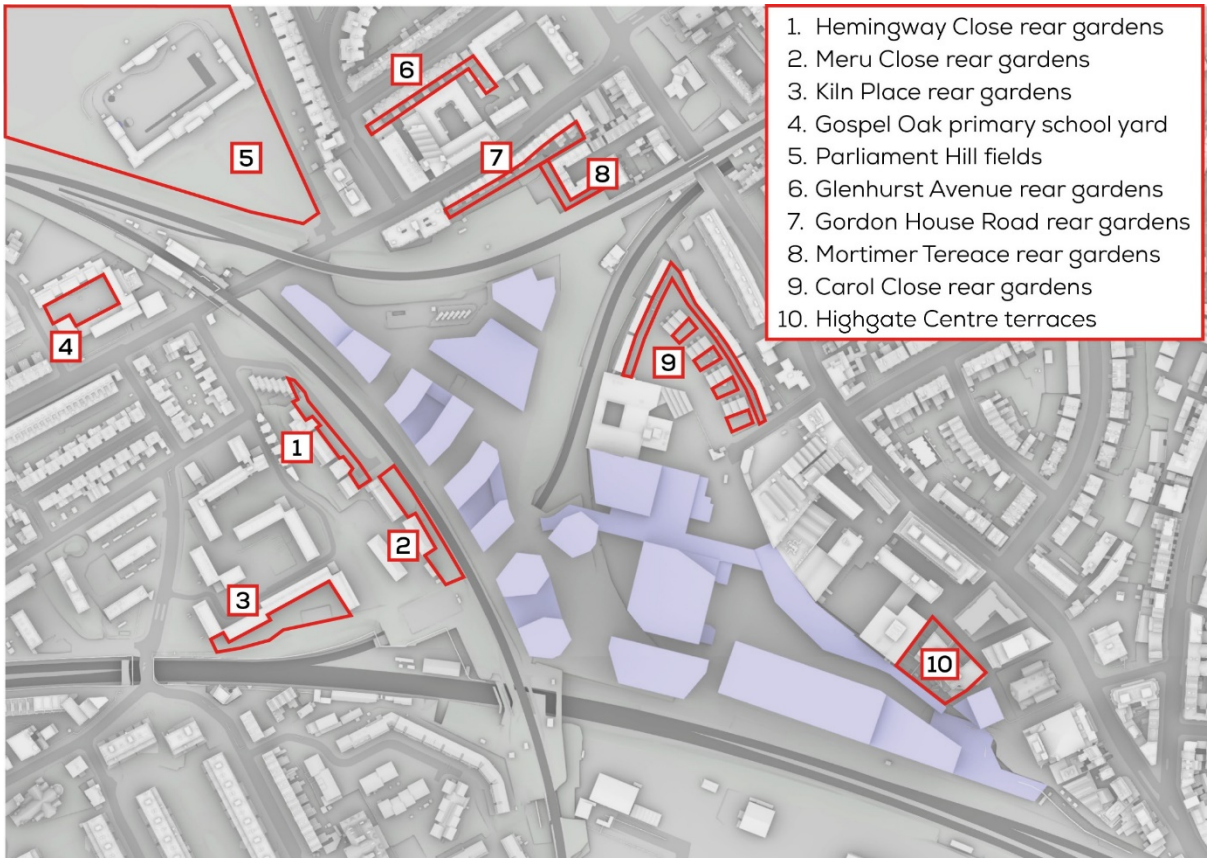
176 Of the 56 buildings assessed, significant adverse sunlight effects would occur at five buildings: 7-18 Hemingway Close, 32 Hemingway Close, 6 Hemingway Close, 35 Hemingway Close and Heathview. The remaining 51 buildings would experience negligible to minor sunlight effects, which are considered to be not significant.

Overshadowing

177 To identify potential impacts of overshadowing, ten amenity areas in proximity to the site have been identified including nearby terraces, a school yard and public and private gardens. These areas are illustrated in **Figure 14**.

178 Of the ten amenity areas assessed nine amenity areas are anticipated to experience negligible effects, which are considered to be not significant. One amenity area, Greenwood Centre Terraces could experience significant adverse effects.

Figure 14 Overshadowing Existing Receptors



Solar Glare

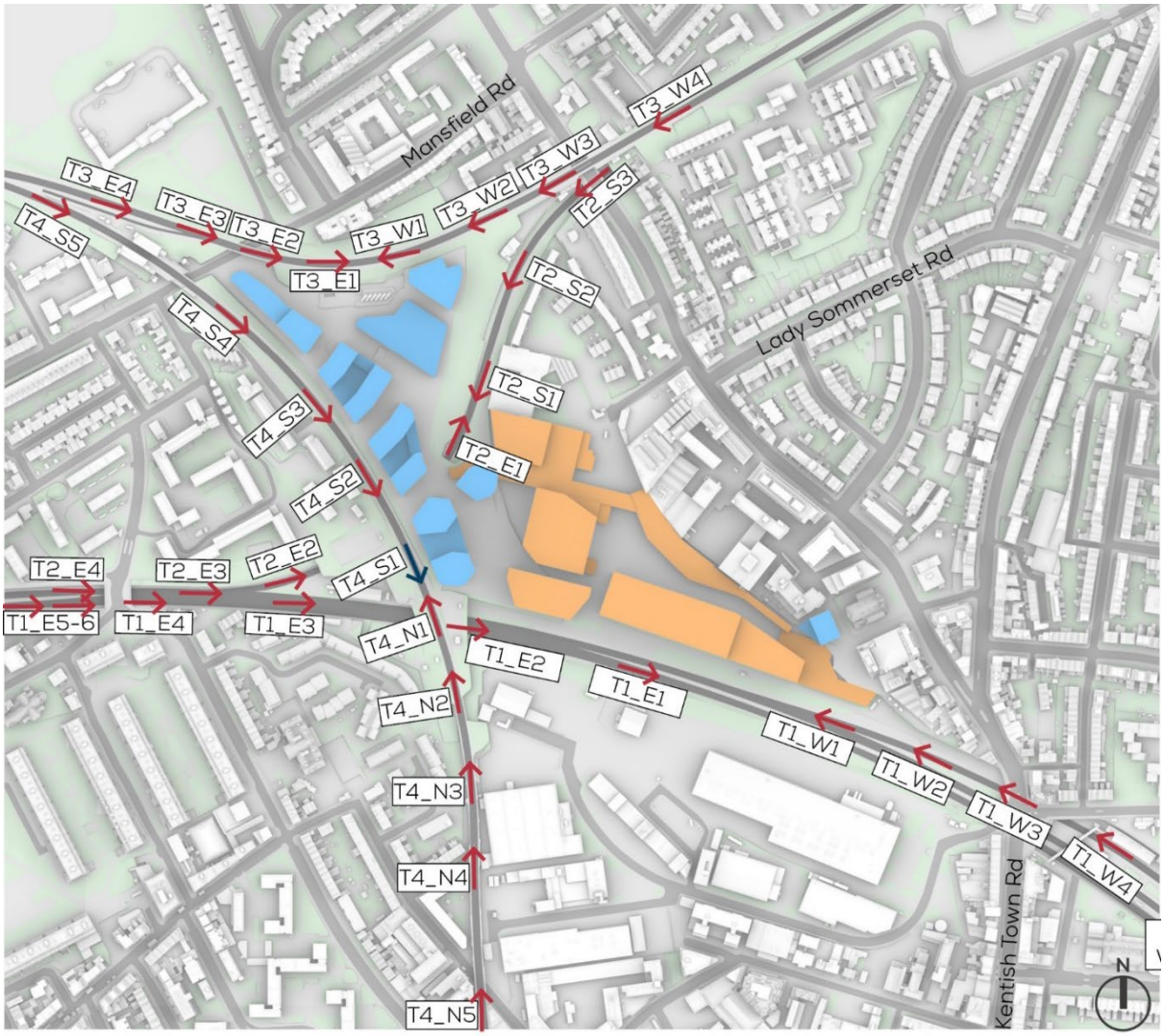
179 In terms of solar glare effect, a total of 11 viewpoints on traffic junctions and pedestrian junctions and 37 viewpoints from the railway tracks were assessed for potential for adverse solar reflection to occur (refer **Figure 15)**.

180 Solar glare occurs when sunlight is reflected from a glazed surface. This can affect road users or train drivers as instances of solar glare are likely to cause substantial visual impairment or distraction. The duration and significance of any potential solar glare effects can depend on the building orientation, façade details including window size and location, balconies and cladding materials.

181 Until further information on a building's design is available, the residual solar glare effects would be based on a worst-case qualitative assessment, Therefore, the effects could range from negligible and not significant to significant adverse for each of these viewpoints.

182 Once a building has been designed in detail for each plot, a detailed and quantitative assessment of solar glare to include the mitigation measures considered on a building-by-building basis.

Figure 15 Solar Glare - Viewpoints



Likely Significant Effects

183 **Table 9** summarises the likely significant daylight, sunlight, overshadowing and solar glare effects of the Proposed Development once it is complete and in use.

Table 9 Summary of the Likely Significant Residual Daylight, Sunlight, Overshadowing and Solar Glare Effects

Receptor	Description of Likely Significant Effect	Scale and Nature of Effect (Geographic Scale)
Demolition and Construction and Completed Development		
• 24-31 Hemingway Close • 6 Hemingway Close	Reduction in daylight amenity	Minor to Moderate Adverse

Receptor	Description of Likely Significant Effect	Scale and Nature of Effect (Geographic Scale)
• 22 Hemingway Close • 21 Hemingway Close • 20 Hemingway Close • 19 Hemingway Close • 69-77 Cressfield Close • 67-75 Cressfield Close • 57-65 Cressfield Close • 33-41 Cressfield Close • 31-39 Cressfield Close • 21-29 Cressfield Close • 19-27 Cressfield Close		(Local)
• 15 Meru Close • 26-31 Meru Close • Heathview • 23 Hemingway Close • 55-63 Cressfield Close		Moderate Adverse (Local)
• 18-25 Meru Close • 7-18 Hemingway Close • 32 Hemingway Close • 33 Hemingway Close • 34 Hemingway Close • 35 Hemingway Close		Moderate to Major Adverse (Local)
• 1-7 Meru Close • 8-14 Meru Close • 36 Hemingway Close • 37 Hemingway Close • 38 Hemingway Close • 39 Hemingway Close • 40 Hemingway Close • 41 Hemingway Close • 42 Hemingway Close		Major Adverse (Local)
• 7-18 Hemingway Close • 32 Hemingway Close • 6 Hemingway Close	Reduction in sunlight amenity	Moderate Adverse (Local)
• 35 Hemingway Close		Moderate to Major Adverse (Local)
• Heathview		Major Adverse (Local)
• Greenwood Centre terraces	Increase in overshadowing	Major Adverse (Local)
Rail viewpoints • T1_E1-E6 • T1_w1-W4 • T2_E1 • T2_S1-S3 • T3_E1-E4 • T3_W1-W4 • T4_N1-N5	Instances of solar glare	(Negligible) to Major Adverse

Receptor	Description of Likely Significant Effect	Scale and Nature of Effect (Geographic Scale)
• T4_S1-S5 Road viewpoints • VR_E1 • MR_E1-E2 • HG_S1 • LS_W1 • BR_W1 • FW_W1 • KT_N1-N2		

CLIMATE CHANGE

The Impact of the Proposed Development on Climate Change

184 A greenhouse gas emissions assessment has been undertaken to assess the potential greenhouse gas emissions from the construction and operation of the Proposed Development. Greenhouse gases are gases in the atmosphere which have the potential to increase air temperatures.

185 Greenhouse gas emissions are described as significant in accordance with the relevant guidance for the assessment of greenhouses gases as part of the Environmental Impact Assessment process[10]. This does not mean that the contribution of greenhouse gas emissions from the Proposed Development alone will equate to a likely significant effect; for the majority of development projects, the individual contribution to total greenhouse gas emissions (from local through to global scale) will be very small. However, the guidance recognises that the contribution of greenhouse gas emissions to climate change is a cumulative global issue, and as such it is important for developments of all scales to acknowledge the significance of any increases in greenhouse gas emissions, and that mitigation should be undertaken to address their occurrence.

186 The assessment of greenhouse gases during the enabling and construction phase considers emissions from construction transport vehicles and embedded greenhouse gas emissions; which are the emissions involved in creating the construction materials. Specific ways to reduce and avoid greenhouse gas emissions during the construction stage include implementation of a Construction Environmental Management Plan including measures to reuse material on site where possible, minimising waste to landfill, and good practice measures to minimise energy use from construction activities.

187 The assessment of greenhouse gasses once the Proposed Development is complete and operational considers emissions from repair, maintenance and refurbishment work, transport and energy consumption. Specific ways to reduce and avoid greenhouse gas emissions once the Proposed Development is complete and operational include; promotion of sustainable modes of transport particularly cycling and servicing vehicle electric charging points.

188 Mitigation is therefore provided to avoid and reduce greenhouse gas emissions, which follows the key principles of greenhouse gas emissions mitigation in the Institute of Environmental Management and Assessment guidance and is consistent with the requirements of relevant policy.

189 Overall, the Proposed Development contributes a very small amount to GHG emissions representing less than 0.82% of total emissions in the London Borough of Camden and 0.035% of emissions in the Greater London Authority area and will employ commensurate mitigation measures to ensure policy compliance and minimise its contribution to climate change where possible to ensure that likely

[10] IEMA (2017) Assessing Greenhouse Gas Emissions and Evaluating their Significance.

significant effects associated with the Proposed Development itself are avoided. The relevant GHG emissions guidance is however clear that any GHG emissions might be considered significant, and it is important to acknowledge that significant effects from climate change relate to cumulative global GHG emissions from all sources driving up atmospheric temperatures and do not relate to a direct effect resulting from a very small additional GHG contribution associated with the Proposed Development. It is therefore concluded that significant adverse effects arise as a result of cumulative (global) GHG emissions from all sources are likely which will need to be considered in the context of the planning policy framework and objectives for the promotion of development in this location.

The Impact of Climate Change on the Proposed Development

190 Climate change has the potential to alter the current environment. To consider how the environmental, socio-economic and health effects of the Proposed Development might change under a different climate in the future, a future climate scenario has been developed using projections published by the Met Office. The projections consider the local climate effects arising from a series of different greenhouse gas emission scenarios (and the associated impacts to the climate).

191 As a result of climate change, several different environmental factors are likely to vary in the future. These include increase in average air temperatures, increase in yearly rainfall and sea level rises. Additionally, cloud cover could slightly decrease.

192 Each technical topic assessment has reviewed the possible implications of a different climate in the future against the results and conclusions of the impact assessment of the Proposed Development. They confirm that likely effects identified for the technical topics are not expected to change as a result of climate change.

193 In conclusion, under the future climate scenario, the residual effects of the Proposed Development would remain consistent with the effects identified as described throughout the Environmental Statement and summarised in ***ES Volume 1, Chapter 15: Likely Significant Effects and Conclusions*** under the current climate conditions. No additional or different likely significant climate change adaptation / resilience related effects have been identified.

BUILT HERITAGE

194 The assessment undertaken has focused on the effect of the Proposed Development on above ground, built heritage assets within and near to the site. This includes the consideration of both physical impacts (changes to the fabric of the buildings within the site) and impacts arising from changes to the settings of the buildings both within and within the vicinity of the site.

195 Built heritage assets surround the site include the following listed buildings (Church of St Martin, The Forum, 1-17 Highgate Road, Christ Apostolic Church, Bull and Gate Public House and Parliament Hill Fields Lido), conservation areas containing important buildings (Dartmouth Park Conservation Area, Kentish Town Conservation Area, Mansfield Conservation Area, Inkerman Conservation Area and West Kentish Town Conservation Area) and a locally listed building (81a Highgate Road).

Demolition and Construction

196 Demolition and construction works may disrupt the appreciation of built heritage assets importance as a result of construction activity, movement of heavy plant and material to and from the site; earthworks; erection of construction infrastructure and plant e.g., scaffolding, fixed tower cranes, mobile cranes, hoarding, site lighting; and the construction of new buildings.

197 During demolition and construction no significant built heritage effects have been identified at all surrounding built heritage assets.

Completed Development

198 The completed development will present changes to views from and to the heritage assets identified above, which will alter the way in which they are currently experienced. This includes changes to views from the listed buildings adjacent to the site, The Forum and Christ Apostolic Church. The change in use of certain areas of the site will also alter the character of this element of The Forum and Christ Apostolic Church's settings.

199 For Christ Apostolic Church this will include the construction of new, tall buildings which will be experienced alongside the listed building in views from Highgate Road and Fortess Walk. The height and massing of these buildings will diminish the landmark qualities of the listed building, and therefore have a significant adverse effect on the setting of this listed building.

200 Through the detailed design stage there will be opportunities to refine the current designs and address significant effects such as that on the Christ Apostolic Church. This will include careful consideration to overall height, massing, orientation, detailed design, and materiality to reflect and respond in detail to the built context of the site. These steps will offer opportunities to reduce impacts and minimise any identified harmful impacts.

201 The Forum will experience changes to the character of its setting, including the introduction of residential uses to the rear, and the introduction of taller development that will affect how it is experienced from Highgate Road and Fortess Walk. This will result in a minor albeit not significant effect on this listed building.

202 Church of St Martin, 1-7 Highgate Road, Bull and Gate Public House and Parliament Hill Fields Lido will see changes in some views from the receptor and its surrounds. However, these will not alter the character of this setting or the ability to experience its importance. This will have no impact on its importance and therefore will experience no effect.

203 The completed development will also provide a long-term viable use to Sheds 2 and 3 of 81a Highgate Road. This will secure the on-going conservation and maintenance of this heritage asset, which represents a beneficial impact (not significant).

204 For the surrounding conservation areas, there will be changes to distant views from within some limited parts of these areas. The impacts to these heritage assets will predominantly be visual with little other change to how the conservation areas are experienced. Therefore, the effects on conversation areas are considered minor and not significant.

Likely Significant Effects

205 **Table 10** summarises the likely significant built heritage effects of the Proposed Development.

Table 10 Likely Significant Built Heritage Effects

Receptor	Description of Likely Significant Effect	Scale and Nature of Effect (Geographic Scale)
Completed Development		
Listed Building: Christ Apostolic Church	Permanent alteration to the setting of listed buildings	Moderate Adverse (Local)

TOWNSCAPE AND VISUAL

206 The assessment of townscape effects has considered how the visual effects of the Proposed Development will affect the character of the surrounding area and townscape. A total of ten 'Townscape Character Areas' (geographical areas which are based on the dominant land use, building types, traffic and pedestrian movement, levels of activity and townscape quality) were considered to assess the

range of ways the Proposed Development may affect the existing character and quality of the surrounding townscape.

207 The visual assessment has considered the makeup and character of views and views likely to be experienced by people within the surrounding area. The assessment relates to how people will be affected by changes in views and visual amenity at different places, including publicly accessible locations. A total of 34 views were considered to assess the range of ways the Proposed Development may affect the existing character and quality of the surrounding townscape (refer **Figure 16**).

Figure 16 Assessed Viewpoints

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

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.

Demolition and Construction

208 The townscape and visual impact assessment has considered the impact of the demolition and construction process, based on an assessment of the maximum impact of the demolition, enabling and construction impacts, over the duration of the demolition and construction programme. There are no special visual impacts that are generated as a result of the demolition and construction process, of which is temporary, outside of those that are expected in constructing buildings of the type proposed. The most significant visual effect from machinery and equipment would be the presence of tower cranes.

209 Five receptors identified within the townscape assessment (Townscape Character Areas 1: Hampstead Heath, 3: Dartmouth Park Conservation Area, 4: mixed residential, 5: large plots / industrial and 6: High Street (Highgate Road)) will experience significant adverse townscape effects (Moderate or Moderate to Major) during the demolition and construction stage. Five receptors (Townscape Character Areas 2: Mansfield Conservation Area, 7: Kentish Town Conservation Area, 8: Bartholemew Estate Conservation Area, 9: West Kentish Town Conservation Area, and 10: Inkerman Conservation Area) will experience not significant adverse townscape effects (Minor to Moderate).

210 With regard to the visual impact assessment, of the 34 views assessed, the Proposed Development will result in significant effects (Moderate or Moderate to Major Adverse) as a result of the demolition and construction stage on Views 1, 3, 7, 8, 12A, 12B, 13, 15, 20, 23, 25, 26, 27 and 28. Visual effects on Views 2, 4, 5, 6, 9, 10, 11, 14, 16, 17, 18, 19, 21, 22, 24, 29, 30, 31, 32 and 33 will be not significant (No effect to Minor to Moderate Adverse).

Completed Development

211 Four receptors (Townscape Character Areas 3: Dartmouth Park Conservation Area, 4: mixed residential, 5: large plots / industrial and 6: High Street (Highgate Road)) will experience significant beneficial townscape effects (Moderate) once the Proposed Development is complete and operational. One receptor (Townscape Character Area 1: Hampstead Heath) will experience a significant neutral townscape effect (Moderate to Major). One receptor (Townscape Character Area 2: Mansfield Conservation Area) will experience a not significant beneficial townscape effect (Minor to Moderate). Four receptors (Townscape Character Areas 7: Kentish Town Conservation Area, 8: Bartholemew Estate Conservation Area, 9: West Kentish Town Conservation Area and 10: Inkerman Conservation Area) will experience a not significant neutral townscape effect (Negligible to Moderate). Therefore, the Proposed Development would improve the character of area in which it is located (Townscape Character Area 5) by creating a new neighbourhood, which in turn would enhance the sense of place and townscape character. It would also improve legibility and permeability, both within the Townscape Character Area and in other areas beyond.

212 With regard to the visual impact assessment, of the 34 views assessed, the completed Proposed Development will result in significant effects on Views 1, 8, 12A, 12B, 13, 20 and 27 (Moderate Beneficial), Views 25 and 28 (Moderate to Major Beneficial), Views 3, 7, 15 and 23 (Moderate Neutral) and View 26 (Moderate to Major Neutral). Visual effects on Views 2, 4, 5, 6, 9, 10, 11, 14, 16, 17, 18, 19, 21, 22, 24, 29, 30, 31, 32 and 33 will be not significant (either No Effect, Negligible Neutral, Minor Neutral, Minor to Moderate Neutral or Minor to Moderate Beneficial). The Proposed Development will establish a significant and notable new place with distinctive qualities, laid out along an attractive new route which provides a direct physical connection between Kentish Town and the Heath along the line of the existing visual connection.

Likely Significant Effects

213 **Table 11** summarises the likely townscape and visual impact effects of the Proposed Development.

Table 11 Likely Significant Townscape and Visual Impact Effects

Receptor	Description of Likely Significant Effect	Scale and Nature of Effect (Geographic Extent)
Demolition and Construction		
Townscape	Temporary effects of demolition and construction related works on receptors where infrastructure would be visible during the construction (namely Townscape Character Areas 1, 3, 4, 5 and 6)	Moderate to Major Adverse (Local)
Visual Impact (Views)	Temporary effects of demolition and construction related works on receptors where infrastructure would be visible during the construction (namely Views 1, 3, 7, 8, 12A, 12B, 13, 15, 20, 23, 25, 26, 27 and 28)	Moderate to Major Adverse (Local)
Completed Development		
Townscape	Changes to the townscape setting as a result of the completed Proposed Development (namely Townscape Character Areas 3, 5 and 6)	Moderate Beneficial (Local)
	Changes to the townscape setting as a result of the completed Proposed Development (namely Townscape Character Area 4)	Moderate Neutral (Local)
	Changes to the townscape setting as a result of the completed Proposed Development (namely Townscape Character Area 1)	Moderate to Major Neutral (Local)
Visual Impact (Views)	Changes to views as a result of the completed Proposed Development (namely Views 1, 8, 12A, 12B, 13, 20 and 27)	Moderate Beneficial (Local)

Receptor	Description of Likely Significant Effect	Scale and Nature of Effect (Geographic Extent)
	Changes to views as a result of the completed Proposed Development (namely Views 25 and 28)	Moderate to Major Beneficial (Local)
	Changes to views as a result of the completed Proposed Development (namely Views 3, 7, 15 and 23)	Moderate Neutral (Local)
	Changes to views as a result of the completed Proposed Development (namely View 26)	Moderate to Major Neutral (Local)

CUMULATIVE EFFECTS ASSESSMENT

214 A number of other developments within the surrounding area have been considered in order to understand if there is a combined or 'cumulative' effect associated with the Proposed Development and these other developments. 35 developments have been considered within the cumulative effects assessment (**Figure 17**).

215 The three groups of developments or 'tiers' have been assessed within the cumulative effects assessment. The Tier 1 assessment includes surrounding developments with planning applications that have been approved by the council; The Tier 2 assessment includes nearby developments where a planning application has been submitted but not yet approved or refused by the council; and Tier 3 which includes large regeneration schemes which are being considered within the local area, but have not yet been formally submitted for consideration within the planning system.

Figure 17 Surrounding Developments

Tier 1 (Consented)

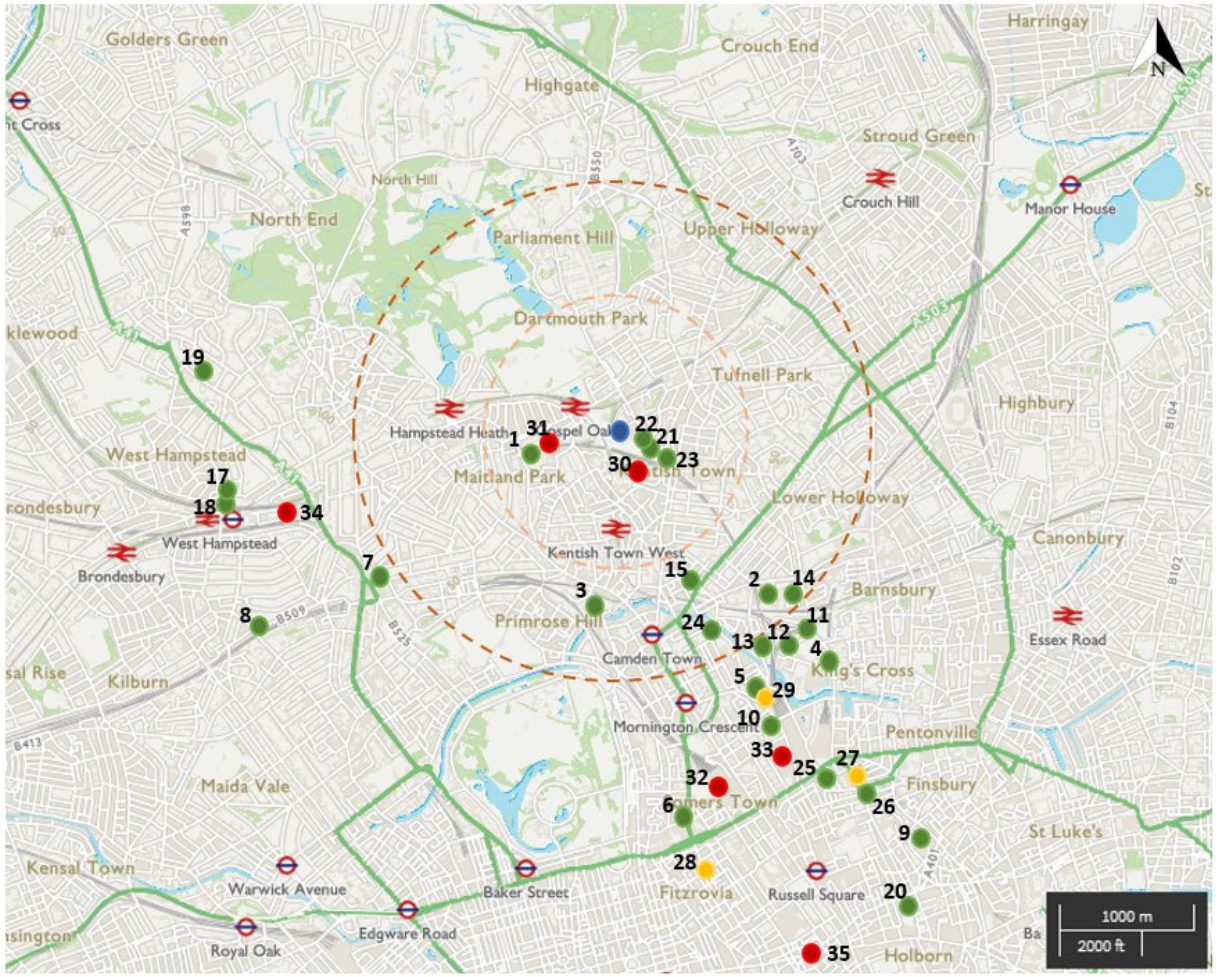
1. Land bounded by Haverstock, Wellesley and Vicar's Road
2. Agar Grove Estate
3. Morrisons Superstore
4. Kings Cross Central R8
5. 2-6 St Pancras Way
6. Stephenson House
7. 100 Avenue Road
8. Abbey Co-op Housing Sites
9. Phoenix Place
10. Central Somers Town/Brill Place
11. Kings Cross Central Phoenix Place
12. Building S3 Kings Cross Central
13. ONYX Apartments, 102 Camley Street
14. XY (Maiden Lane Estate)
15. Camden Courtyards
17. West Hampstead Square
18. Travis Perkins, 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
25. Belgrove House
26. Acorn House

Tier 2 (Planning Application)

27. Royal National Throat, Nose and Ear Hospital
28. The Network Building
29. St Pancras Hospital

Tier 3 (Regeneration Sites)

30. Regis Road Growth Area
31. Gospel Oak/Haverstock
32. Euston Area Plan
33. British Library Extension
34. O2 Finchley Road
35. Selkirk House



Likely Significant Cumulative Effects

216 The EIA process has identified likely significant cumulative effects additional to the main assessment of the Proposed Development, as well as changes to significant effects already identified, as a result of the Proposed Development coming forward in conjunction with other surrounding cumulative schemes once the Proposed Development is complete and operational.

Demolition and Construction

217 No additional or different likely significant cumulative effects during demolition and construction have been identified.

Completed Development

218 The following additional or different likely significant cumulative effects as a result of the completed developments (including the Proposed Development) have been identified across all cumulative assessment tiers:

- **Health:** The cumulative health impact relating to improved access to work and training is expected to result in a major beneficial (significant) effect; and
- **Greenhouse Gas Emissions (GHGs) / Climate Change**: In terms of Greenhouse Gases (GHGs), when assessing the Proposed Development to relevant climate change policy, it has been demonstrated that the Proposed Development meets all relevant policy requirements. The UK has adopted a net zero target to be achieved no later than 2050 with the UK government legally mandated to take steps across the economy to meet this target. This will include measures to decarbonise UK power supply as well as ground transportation the effects of which will be to reduce the longer term operational GHG emissions associated with the Proposed Development to zero by 2050.

  Overall, the Proposed Development contributes a small amount to GHG emissions representing 0.82% of total emissions in the LBC and 0.035% of emissions in the Greater London Authority (GLA) and will employ commensurate mitigation measures to ensure policy compliance and minimise its contribution to climate change where possible to ensure that likely significant effects associated with the Proposed Development itself are avoided. The IEMA guidance is however clear that any GHG emissions might be considered significant, and it is important to acknowledge that significant effects from climate change relate to cumulative global GHG emissions from all sources driving up atmospheric temperatures and do not relate to a direct effect resulting from a small additional GHG contribution associated with the Proposed Development. It is therefore concluded that significant adverse effects arising as a result of cumulative (global) GHG emissions from all sources are likely which will need to be considered in the context of the planning policy framework and objectives for the promotion of development in this location.

EFFECT INTERACTIONS

219 Effect interactions occur because of interactions between multiple individual effects associated with just one project on a receptor i.e., the combination of individual effects, for example effects in relation to noise, dust and traffic on a single receptor.

220 The assessment has identified the potential for effects interactions during the enabling and construction of the Proposed Development relating to:

- traffic and transport in relation to increase severance, delay and reduction in amenity due to construction works on cyclists impacting on the pleasantness of the environment. The effect interaction is temporary, adverse and significant;
- traffic and transport in relation to increase severance, delay, perceptions of fear and intimidation and reduction in amenity due to construction works on pedestrian impacting on

the pleasantness of the environment. The effect interaction is temporary, adverse and significant;

- noise, vibration, air quality and daylight to existing residential receptors. The effect interaction is temporary, adverse and ranges between not significant to significant;
- noise, vibration and daylight to existing residential receptors. The effect interaction is temporary, adverse and significant;
- noise, vibration, air quality, daylight and sunlight to existing residential receptors The effect interaction is temporary, adverse and ranges between not significant to significant.;
- noise, vibration, daylight and sunlight to existing residential receptors The effect interaction is temporary, adverse and ranges between not significant to significant.;
- noise, vibration, air quality and sunlight to existing residential receptors The effect interaction is temporary, adverse and ranges between not significant to significant;
- noise and vibration to existing residential receptors, non-residential receptors and introduced receptors. The effect interaction is temporary, adverse and significant.
- Noise and air quality to introduced receptors. The effect interaction is temporary, adverse and significant; and
- noise and air quality to introduced receptors. The effect interaction is temporary, adverse and significant.

221 The assessment has identified the potential for effect interactions when the Proposed Development is complete and operational relating to:

- Reduced daylight and sunlight amenity to existing and future residential receptors. The effect interaction is permanent, adverse and significant in the instances of residential properties at 6 Hemmingway Close, 7-18 Hemmingway Close, 32 Hemmingway Close, 35 Hemmingway Close and Heathview.

  However, it should be noted that the site is unusually clear and uncharacteristic of an inner urban environment, resulting in high baseline levels of daylight. As such, breaches of the criteria for daylight are to be expected when a meaningful development of the site comes forward.

SUMMARY OF LIKELY SIGNIFICANT EFFECTS AND CONCLUSION

222 The Environmental Impact Assessment process has identified the following likely significant effects associated with the Proposed Development:

223 During demolition and construction:

- Health – a significant beneficial effect to existing residents and workers in relation to increased access to work and training as a result of the construction of the Proposed Development;
- Traffic and Transport – a significant adverse effect with regards to severance for pedestrians and cyclists due to the increase in vehicle numbers as a result of the demolition and construction phases of the Proposed Development on Greenwood Place, Sanderson Close, Gordon House Road and Highgate Road;
- Noise and Vibration – significant adverse effects with regards to construction noise and vibration on nearby sensitive receptors during demolition and construction works;
- Daylight and Sunlight – Owing to the constantly evolving and changing nature of demolition and construction works, the effects to daylight and sunlight as a result of an increase in massing on the site will range from negligible up to significant adverse for daylight and

sunlight amenity throughout construction through to completion of the Proposed Development; and

- Townscape and Visual – significant adverse effect on townscape character areas and views due to the presence of machinery (including tower cranes) to facilitate the construction of the Proposed Development impacting on views and townscape areas where the construction is visible.

224 On completion and operation:

- Socio-Economics
  - Significant beneficial effect with regards to operational employment
  - Significant beneficial effect with regards to provision of housing
  - Significant beneficial effect with regards to commercial and industrial floorspace
  - Significant beneficial effect with regards to local provision of open space and public realm
  - Significant beneficial effect with regards to provision of playspace
- Health
  - Significant beneficial effect with regards to access to work and training (residents, workers);
  - Significant beneficial effect with regards to housing provision (residents);
  - Significant beneficial effect with regards to accessibility and active travel (residents, workers);
  - Significant beneficial effect with regards to access to open space, nature, and amenity space (residents); and
  - Significant beneficial effect with regards to access to play space (residents).
  - Significant adverse with regards to access to primary healthcare
    The Proposed Development would introduce a large number of new residents to the area, who could place additional demands on local healthcare. However, it should be noted this is a worst-case assessment of the impact on local healthcare facilities as it does not account for the potential for new health facilities to be provided on site to support the needs of the community.
- Traffic and Transport:
  - Significant beneficial effect with regards to pedestrian and cyclist amenity; and
  - Significant beneficial effect with regards to pedestrian and cyclist delay.
- Built Heritage:
  - Significant adverse effect on the setting of the Christ Apostolic Church
- Daylight and Sunlight:
  - Significant adverse effects on daylight and sunlight amenity
- Views (Visual Impact):
  - Significant beneficial effect on the Views 1, 8,12a/b,13, 20, 25, 27 and 28; and
  - Significant neutral effect on Views 3, 7,15, 23 and 26.
- Townscape
  - Significant beneficial effect on townscape character areas 3, 5 and 6; and
  - Significant neutral effect on townscape character areas 1 and 4

225 Once complete and operational, significant beneficial cumulative effects relate to health. Once complete and operational, significant adverse cumulative effects relate to GHG emissions (when considering cumulative global contributions).

226 The Proposed Development would result in the following key benefits:

- The Proposed Development will provide between 750 and 825 residential units, of which it is expected 35% will be affordable;
- The Proposed Development is an opportunity to create one of London's most exciting commercial clusters, providing a dynamic mix of industrial, retail, leisure and office spaces. The commercial proposals seeks to deliver a significant quantum of commercial floor space that will enable businesses to continue to grow and safeguard jobs and opportunities within the borough, particularly smaller and growing local businesses in Kentish Town. The offer is also designed to complement Kentish Town Centre, creating new reasons for people to visit and create additional footfall and businesses, bringing wider benefits. The proposed affordable workspace offer will deliver an exciting opportunity for new and growing local businesses, contribute towards the placemaking and identity of the site and deliver real social benefits for the community; and
- The Proposed Development would provide a minimum of 21,360m^2 of open and play space, comfortably meeting the policy requirement. The Applicant's Illustrative Masterplan in the DAS shows that 18,143m^2 of high quality public open space (excluding children's play space) could be accommodated on the site, which would meet the policy targets. This would consist of various open and green areas, as well as the Heath Line – a cycle and pedestrian path through the site, linking Kentish Town and Hampstead Heath. A series of open spaces are proposed along the Heath Line which will offer areas for social interaction. Pedestrian and cycle movement will be prioritised and ground floor activities encouraged, all of which will help activate the space.

ES AVAILABILITY

227 The ES is available for viewing on the London Borough of Camden's Planning Portal. The London Borough of Camden's Planning Portal can be accessed by using the following link: https://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/GeneralSearch.aspx

228 A paper copy of the ES is not currently available for viewing by the public at the LBC's Planning Department due to Covid-19 in line with temporary emergency planning legislation in force until 31st December 2021, issued by the Ministry of Housing, Communities & Local Government[11].

229 Comments on the planning application should be made online via the planning portal, or forwarded to the London Borough of Camden at the following address: *Camden Council Building, 5 Pancras Square, London, N1C 4AG.*

230 Electronic Copies of the Environmental Statement and this Non-Technical Summary are available free of charge and can be provided via a downloadable file provided by email.

231 Printed copies of the Environmental Statement and this Non-Technical Summary would incur a printing and postage charge.

232 For further details please contact hello@triumenv.co.uk with reference in email header of "Environmental Statement Request – Murphy's Yard" or Tel: +44 (0) 203 887 7118.

[11] *Town and Country Planning (Local Planning, Development Management Procedure, Listed Buildings etc.) (England) (Coronavirus) (Amendment) Regulations 2020.*


TRIUM