O2 Masterplan Site, Finchley Road

Report for – LS (Finchley Road) Limited

Non-Technical Summary

January 2022

Document Version Control

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1.0	01/2022	Giacomo Ciavatti	Emily Godsiffe	Tony Selwyn

Report for:

LS (Finchley Road) Limited

Copy to

115 Southwark Bridge Road **|** London **|** SE1 0AX
+44 (0) 20 7490 7700
webenquiry@plowmancraven.co.uk

https://www.plowmancraven.co.uk/

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1.0 Introduction

1.1.1 LS (Finchley Road) Limited is seeking planning permission for the comprehensive mixed-use redevelopment of land in Finchley Road (the 'Proposed Development'), within the London Borough of Camden.

1.1.2 The land comprises the O2 Centre (Fronting Finchley Road) including associated car park, Homebase store, car showrooms and builder's merchant (the 'Site'). The location of the Site is shown in **Figure 1.1**, within the administrative boundary of the London Borough of Camden.

1.1.3 This document is a Non-Technical Summary of the findings of the Environmental Impact Assessment (also referred to as EIA) which are reported on in the Environmental Statement. This Non-Technical Summary has been prepared to explain the Proposed Development, its likely significant positive and negative environmental effects 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.

1.1.4 The Environmental Statement has been prepared in accordance with the relevant regulations relating to Environmental Impact Assessment.

Figure 1.1: Site Location Plan

1.2 The Purpose of this Document

1.2.1 This document is a Non-Technical Summary of the Environmental Statement submitted with the planning application for the Proposed Development. The Non-Technical Summary presents the facts in non-technical language and as a series of key questions and answers regarding the Proposed Development to identify the likely significant environmental effects and describes how any significant negative effects are proposed to be mitigated, prevented and/or offset during the construction and future operation of the completed Proposed Development.

1.3 What is an Environmental Impact Assessment?

1.3.1 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 require that before planning permission is granted for certain types of development an Environmental Impact Assessment must be undertaken.

1.3.2 Environmental Impact Assessment is a process that identifies the likely environmental effects of a development and suggests ways in which any significant negative effects on the environment can be prevented, reduced and/or offset.

1.3.3 Given the location of the Site and the nature of the Proposed Development, LS (Finchley Road) Limited were required to carry out an Environmental Impact Assessment to assess the likely significant effects on the environment including those associated with the demolition / construction works and the effects following the completion (referred to as operation) of the Proposed Development. The Environmental Statement (including baseline information, survey information and technical assessments) submitted with the planning application, presents the findings of the Environmental Impact Assessment process, the scope of which was agreed with the London Borough of Camden in its capacity as local planning authority as part of a scoping exercise in direct consultation with a number of consultees.

1.3.4 The Environmental Statement, which has been submitted with the application, is publicly available for anyone to review, to understand the nature and form of the Proposed Development and the outcome of the Environmental Impact Assessment process.

1.4 Assessment Methodology

Scoping

1.4.1 As part of the first stages of the Environmental Impact Assessment, a Scoping Report was submitted to the London Borough of Camden, which set-out the proposed approach to the Environmental Impact Assessment. This was issued to the London Borough of Camden in May 2021.

1.4.2 In October 2021 a formal Scoping Opinion was received from Camden, which was relied upon in preparing the Environmental Statement.

Topics Included in the Environmental Impact Assessment

1.4.3 As part of the scoping process, the following topics were included in the Environmental Impact Assessment:

- Noise and Vibration;
- Air Quality;
- Transport and Accessibility;
- Water Resources, Drainage and Flood Risk;
- Ground Conditions and Contamination;
- Archaeology;
- Daylight, Sunlight Overshadowing, Solar Glare;
- Wind;
- Ecology;
- Socio-Economics;
- Climate Change; and
- Townscape, Heritage and Visual.

1.4.4 As part of the scoping process, it was agreed that the following topics were unlikely to give rise to significant environmental effects and therefore would not be assessed as part of the process:

- Waste;
- Human Health;
- Telecommunication Interference;
- Energy and Sustainability;

- Utilities; and
- Major Accidents and Disasters.

1.5 Impact Assessment

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

1.5.2 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.

1.5.3 Within the baseline conditions, a number of key environmental aspects are identified, which are defined as 'receptors'. The sensitivity of each of these receptors is then identified.

1.5.4 The impact of the proposed development is then identified and the size of the impact (impact magnitude) is considered, taking into consideration the receptors and their sensitivity. Impacts are identified during the construction works and when the proposed development is completed and in use.

1.5.5 The size of the impact and how sensitive a receptor is to the impact defines the scale of an effect. Effects can be defined as being either 'negligible', 'minor', 'moderate' or 'major' in scale and 'positive' or 'negative' in nature. Once the effect has been identified, the assessment then determines whether the effect is considered 'significant' or 'not significant'.

1.5.6 If a significant negative effect is identified, measures are 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.

1.5.7 Effects resulting from a combination of the proposed development and other surrounding development schemes are assessed. In addition, the combination of a number of different effects from the proposed development on a single receptor are assessed as well.

1.5.8 All of the likely effects of the proposed Development are reported within the Environmental Statement, and the likely significant residual effects (the effects after mitigation measures have been implemented) are specifically highlighted.

1.5.9 A summary of the likely significant effects relating to the Proposed Development is contained within this Non-Technical Summary and these effects are discussed in detail in each relevant technical topic assessment of the Environmental Statement.

2.0 Description of Site and Surrounding Context

2.1 Site Location and Context

2.1.1 The Site is located on Finchley Road within the administrative boundary of the London Borough of Camden. It is bounded by Blackburn Road, which envelops the Site along its southern and northern edge, also extending to the west. Finchley Road (A41) bounds the Site to the east, with Billy Fury Way to the west. The Thameslink Bedford-Brighton railway line runs along the northern edge of the Site, and the London Underground Jubilee and Metropolitan lines run above ground along the southern edge of the Site, as shown in **Figure 2.1**.

Figure 2.1: Site Boundary Plan

2.2 Site Description

2.2.1 The Site is approximately 5.77 ha in size and currently comprises the O2 Centre, which is arranged over three floors and contains a cinema, a mix of retail units, restaurants and cafes, a health club, a community room and a Sainsbury's store; hard-standing, which is used as a car-park with space for 520 vehicles and a Homebase store, and to the west of the Site within the boundary are a number of purpose-built car showrooms and a builder's merchant.

2.2.2 The Site is a thin section of land between two railway lines, namely the Thameslink and above ground sections of the London Underground network.

2.2.3 The Site and surrounding area have been under industrial, commercial and residential use over the past two centuries. There has therefore been continuous development and major changes associated with the Site and the surrounding area.

2.2.4 By the late 1990s the Site excluding the far west had been cleared and redeveloped as its present-day layout. An aerial photograph from 1999 shows the present-day development layout nearing completion with outstanding construction taking place in the west.

2.2.5 Vehicular access to the existing car park on-site is via Finchley Road to the east, and access to the Homebase, is via Blackburn Road from the west of the Site. Pedestrian access to the Site is mainly via Finchley Road, through the O2 Centre.

2.2.6 The majority of the Site benefits from a high Public Transport Accessibility Level (PTAL) rating, although this ranges from 2 (poor) to 6a (excellent). The O2 Centre primarily has a PTAL rating of 6B (the highest accessibility rating) and the Homebase store has a PTAL rating of 6A (excellent accessibility), although more central parts of the Site have a lower PTAL rating.

2.3 Environmental Considerations

2.3.1 A review of the Environment Agency's Flood Map shows the Site lies within flood zone 1, meaning the risk of flooding is low.

2.3.2 Historic England's National Heritage List does not include any nationally designated heritage assets within or adjacent to the Site.

2.3.3 The Site does not lie within a conservation area, nor does it include any statutory listed buildings or non-statutory locally listed buildings. However, the Site is immediately adjacent to Swiss Cottage Conservation Area (to the south) and Fitzjohns Netherhall Conservation Area (to the east). More widely, West End Green Conservation Area is situated to the north-west and Redington Frognal Conservation Area is situated to the north.

2.3.4 The Site in general is considered to be of low ecological value with little habitat available for protected species to be present. Scattered landscape tree planting is present within the car park area. Six mature London plane trees are also present along Billy Fury Way along the western boundary. Generally, trees are well established and have been adequately maintained, although some signs of damage have been identified, likely from cars impacting the tree base.

2.3.5 Noise sources affecting the Site are characterised by road traffic, train and aircraft movements.

2.3.6 The Site is located within the Camden Air Quality Management Area (AQMA), which means that the area exceeds acceptable levels of air pollution for pollutants deemed detrimental for human health.

2.4 Surrounding Area and Sensitive Receptors

2.4.1 The Site is designated as a Town Centre and allocated as a growth area in the Camden Local Plan.

2.4.2 The majority of the Site (not including the O2 Centre itself) is located within the West Hampstead Interchange Growth Area and falls within the northern part of Finchley Road / Swiss Cottage (District) Town Centre, which runs from the O2 Centre to Swiss Cottage Leisure Centre and the listed Swiss Cottage Library to the south.

2.4.3 The town centre is split into two distinct areas - Finchley Road, which has the O2 Centre with a concentration of food, drink and entertainment uses and Swiss Cottage, which has the Swiss Cottage Leisure Centre and the listed Swiss Cottage Library providing a focus to the south. The O2 Centre frontage on Finchley Road is designated as a secondary shopping frontage.

2.4.4 The northern boundary of the Site is immediately adjacent to the West Hampstead Railside, Medley Orchard and Westbere Copse SINC which is of borough grade importance to wildlife and may provide some connectivity to the north-western section of the Site for reptile species.

2.4.5 Whilst the Site does not include any statutory listed buildings or non-statutory locally listed buildings, several designated heritage assets including conservation areas and listed buildings, and non-designated heritage assets including locally listed buildings, are located within proximity to the Site.

2.4.6 There are four Conservation Areas within 500m of the Site which include:

- Redington Frognal Conservation Area to the north;
- Fitzjohns Netherhall Conservation Area to the east;
- South Hampstead Conservation Area to the south; and
- West End Green Conservation Area to the north west.

2.4.7 A number of receptors have been identified that would potentially be sensitive to effects resulting from the Proposed Development, as set out in **Table 2.1**.

Table 2.1: Sensitive Receptors

Receptors	Description
Visitors and on-site users	Existing and future users of the Site and surrounding area.
Residential	Existing and future residential properties in the surrounding area.
Commercial and Industrial	Office, retail and industrial buildings within the local area.
Social Infrastructure	Effects of the changes to the demography and socio-economics in the area on education and school facilities, churches and places of worship; health and community facilities such as GP surgeries, child care facilities and local community facilities.
Transport Network	• Existing sensitive receptors comprise: • Local highway network; • Users of the surrounding streets; • Users of the public transport network; • Network of footway and pedestrian connections that serve the Site; • On-street cycle routes in the vicinity of the Site; and • Car clubs located in the vicinity of the Site.
Townscape and Views	Surrounding townscape and character.
Ecological Receptors such as fauna and flora	Effect of demolition and construction works on existing habitats within and surrounding the Site.
Air Quality	Potential impacts on air quality during construction and long-term impacts upon the AQMA and AQFA.
Heritage assets, including archaeological, heritage and landscape features	Surrounding heritage assets, including Grade II listed building and buried archaeology.
Hydrological Receptors	Existing and future users of the Site and surrounding area.

3.0 Alternatives and Design Evolution

3.1 Requirements for Alternatives

3.1.1 As per the Environmental Impact Assessment Regulations, analysis of reasonable alternatives forms a key part of the Environmental Impact Assessment process and serves to ensure that environmental effects are considered at the earliest possible stage during the project life cycle.

3.1.2 The alternatives to the Proposed Development which have been considered by the Applicant include:

- The 'Do Nothing' Alternative;
- Alternative Sites; and
- Alternative Designs.

3.2 The 'Do Nothing' Alternative

3.2.1 The Do-Nothing / No Development Alternative refers to the option of leaving the Site in its current state. The 'Do Nothing' scenario was not considered given the recent adoption of the West End Lane to Finchley Road Supplementary Planning Document in which there is a clear policy imperative to secure the redevelopment of the Site.

3.2.2 If the Site was left in its current state, it would result in the following:

- No delivery of housing (including affordable housing) and employment opportunities in accordance with planning policy objectives;
- No community facilities;
- No improvement in neighbourhood connectivity and permeability;
- No improvement in public realm or creation of open space;
- No remediation of contaminated land;
- No ecological and habitat enhancements.

3.2.3 As a result, the 'Do-Nothing' Scenario was not considered on the basis that this would not be an efficient or optimal use of the land.

3.3 Alternative Sites

3.3.1 The Site represents an opportunity to regenerate currently underutilised brownfield land to provide new housing, employment and open space.

3.3.2 In addition, as above, this position is supported by the recently adopted Supplementary Planning Document.

3.3.3 Given the above policy position and the clear need for this Site to be redeveloped, no alternative Sites have been considered.

3.4 Site Constraints and Environmental Considerations

3.4.1 An analysis of the Site and the existing conditions in the surrounding area has been undertaken as part of the EIA process.

3.4.2 As a result of this analysis, the following constraints have been taken into account in the design evolution process.

Flood Risk, Drainage and Site Levels

3.4.3 The Environment Agency Flood Zone Map indicates that the Site is located within Flood Zone 1, so at low risk of flooding. Nevertheless, a wide range of Sustainable Drainage Systems, including permeable paving, temporary storage areas and underground storage tanks have been incorporated into the final design to assist with the drainage of the Site.

Arboriculture

3.4.4 No trees within the Site are subject to a Tree Preservation Order. However, consideration was given to minimising potential impacts on retained trees during the demolition and construction works, with continued measures for protection once the Proposed Development has been completed. In this regard, an arboricultural survey was undertaken and advice sought in respect of impact to existing trees and where mitigation was needed.

Ecology

3.4.5 Ecological surveys were undertaken to determine any constraints in respect of ecology. Any habitat lost has been carefully replaced within the proposals and this re-provision has played a key part in the proposals to achieving a biodiversity net gain across the Site.

Contamination

3.4.6 Due to the Site's previous industrial uses and Site Investigations carried out, contamination and the potential for remediation was a consideration in the design process.

Noise and Air Quality

3.4.7 Baseline noise and vibration surveys were undertaken at the Site to characterise existing conditions. Existing constraints include both rail and road noise.

Wind

3.4.8 Numerous wind assessments were undertaken during the design evolution process to inform the design evolution of the Proposed Development, and to identify the most appropriate locations for amenity space and building entrances, as well as to highlight any areas for refinement and further development.

Daylight, Sunlight and Overshadowing

3.4.9 The proposals were subject to numerous daylight, sunlight and overshadowing assessments to consider impacts and effects to the surrounding sensitive receptors, as well as at the proposed on-site residential units, amenity spaces and play spaces.

3.4.10 These assessments resulted in the refinement of building heights and massing, and where possible, buildings were set back or reduced in height to improve daylight and sunlight levels.

Townscape and Visual Impact

3.4.11 Townscape and visual image assessments have been carried out using Computer Generated Images to superimpose building designs into the existing landscape from a range of viewpoints. A total of 19 viewpoints were used ranging from immediately adjacent to the site to higher vantage points in public spaces. This technique of visualising unbuilt architecture has enabled the refinement of the Proposed Development.

Transport

3.4.12 Ensuring increased connectivity and permeability throughout the Site has been a common theme throughout the design process, including the eat-west connectivity through the Site.

3.4.13 Measures to minimise the demolition and construction transport impacts and effects of the Proposed Development were explored, including alternative construction systems and methodologies, as well as potential routes for construction traffic to and from the Site.

3.5 Alternative Design and Design Evolution

3.5.1 As part of the evolution of the Proposed Development, consideration was given to the Site history and the existing environmental constraints and opportunities within and surrounding the Site and the adjoining areas, to inform the land uses, nature, scale and massing and proposed layout of the built form and the areas of open space and public realm of the Proposed Development. Such considerations have occurred over a period of time in the context of relevant national and local planning policies, best practice guidance and development standards as operated by London Borough of Camden and other decision-making bodies.

3.5.2 The over-arching objective has been to ensure the creation of a deliverable, sustainable development and comprehensive regeneration of the area, which responds to local needs, environmental conditions and the Site context, and development plan policies and objectives.

3.5.3 The Proposed Development design has been informed by key elements of the Site's context and by an understanding of the Site's constraints. The proposed design has been selected by taking into account the sunlight, daylight and overshadowing, wind, townscape, transport and access, and technical issues (including engineering and avoidance of key constraints), as well as the issues raised during consultation with officers at Camden, Transport for London and in response to the pre-application meetings and public consultation events held.

3.5.4 The design evolution of the Proposed Development is set out below.

LBC Pre-app Meeting 01 – June 2020

3.5.5 At the first pre-application meeting with Camden, the project architect presented an early iteration of the [design for the] Proposed Development.

3.5.6 The main features of the scheme were:

- The introduction of a linear park through the centre of the Site in lieu of the road;

- The introduction of a large public green space at the Western end.

3.5.7 Many of the ideas presented were welcomed by the planning officers, however there was a general feeling that there should be further investigation into the masterplan layout to ensure that the several options had been explored.

3.5.8 In particular, officers felt that the building forms should have more variation and that the position of the pedestrian thoroughfare should be considered further. The quality and use of public spaces should also be investigated in more detail. It was concluded that the next meeting would be in a workshop format to discuss ideas more widely.

LBC Pre-app Workshop 01 – July 2020

3.5.9 At the first design workshop the project architect presented a series of high-level sketch proposals looking at differing approaches to site layouts as illustrated by the diagrams below. The main conclusions from the exercise were:

- To relocate the entrance to the pedestrian link further south on Finchley Road;
- To retain the existing vehicular access on Blackburn Road to allow for a more complete pedestrian thoroughfare;
- To follow the site geometry with the pedestrian route.

Figure 1: Sketch plan Option 1

Figure 2: Sketch plan Option 2

Figure 3: Sketch plan Option 3

Figure 4: Variety of arrangements were considered following the first meeting with Camden showing iterative progression

3.5.10 There were 3 main variants of the masterplan as illustrated, which looked at means by which variation of the Site grain could be explored to provide a variety of plot sizes and scales.

Feedback

3.5.11 The exploration of different approaches was welcomed; however, the officers still did not get a sense of the variation of geometries and plot sizes. There were queries regarding the public spaces and how these would feel – particularly that of Blackburn Road.

LBC Pre-app Workshop 02 – September 2020

3.5.12 At the second design workshop the project architect presented a series of more detailed sketch proposals focusing on the quality of public spaces and streets as well as an initial take on an approach to height.

3.5.13 The overall masterplan envisaged:

- A series of pocket parks with unique and specific characters;
- Two large public spaces with defined uses;
- A variety of building sizes and plots;
- A more permeable Finchley Road.

3.5.14 An initial take on height was presented showing points of taller elements on the north – offset to ensure daylight and views could be had between the plots and courtyards.

3.5.15 The approach to public realm was welcomed, however officers were not convinced that the public spaces were sufficient in scale nor whether there was a clear enough and recognisable defined hierarchy of spaces.

LBC Pre-app Workshop 03 – October 2020

3.5.16 At the third design workshop the project architect presented a series of options for the masterplan layouts exploring the position, hierarchy and scale of public spaces.

3.5.17 Two options were considered in greater detail, an iteration of the previous proposals, and a new approach which moved the linear

3.5.18 Some existing developments were discussed as precedents to compare the effects of differing layouts and scales.

3.5.19 The main changes were:

- Rearranging the plots to consolidate the buildings on the north of the site, giving this part greater density while increasing and consolidating the public realm to the south;
- Taking the opportunity this move afforded to create a linear park along the south;
- Preserving the public spaces between the buildings to add area and variety to the public realm.

3.5.20 The new approach, consolidating the public space to the south of the Site, was welcomed and it was felt this gave a good sense of hierarchy to the sequence of public spaces.

3.5.21 The scale comparisons were well received and led officers to conclude that those proposed were appropriate in scale for their uses.

3.5.22 Additional buildings at the eastern and western ends of the linear park would benefit it by framing how it joins the streets in those positions.

3.5.23 A short discussion took place on a typical courtyard plot and it was agreed to look more closely at residential typologies at the next workshop with particular focus on dual aspect accommodation.

LBC Pre-app Workshop 04 – October 2020

3.5.24 At the fourth design workshop the project architect presented a series of small developments to the masterplan.

3.5.25 They proposed buildings along the southern boundary, and the eastern and western ends of the Site.

3.5.26 Two different approaches to explore the massing of the buildings and their effects on townscape were also presented, before the workshop concluded with a discussion of residential typologies.

3.5.27 Comments at the previous workshop led to the following amendments of the masterplan:

- Buildings on the Site's southern, eastern and western edge;
- Connections to the east and west;
- More developed designs along Finchley Road to establish a distinctive character for this part of the Site;
- Manipulating the public realm to maximise dual aspect accommodation;
- Introducing a corridor for wildlife; and
- Address circulation by looking at building entrances and cyclists' requirements.

3.5.28 The officers broadly welcomed the new iteration of the masterplan while expressing some concern about the loss of permeability and geometric character of the town square.

3.5.29 The work on typologies was appreciated but more information on tenure, unit mix, and resident experience is needed.

3.5.30 In addition:

- Exploring the character of each area was also welcomed;
- The studies of typologies made a good start but invited further detail about forms of tenure, mix of units and the experience residents will have;
- Further detail about the nature of the ground floor and the spaces between the buildings was also sought;
- Blackburn Road and the western part of the site needed more focus; and
- It was thought inappropriate to have a building to the south of the square.

LBC Pre-app Workshop 05 – October 2020

3.5.31 At the fifth design workshop the project architect presented a focus on residential typologies, including number and position of dual aspect homes, and the relationship between the courtyards and the wider public realm as shown on plan and in section.

3.5.32 There were also minor revisions to the masterplan which included reinstating a triangular public space at the eastern end, while the building to the south of this space was amended to incorporate a lower ground floor mews to activate the southern.

3.5.33 Responses to points raised at the previous workshop included:

- Improving the tenure;
- Developments to Blackburn Road;
- Reducing buildings to the south of the park;
- Design developments to commercial space on ground and lower ground floors to show servicing;
- Reintroducing access from the north east;
- Developing a strategy for bus stops and routes.

LBC Pre-app Workshop 06 – January 2021

3.5.34 At the sixth design workshop the project architect presented design developments to several areas of the masterplan were the subject of this workshop. The building line and massing of the plots in the centre of the Site was a particular focus, with amendments to the western edge of Blackburn Road and the street between the Nido and plot N7 also explored in more detail.

3.5.35 The main new features presented were:

- Maintaining the route for cyclists through to Blackburn Road West;
- A preliminary strategy for Blackburn Road to accommodate bins, bicycles and cars
- Massing view from West End Lane;
- Exploration of options for retaining and re-using parts of the 02 Centre;
- Improvements to the linear park to work better for cyclists and pedestrians;
- Defined locations for bus stops;
- Making the courtyards more private and secure for children to play in them;
- Studies of brick types and the 'Arts and Crafts' character of the local area to respond better to the context.

3.5.36 Responses to points raised at the previous workshop included:

- Design development of the building line and shoulder height was welcomed;
- Scale and character of the building on the western edge of Blackburn Road was broadly supported;
- More clearly defined purpose of the space between the Nido and plot N7 was sought, to take account of its role as a route and location for buses to turn;
- The strategy for the massing was broadly supported though exact heights of individual buildings not agreed, with that deferred to the next workshop.

LBC Pre-app Workshop 07 – February 2021

3.5.37 This workshop focused on new options for massing across the masterplan. Each option contained the same built area and number of masterplans, though these were massed and distributed differently.

Base option

3.5.38 Massing as presented in the previous workshop.

Linear Option

3.5.39 Reducing the height on buildings on the central plots, and raising heights of those at either end.

Stepped Massing A

3.5.40 A single tall at the western end, with height concentrated on the northern side of the plots.

Stepped Massing B

3.5.41 No tall buildings with height distributed evenly across the Site.

3.5.42 Responses to points raised at the previous workshop included:

- Officers acknowledged that the effect of the options significantly reduced the impact of the development from agreed viewpoints, but believed there needed to be stronger justification for the proposed density in comparison to other schemes in and beyond Camden;
- Public benefits offered by the scheme could be taken into account when considering density;
- The overall approach to affordable housing, amount of publicly accessible space, the impact on public transport, education and healthcare provision needed clarification;
- Any tall building should not be within the square;
- The horizontal expression of the facades on the three central plots gained positive comments, though variation would be required;
- Strategies for distributed height generally appeared to be logical;
- The scale and character of Blackburn Road was well received;
- The corner of Blackburn Road needed clearer definition.

LBC Pre-ap Workshop 08 – March 2021

3.5.43 At the eight-design workshop the project architect presented a significant revision to the Masterplan.

3.5.44 The principal points were:

1) Altering the geometry along Finchley Road and reinforcing the junction between Finchley and Blackburn Roads;
2) Re-aligning the corner of Finchley and Blackburn Roads allows two blocks to be located closer to Finchley Road and to be longer;
3) Framing the central terrace on Finchley Road;
4) Shortening the crescent along the south eastern part of the Site;
5) Remove the cruciform shape from the plan and adjust the building geometries accordingly;
6) Resize the plots to add a fourth courtyard block;
7) Add townhouses to the southern courtyards;
8) Remove the building on the south side of the community green to the linear park flows into it;
9) Increase the size of the northern building on the green to create a larger and more flexible plot.

3.5.45 Responses to points raised at the previous workshop included:

- A broad welcome to the reduction in height and massing, though some of the moves made to achieve this were regarded as detrimental to the overall masterplan;
- A preference for the previous scheme at the eastern and western edges of the Site;
- A request for more space between the blocks;
- A request to know how much of the open space is fully accessible to the public;
- Public space N7 needs a purpose;
- The possibility of community uses in the first phase was raised;
- The apparently regimented character of the central section caused concern and needed more work;
- Introduced splayed blocks, further development of housing typologies and increasing the number of dual aspect homes was appreciated;
- The proposed height at the eastern end seemed to work, though not on Finchley Road. Variation in height should be introduced;
- Accessibility of the courtyards needed clarification.

LBC Pre-app Workshop 09 – May 2021

3.5.46 At the ninth design workshop AHMM presented further revisions to the masterplan addressing comments on previous iterations were set out at this workshop:

1) Eastern and western edges of the scheme to revert to iteration prior to version presented in workshop 08;
2) Spaces between buildings enlarged by inflecting the plots to exploit the varying widths of these spaces;
3) A new open space in the centre of the Site (the central square) provides respite and adds variation to the linear park;
4)
5) The green space at the western end of the site increased by straightening the western edge of plot N5;
6) Taller buildings removed from Finchley Road;
7) Great height and density concentrated around the town square, off Finchley Road;
8) More variety to the heights along the linear park;
9) Treating each building as an object in a park creates more breathing space along the linear park;
10) Slight increase in height at the corner towards the west.

3.5.47 Responses to points raised at the previous workshop included:

- Officers were generally comfortable with the level and distribution of higher buildings, subject to review during design development;
- Heights at the eastern end of the Site were also comfortable, but there needed to be a more direct architectural relationship between the plots of the northern edge of the square and those along its southern and eastern edges;
- Re-orientating the building at the back of the new square (where's that?) would define the square better;
- Detail sought as to how the linear park would feel safe and its southern side activated;
- Possibility raised of a direct link between Finchley Road Underground station and the development;
- Plot N7 discussed as a possible bus turnaround but it still needs a clearer purpose.

LBC Pre-app Workshop 10 – July 2021

3.5.48 At the tenth design workshop the project architect presented further revisions to the masterplan to take account of comments on previous iterations:

1) Shape of plot N7 amended to create a larger shared surface and to become a more generous and obvious destination at the end of Blackburn Road;
2) Gaps introduced to the eastern wing of plot N5 and the western wing of N4, increasing the number of dual aspect apartments, break down the length of the façade and introduce variety to the buildings along the linear park;
3) Plot N3E at the rear of the central square reorientated to make a more generous space and to define its northern edge;
4) Investigating a finer building grain to plots N1 and N2, in keeping with southern side of the town square, and to differentiate this plot;
5) Introducing gaps between the buildings allows the building edges on the linear park to be slightly lowered;
6) Building on plot N7 rises slightly so infill units can be removed;
7) Massing on buildings on plots N1 and N2 made closer to that on S1 with pitched roofs.

4.0 Description of Proposed Development

4.1 Proposed Development Layout

4.1.1 The Application is submitted as a hybrid application with Plots N3-E, N4 and N5 and associated landscaping, access roads and infrastructure submitted in detail ('Detailed Proposals') and the remaining plots (S1, N1, N2, N3, N6, N7, S8) and areas of the Site submitted in outline ('Outline Proposals').

4.1.2 A description of the development for which planning permission is sought is set out below:

"Part full and part outline planning permission comprising the following:

Detailed planning permission for Development Plots N3-E, N4, and N5 including demolition of existing above ground structures and associated works, and for residential development (Class C3) and commercial, business and service (Class E) uses in Development Plot N3-E, residential development (Class C3) and local community (Class F2) and commercial, business and service (Class E) uses in Development Plot N4, and residential development (Use Class C3) and commercial, business and service uses (Class E) uses in Development Plot N5 together with all landscaping, public realm, cycle parking and disabled car parking, highway works and infrastructure within and associated with those Development Plots."

Outline planning permission for Development Plots N1, N2, N3, N6, N7 ,S1 and S8 including the demolition of all existing structures and redevelopment to include residential development (Class C3) commercial, business and service uses (Class E), sui generis leisure uses (including cinema and drinking establishments) together with all landscaping, public realm, cycle parking and disabled car parking, highway works and infrastructure within and associated with those Development Plots."

4.1.3 The Application has been subdivided into 10 Plots, identified on **Figure 4.1** and discussed in **Table 4.1**.

Figure 4.1: Plan Identifying the Location of the Plots Across the Site

Table 4.1: Detailed Proposals: General description of the Plots and Land Use Distribution

Plot	Description, including Proposed Land Use and Quantum
N3E	This Plot is located in the middle of the Site and forms part of the detailed proposals. It is intended to provide a mix of residential (Class C3) units at the upper levels, with retail (Use Class E(a) and Food and Drink premises (Use Class E(b) at ground floor level. The Plot is up to 85.650m AOD in height.
N4	This Plot is located in the middle of the Site and forms part of the detailed proposals. It is intended to provide a mix of residential (Class C3) units at the upper levels, with community (Use Class F2), retail (Use Class E(a) and business (Use Class E(c) provided at ground floor and podium level. The Plot is up to 98.600m AOD in height. Residential parking is provided at podium level. A small localised basement is provided to accommodate water tanks for the Plot.
N5	This Plot is located in the middle of the Site and forms part of the detailed proposals. It is intended to provide a mix of residential (Class C3) units at the upper levels, with retail (Use Class E(a) provided at ground floor and podium level. The Plot is up to 101.850m AOD in height. Residential parking is provided at podium level. A small localised basement is provided to accommodate water tanks for the Plot.

4.1.4 Details of those 'matters to be reserved' and 'no matters reserved' across the Plots are provided in **Table 4.2**.

Table 4.2: Matters Reserved for the Outline Proposals

Plots	Detailed / Outline	Access	Appearance	Landscaping	Layout	Scale
N3E, N4 and N5	Detailed Proposals (no matters reserved)	X	X	X	X	X
S1, N1, N2, N3, N6, N7, S8	Outline Proposals (matters reserved)	✓	✓	✓	✓	✓

4.2 Land Use and Floorspace

4.2.1 The area schedule for the Proposed Development is presented in **Table 4.3** and **4.4** and shows the maximum quantum of each use-class across the Proposed Development.

Table 4.3: Total Floorspace by use for Detailed Proposals

Land Use	Use Class	Plot N3-E (GIA Sqm)	Plot N4 (GIA Sqm)	Plot N5 (GIA Sqm)	TOTAL
Residential including car parking	C3	5,269	23,420	26,491	55,180
Community	F2	0	270	0	270
Retail	E (a)	186	186	1,361	1,733

Food and drink	E (b)	114	0	0	114
Professional Services	E (c)	0	155	0	155
Sub station	Sui Gen.	Included in Resi GIA			
Total Includes all built floorspace – plant, podium car parking, BOH etc		5,569	24,031	27,852	57,452

4.2.2 The Outline Proposals are divided into 7 Plots, which are defined on **Figure 4.1**. The total development floor space is divided between the Plots in accordance with the schedule contained in **Table 4.4**.

Table 4.4: Maximum Residential and Commercial/Non Residential floorspace (GIA) by Development Plot for Outline Proposals

Plot	S1	N1	N2	N3	N6	N7	S8	Use Cap
								MAXIMUM not to be exceeded
Use	**SQM**	**SQM**	**SQM**	**SQM**	**SQM**	**SQM**	**SQM**	**SQM**
Residential (including carparking and basements)	12,100	16,850	25,400	24,500	6,100	21,650	8,400	115,000
Class C3								
Commercial /Non Residential Total	**4,550**	**6,700**	**2,500**	**500**	**300**	**1,810**	**1,050**	**17,410**
TOTAL	**16,650**	**23,550**	**27,900**	**25,000**	**6,400**	**23,460**	**9,450**	
Total Floorspace not to be exceeded								**132,410**

Individual Plot Area Not to be exceeded	16,650	23,550	27,900	25,000	6,400	23,460	9,450	**132,410**

Table 4.5: Breakdown of commercial/non-residential uses across the Outline Proposals

Maximum non-residential Uses		**Outline (East Development Plots: S1, N1, N2, N3)**	**Outline (West, Development Plots N6, N7, S8)**
Plot ID	**Use Class**	**Maximum Uses**	**Maximum Uses**
Use		**SQM**	**SQM**
Retail	Class E (a)	4,600	860
Food & drink	Class E (b)	800	200
Financial and professional services	Class E (c)	500	-
Indoor sport & recreation	Class E (d)	1,200	-
Medical services	Class E (e)	-	1,200
Non-residential creche day centre or nursery	Class E (f)	-	300
Office and workspace	Class E (g)	500	300
Drinking establishment	Sui Generis	600	300
Cinema	Sui Generis	3,050	-
Service yard		3,000	-
Non-Residential Total (Not to be Exceeded)		14,250	3,160
Total for Outline Proposals		**17,410**	

Outline Proposals – Minimum Areas

4.2.3 As well as providing maximum floor areas, the Outline Proposals are subject to quantums.

- Multi-disciplinary health centre (Class E,e) – 1,000sqm;
- Cinema (Sui Generis) – 1,250sqm; and
- Affordable workspace (Class E,g) – 250sqm.

Residential (Use Class C3)

4.2.4 The Detailed Proposals will include a total of 55,180 sqm GIA of residential floorspace (use Class C3). The Detailed Proposals will include 608 residential units

4.2.5 The Outline Proposals will include up to 115,000 sqm GIA of residential floorspace including an allowance for residential car parking in podiums.

4.2.6 Therefore, the total residential use across the Site, including residential parking in podiums could be up to 170,180 sqm GIA which for the sake of this EIA has assumed that this equates to around 1,800 residential units.

4.2.7 The Development will provide a mix of housing types including studio, 1, 2, and 3+ bedroom units.

4.2.8 The Application will include a minimum of 35% affordable housing by floorspace (GIA) and habitable room across the Development. The affordable housing will include London Affordable Rent and Intermediate Rented Housing at a ratio of 60:40 by floorspace. A minimum of 50% of the London Affordable Rent housing total will be family, three-bedroom units.

4.2.9 In terms of Affordable Housing, the details across the Proposed Development are provided below. This mix would be the same across both the Detailed and Outline Proposals:

i. 35% of the total Residential GIA across the Proposed Development will be affordable.

ii. 35% will be provided as follows:

a) 60% Low Cost Rent; and
b) 40% Intermediate Rent.

4.2.10 The Outline Proposals seek permission for a maximum level of Use Class C3 residential floorspace of 115,000 sqm GIA (including podium parking) distributed across Plots N1, N2, N3, N6, N7, S1 and S8.

Proposed Unit Mix and Tenure

4.2.11 The residential provision across the Proposed Development would include a range of unit types. The proposed unit and tenure mix is presented in **Table 4.6** and **4.7.**

Table 4.6: Proposed Residential Unit Mix and Tenure for the Detailed Proposals

Type of Housing	Private	London Affordable Rent	Intermediate Rent
Studio	59 (14%)	0	0
1 bedroom	157 (37%)	14 (13%)	48 (57%)
2 bedroom	187 (45%)	48 (57%)	25 (30%)
3 bedroom	17 (4%)	36 (35%)	11 (13%)
Total	420	104	84

Table 4.7: Proposed Residential Unit Mix and Tenure for the Outline Proposals

Type of Housing	Private	London Affordable Rent	Intermediate Rent
Studio	0-20%	0-5%	0-20%
1 bedroom	0-40%	0-25%	0-30%
2 bedroom	30-50%	20-25%	20-40%
3 bedroom	0-5%	45-50%	0-15%

Land Use Distribution

4.2.12 A general arrangement plan for the Proposed Development at lower ground floor level is provided in **Figure 4.2**. This is provided as 'illustrative' for the Outline Proposals i.e. one possible way the Plots might be built-out within the parameters.

Figure 4.2: Illustrative Masterplan

Detailed Proposals

4.2.13 The Detailed Proposals consists of 3 plots: N3E, N4 and N5 with nine buildings. The nine buildings will accommodate 608 homes, commercial, business and service together with all landscaping, public realm, and associated works.

4.2.14 Across the Detailed Proposals are two building typologies. Buildings N4 A, B and C, and N5 A, C and D are 'Courtyard Buildings' which appear to adjoin and wrap around 3 sides of the Plot enclosing the courtyard. N3 E, N4 D and N5 B are characterised as a 'Pavilion Buildings'. Buildings on plots N4 and N5 include a podium to house the variety of uses and ancillary spaces. Buildings on these plots share common servicing and amenities at ground level.

Key

- Primary residents access
- Secondary residents access and escape
- Duplex apartments
- Commercial frontages
- Community frontages
- Car Park Residential

1. Lobbies
2. Maisonette front gardens
3. Commercial
4. Community Space
5. Workspace
6. Refuse Store
7. Cycle Store
8. Plant

Market Rent
- Studio Apartment
- 1B 2P Apartment
- 2B 3P Apartment
- 2B 4P Apartment
- 3B 5P Apartment

Intermediate
- 1B 2P Apartment
- 2B 3P Apartment
- 2B 4P Apartment
- 3B 5P Apartment

Social Rent
- 1B 2P Apartment
- 2B 3P Apartment
- 3B 5P Apartment

Figure 4.3: Detailed Proposals Ground Floor Plan

Figure 4.4: Detailed Proposals Podium Level Plan

Key

Market Rent
- Studio Apartment
- 1B 2P Apartment
- 2B 3P Apartment
- 2B 4P Apartment
- 3B 5P Apartment

Intermediate
- 1B 2P Apartment
- 2B 3P Apartment
- 2B 4P Apartment
- 3B 5P Apartment

Social Rent
- 1B 2P Apartment
- 2B 3P Apartment
- 3B 5P Apartment

Figure 4.5: Detailed Proposals Lower Typical Level Plan

Key

- Residents roof terrace access
- 1 Residents communal roof terrace
- 2 Lift/ stair core
- 3 Plant
- 4 PV's
- 5 Green / Brown Roofs

Market Rent

- Studio Apartment
- 1B 2P Apartment
- 2B 3P Apartment
- 2B 4P Apartment
- 3B 5P Apartment

Intermediate

- 1B 2P Apartment
- 2B 3P Apartment
- 2B 4P Apartment
- 3B 5P Apartment

Social Rent

- 1B 2P Apartment
- 2B 3P Apartment
- 3B 5P Apartment

Figure 4.6: Detailed Proposals Roof Plan

Outline Proposals

4.2.15 The Application is submitted part in detail and part in outline. The part of the Site for which detailed planning permission is sought is shaded dark grey on the Parameter Plans.

4.2.16 The Parameter Plans referred to below are submitted for approval in relation to that part of the Site for which outline planning permission is sought. These Parameter Plans set the parameters or building envelope for the Outline Proposals, and all reserved matters submitted pursuant to the Planning Permission must be in accordance with the approved Parameter Plans.

4.2.17 The details of the Outline Proposals would be approved in future reserved matters applications.

Proposed Development Plots and Public Realm

4.2.18 Parameter Plan 19066_X_(02)_103 sets out the extent and location of the Development Plots and identifies the area of public realm space to be provided. The plan indicates limits of deviation in the Development Plot boundaries, and indicates the required minimum distances between Development Plots, to allow for appropriate open spaces and routes through the Site.

4.2.19 The Development Plot boundaries have a limit of deviation of 3 metres in respect of Plots N7, N6, N3, N2 and N1. These limits of deviation provide the ability to adjust the Development Plots to marginally change in position, to allow flexibility as the detailed design of the Outline Proposals progresses at the reserved matters stage. Where the footprint of a Development Plot is to move within the limits of deviation, the minimum distances between the Development Plots must still be adhered to.

4.2.20 The limits of deviation that permit the adjustment of the boundaries of the Development Plots allow for corresponding adjustments to the positioning and dimensions of the public realm, but importantly do not allow for any reduction of the total quantum of public realm to be provided.

Proposed Building Lines

4.2.21 Parameter Plan 19066_X_(02)_104 sets out maximum and minimum building lines for the Outline Proposals.

Proposed Basement Extents

4.2.22 Parameter Plan 19066_X_(02)_105 provides the maximum extent of development that can take place at basement level across the Outline Proposals.

Proposed Vehicular Access from Planning Application Boundary

4.2.23 Parameter Plan 19066_X (02)_106 sets out the proposed access points into the Site as well as locations for the turning of vehicles within the Site.

Proposed Predominant Basement Level Uses

4.2.24 Parameter Plan 19066_X_(02)_107 identifies the predominant basement level uses across the Outline Proposals. This plan identifies where the use of the basements will be predominantly in residential or non - residential use.

Proposed Predominant Ground and Lower Ground Floor Uses

4.2.25 Parameter Plan 19066_X_(02)_108 identifies the predominant ground and lower ground floor uses across the Outline Proposals. This plan identifies where the ground and lower ground floor uses will be predominantly in residential or non - residential uses.

Proposed Predominant Upper-Level Uses

4.2.26 Parameter Plan 19066_X_(02)_109 identifies the predominant upper level uses. This plan identifies where the upper level uses across the Outline Proposals will be predominantly in residential or non - residential uses.

Proposed Site Levels

4.2.27 Parameter Plan 19066_X_(02)_110 sets out the existing and proposed Site levels for the area within the Outline Proposals. The plan has a limit of deviation to all levels.

Proposed Maximum Heights

4.2.28 Parameter Plan 19066_X_(02)_111 sets out the maximum building heights for each Development Plot in the Outline Proposals. This plan should be read alongside parameter plan 19066_X_(02)_103 which sets out the limits of deviation for each Development Plot .

4.3 Basements

4.3.1 A basement would be provided beneath the Outline Proposals.

Table 4.7 Basement Depths

Plot	Basement Depths (m below Ground Floor Level)
S1	-8.0
N1	-8.0
N2	-8.0
N3	-4.0

N6	-4.0
N7	-4.0
S8	-4.0

4.4 Building Heights

4.4.1 Proposed building heights across the Proposed Development are provided in **Table 4.8** below.

Table 4.8: Building Heights (AOD)

Plot	Maximum Building Heights (m AOD)
S1	**79.50**
N1	**110.40**
N2	**110.40**
N3	**105.0**
N6	**84.70**
N7	**100.20**
S8	**75.70**

4.5 Site Access

4.5.1 Vehicle access will be maintained from Finchley Road and West End Lane, with the junction of Blackburn Road and Finchley Road reduced in scale to reflect the changing nature of the site.

4.5.2 The existing bus routes will continue to enter the site and stop on Blackburn Road, with a revised turning space provided at the western end of Blackburn Road for turning buses as well as other vehicles.

4.5.3 A recreational pedestrian and cycle route will be available across the southern side of the Site with a more direct route available to cyclists via Blackburn Road on the northern side of the site. Pedestrian permeability will also be improved with a network of pedestrian routes connecting through the site between Finchley Road to West End Lane.

4.5.4 Delivery and servicing activity will be from Blackburn Road or via the proposed service yard.

4.6 Car Parking

4.6.1 The Development is car free with the exception of disabled spaces, servicing and drop off points.

4.6.2 The disabled spaces will be located on a Plot by Plot basis. 100% of the 3% disabled spaces will be provided onsite.

4.7 Cycle Parking

4.7.1 A total of 1,092 number of long stay and 82 short stay cycle spaces shall be provided in the Detailed Proposals.

4.7.2 Cycle provision in the Outline Proposals shall accord with the London Plan (March 2021).

4.8 Public Realm and Landscaping – Overview

4.8.1 The main elements of public open spaces are as follows:

- The Community Gardens - circa 3,000 sqm. These are located at ground floor level directly to the south of Plot N3E;
- The Linear Park – circa 5,250sqm. This is located at the southern edge of the Site and runs the width of the Site (east to west);
- Finchley Square – circa 3,000sq. m. This is a public square located just off Finchley Road; and

- The Public Green – Circa 3,800 sqm.

4.8.2 The Proposed Development will provide a minimum of 2.60 ha of public realm.

4.8.3 The Detailed Proposals would provide a minimum of 1.80 ha of public realm.

4.8.4 The amount of play space provided in the Outline Proposals will be calculated at the reserved matters stages.

4.8.5 The minimum width of the liner park is 20m, as set out in the Design Code.

4.8.6 4.19 All residential units within the Development will have private amenity space in line with London Plan standards (March 2021).

Surface Water

4.8.7 The existing Site is positively drained, comprising buildings, car parks, and areas of hardstanding with an existing connection to the public sewer network.

4.8.8 In order to provide a betterment for the site and the surrounding area, it is proposed that a 50% reduction in the existing proven discharge rates will be provided.

4.8.9 As a runoff restriction is required, excess surface water runoff will be generated within the site and so in order to balance this in a sustainable way, storage will be provided through a number of cells.

4.8.10 All proposed cellular storage tanks are based on a 95% void ratio and are designed to be 2.0m deep. They would be positioned in a topographically suitable location in relation to the built development, and an allowance of 40% for the effects of climate change has been provided storage tanks.

4.9 Energy and Sustainability

4.9.1 An Energy Strategy and Sustainability Statement been developed to outline how the Proposed Development would perform across a number of areas, including:

- Compliance with Building Regulations Part L energy analysis;
- The Greater London Authority London Plan;
- Social value review and enhancements.

4.9.2 The key principles are as follows:

- Zero carbon development through energy efficient design, low carbon heating, renewable energy systems and local carbon offsetting;

- A landscape led design that enables easy access to green spaces, helping people to relax and improving mental health;
- A holistic flood risk and drainage design integrated into the natural environment increases site resilience to climate change;
- Diverse transport connections promote an active community, improving mental and physical wellbeing of the wider community; and
- Homes are designed to provide natural daylight, reduced energy bills and a comfortable internal environment.

4.9.3 Low energy and carbon approach, as follows:

- The energy strategy would minimise energy use and Carbon Dioxide emissions through the incorporation of a highly efficient thermal envelope, efficient building services systems, as well as Air Source Heat Pumps technology and roof-mounted solar Photo Voltaics.

5.0 Demolition and Construction Works

5.1 Anticipated Works Overview

5.1.1 A detailed development programme has not yet been finalised. The programme presented within this Environmental Statement Chapter is an indicative, but feasible, programme that has been developed based on a number of assumptions. It is considered robust for the purposes of the assessment of the likely environmental effects within this Environmental Statement and presents a reasonable worst-case scenario for the basis of the assessment.

5.1.2 Subject to the granting of planning permission by Camden, and the discharge of relevant planning conditions, the anticipated Site demolition and construction phases are outlined in **Figures 5.1** and **5.2**.

5.1.3 The Proposed Development will take approximately 15 years to build.

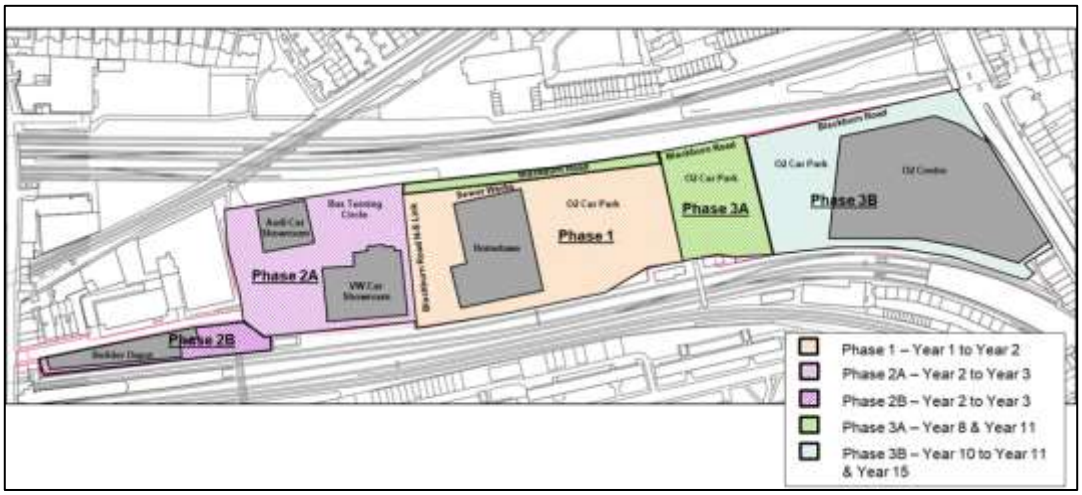

Figure 5.1: Indicative Demolition Phasing Plan (note that Year 1 is assumed as 2023)

Figure 5.2: Indicative Construction Phasing Plan (note that Year 0 is assumed as 2022)

6.0 Environmental Impact Assessment

6.1 Introduction

6.1.1 The following sections of this Non-Technical Summary present a summary of the environmental technical topic assessments that have been undertaken as part of the Environmental Impact Assessment. Further details can be found within the Environmental Statement (**Chapter 6 – 16** and **Volume 2**).

6.2 Noise and Vibration

6.2.1 An assessment of the likely significant noise and vibration effects on existing nearby sensitive receptors and future users of the Proposed Development arising during the construction and operational phases has been undertaken.

6.2.2 In terms of noise, ambient sound levels in the area are dictated by road traffic noise and railway noise. Road traffic noise is anticipated to reduce following implementation of the Proposed Development, but only by small amounts that would not be perceivable.

6.2.3 In terms of construction noise and vibration, receptors are likely to experience moderate / major negative significant effects, although these will be short-term and temporary in nature. Mitigation would take the form of a Construction Management Plan and Construction Logistics Plan, to be agreed with Camden under planning condition. No mitigation is warranted for construction traffic noise. Residual construction traffic noise is a negligible magnitude of change on high sensitivity receptors, corresponding to a temporary, short-term, negligible effect that is not significant.

6.2.4 As the design of the Proposed Development is progressed it will be ensured that the air source heat pumps comply with the plant noise limits. Residual building services plant noise is a low magnitude of change on high sensitivity receptors, corresponding to a permanent, long-term, minor negative effect that is not significant

6.2.5 To protect occupants of the Proposed Development from noise impacts an appropriate strategy for managing ventilation and overheating has been derived on the basis of windows being closed, using mechanical ventilation, so that occupants are not forced to choose between elevated noise levels or overheating. Internal noise within dwellings of the Proposed Development remains a low magnitude of change on high sensitivity receptors, corresponding to a permanent, long-term, minor negative effect that is not significant

6.2.6 Mitigation through layout design has been used to provide external areas that are suitable for dwelling in terms of noise from traffic sources. Residual external noise levels across the Site is a medium magnitude of change on medium sensitivity receptors, corresponding to a permanent, long-term, minor negative effect that is not significant.

6.2.7 No mitigation measures are warranted for operational vibration. Residual vibration levels across the Site are not significant.

6.3 Air Quality

6.3.1 An assessment of the likely significant air quality effects on existing nearby sensitive receptors and future users of the Proposed Development arising during the construction and operational phases has been undertaken.

6.3.2 Existing baseline conditions have been established using recent air quality monitoring data from the London Borough of Camden. This showed there have been some exceedances of the annual mean Nitrogen Dioxide air quality objective in the vicinity of the Site in the most recent monitoring years, 2015-2019. Defra predicted background concentrations at the Site are below the relevant objectives for all three pollutants assessed (Nitrogen Dioxide, Particulate Matter (PM) 2.5 and 10) in 2019 however the annual mean World Health Organisation guideline is exceeded for PM2.5.

6.3.3 Dust and particulate matter emissions released during the construction phase of the Proposed Development will be controlled through the implementation of a Construction Management Plan. These emissions are therefore not expected to give rise to significant effects.

6.3.4 The proposed energy strategy for the Proposed Development is all-electric, utilising zero-emission technologies. As no combustion sources are proposed, the impacts of emissions from the energy plant will not give rise to significant effects.

6.3.5 A detailed assessment of air quality in the operational phase of the Proposed Development has been screened out as traffic generated by the Proposed Development is less than that of the existing Site uses, as such impacts from road traffic generated by the Proposed Development will not give rise to significant effects.

6.3.6 A site suitability assessment determined that predicted Nitrogen Dioxide and PM10 concentrations across the Site in the construction phase will not exceed the relevant guidelines. However, whilst the PM2.5 annual mean is predicted to be met, there are expected to be exceedances of the PM2.5 guidelines at all future receptors. As such, mitigation is required in the form of mechanical ventilation with filtration of over 50% at all air intakes for the Proposed Development to reduce PM2.5 concentrations to below the guidelines.

6.3.7 Overall, the air quality effects of the construction and operational phases of the Proposed Development are judged to be not significant assuming suitable mitigation is implemented.

6.4 Transport

6.4.1 An assessment of the likely significant transport effects on existing nearby sensitive receptors and future users of the Proposed Development arising during the construction and operational phases has been undertaken.

6.4.2 The assessment of transport effects has been informed by desktop reviews of the Site, a traffic survey, a review of transport data including accident statistics and public transport information and engagement with stakeholders. The assessment has been undertaken in the context of guidance from the Institute of Environmental Management & Assessment on the assessment of transport related impacts and in the context of the Transport Assessment (and associated documents) prepared in support of the planning application.

6.4.3 With the implementation of mitigation, no significant effects are envisaged at the demolition and construction stage.

6.4.4 Once complete and operational, the Proposed Development will lead to a reduction in road traffic and would give rise to long-term moderate positive effects (significant) in terms of severance and connectivity across the Site.

6.5 Water Resources, Drainage and Flood Risk

6.5.1 An assessment of the likely significant flood and drainage effects on existing nearby sensitive receptors and future users of the Proposed Development arising during the construction and operational phases has been undertaken.

6.5.2 Embedded mitigation is provided in the form of sustainable surface water drainage features devised throughout the design process and incorporated in the Proposed Development. This aimed to set out a strategy to manage surface water generated by the Proposed Development in a sustainable way. This leads to improvements in water quality and reduction in flood risk through the control of runoff to a rate less than that currently discharging to the same receiving sewer.

6.5.3 Thames Water are the responsible authority for wastewater disposal for the Proposed Development, and they have confirmed there is suitable capacity within the receiving combined sewer system to accept foul flows from the Proposed Development.

6.5.4 The assessment concludes that no ‘significant’ environmental impacts are predicted with the prescribed mitigation in place.

6.6 Ground Conditions and Contamination

6.6.1 An assessment of the likely significant contamination effects on existing nearby sensitive receptors and future users of the Proposed Development arising during the construction and operational phases has been undertaken.

6.6.2 The main effects relating to potential soil contamination result from the disruption to potential existing ground contamination during construction works and abnormal ground conditions associated with poor natural ground conditions.

6.6.3 Ground investigation works were undertaken in September 2021 in order to provide information about the ground conditions, soil samples for laboratory testing and ground gas monitoring data.

6.6.4 Supplementary ground investigation will be required post demolition of the current buildings and structures on Site, following discussions with regulators. Based on the findings of the ground investigation it is likely that a Remediation Strategy will be required as part of the detailed design of the Proposed Development. The specific requirements for a Remediation Strategy would be dependent on the findings of further phases of ground investigation that are likely to be completed in later stages of the site development.

6.6.5 Mitigation measures should be implemented in order to minimise or remove the risks identified. Mitigation measures are likely to include protective equipment for construction and maintenance workers and a watching brief during ground investigation.

6.6.6 If all mitigation measures are implemented then it is anticipated that overall, there is likely to be an effect on all receptors of a negligible significance.

6.7 Archaeology

6.7.1 An assessment of the likely significant archaeological effects arising during the construction and operational phases has been undertaken.

6.7.2 An archaeology assessment has been undertaken which examines the potential impact and likely effects of the Proposed Development on buried heritage assets (archaeological remains) within the Site. These are parts of the historic environment which are considered to be significant because of their historic, evidential, aesthetic and/or communal interest. The assessment considers the magnitude of change (impact) of the Proposed Development upon the significance of known or potential buried heritage assets and the resulting environmental effects.

6.7.3 Due to the mid/late 20th century development of the Site and the shallow depth of the underlying London Clay, archaeological survival is expected to be very limited and localised. Buried heritage assets that may be affected by the Proposed Development comprise:

- Fragmented archaeological remains of late 19th century development of low significance; and
- The bases of agricultural features such as field boundaries of low significance.

6.7.4 In view of the very low potential of the Site for remains pre-dating the early 20th century, it is considered further archaeological investigation is not necessary. If, however, it is requested by Camden's archaeology advisor, then such work could be undertaken under the terms of a standard archaeological planning condition set out with the grant of planning consent in accordance with a Written Scheme of Investigation agreed with Camden and their advisors. With mitigation in place, residual effects would not be significant.

6.8 Daylight, Sunlight and Overshadowing

6.8.1 An assessment of the likely significant daylight, sunlight and overshadowing effects on existing nearby sensitive receptors arising during the construction and operational phases has been undertaken throughout the design process.

6.8.2 There will be no notable anticipated effect whilst the existing buildings on the Site are demolished. There will also be no anticipated effect following the completion of the demolition of the buildings. During the construction of the Proposed Development, the effects would be no worse than those of the completed development as set out below.

6.8.3 In terms of daylight effects to existing adjacent residential properties, effects range from negligible to major negative across a number of receptors. In terms of the major negative significant effects, whilst the percentage reduction compared to the baseline situation may be of a major scale of effect, the overall effect, when considering retained daylight values, is considered acceptable.

6.8.4 In terms of sunlight effects to existing adjacent residential properties, effects range from negligible to major negative across a number of receptors. Although for some receptors, the reductions are beyond the Building Research Establishment (BRE) guidelines for winter hours, it is considered the overall effects are acceptable.

6.8.5 The potential for overshadowing to the public and private amenity spaces to the north and east of the Proposed Development were assessed. The proposed sun on ground assessments to the nearby amenity spaces show that either no reduction beyond the BRE guidelines will be experienced, or a very small reduction which is well within the BRE guidelines and therefore considered to be unnoticeable, will be experienced. It is therefore considered that the overall effect is considered to be negligible. The transient overshadowing images with the Proposed Development in place show that longer shadows will be cast as a result of the Development throughout the year. However, the shadows cast are not considered to create a negative effect as shown by the sun on ground assessment. The effect is therefore considered to be negligible.

6.8.6 In terms of solar glare, the overall scale of the effect for a number of viewpoints tested is considered to be negligible/minor negative which is not significant.

6.8.7 Mitigation measures that were considered necessary to reduce the effects of the Proposed Development to the levels set out above have already been embedded in the design from advice given during the design stage.

6.8.8 Whilst minor, moderate and/or major negative effects are expected to occur in terms of the daylight, sunlight, overshadowing and/or solar glare, it is concluded that the effects can be considered acceptable. Further mitigation measures are therefore not considered necessary.

6.9 Wind Microclimate

6.9.1 An assessment of the likely significant wind effects on existing nearby sensitive receptors and future users of the Proposed Development arising during the construction and operational phases has been undertaken.

6.9.2 A wind microclimate assessment was undertaken for the Proposed Development using Computational Fluid Dynamic modelling of both the existing site and when the Proposed Development is complete and operational.

6.9.3 Wind conditions during the demolition and construction works would be expected to gradually adjust from those of the existing site, to the likely wind conditions identified for the completed development. Wind conditions during the demolition and construction works of the Proposed Development, on-site would therefore represent a negligible effect. Therefore, no mitigation is required.

6.9.4 Mitigation in the form of balustrades on terraces and balconies and landscaping across the Detailed Proposals is embedded within the Proposed Development design. With this mitigation in place, there are no significant effects at either ground level or at balcony / terrace level across the Detailed Proposals.

6.9.5 Safety and comfort exceedances (where wind would accelerate as a result of the Proposed Development) are reported at balcony and terrace level within the Outline Proposals, leading to potential significant effects. Suggested mitigation would take the form of incorporated balustrades and landscaping. These measures would be further tested at the detailed design and reserved matters stages for the Outline Proposals. It is expected that with the implementation of this mitigation, no significant effects would arise.

6.10 Ecology

6.10.1 An assessment of the likely significant ecological effects arising during the construction and operational phases has been undertaken. A Preliminary Ecological Assessment and walkover of the Site was undertaken.

6.10.2 West Hampstead Railside, Medley Orchard and Westbere Copse (Borough Grade I Importance) is located immediately to the north of the Site, and Frognal Court Wood SINC (Site of Importance for Nature Conservation) approximately 50m to the north of the eastern section of the Site (Borough Grade II Importance).

6.10.3 The Site is dominated by hardstanding car park and buildings. Other habitats recorded within the Site included scattered landscape tree planting, introduced shrub, species poor hedgerow, hardstanding and buildings.

6.10.4 No nesting birds were identified during the walkover survey; however, it should be noted that the trees within the Site were generally young and hedges subject to disturbance from cars. There was potential for bird species such as gulls and pigeons to be roosting on the roof of the buildings.

6.10.5 No suitable reptile habitat was present within the Site; however, the Site boundaries offer connectivity for the species along the railway lines. The Site was considered to be of negligible value for foraging or commuting bats, although bat species may use the rail corridors to the north and south of the Site occasionally. The buildings were assessed as negligible value for roosting bats. Most trees within the Site were identified as having no suitable bat roosting features; however, the London plane trees along Billy Fury Way were assessed as having low potential for roosting bats.

6.10.6 The Site was identified as having negligible potential for other protected or notable species and no scheduled invasive species were identified during the walkover survey.

6.10.7 With the implementation of mitigation, no significant effects are predicted during the demolition and construction stage. Mitigation would include a construction management plan and an ecological clerk of works on call through the construction programme. Once the Proposed Development is completed, the replacement of lost habitat with significant public realm and landscaping would lead to a permanent minor positive effect and a biodiversity net gain across the Site.

6.11 Socio-Economics

6.11.1 An assessment of the likely significant socio-economic effects on existing nearby sensitive receptors and future users of the Proposed Development arising during the construction and operational phases has been undertaken.

6.11.2 The Proposed Development would displace the existing employees accommodated on-site over the 15-year demolition and construction programme. The Proposed Development would deliver new commercial floorspace alongside some replacement floorspace. However, overall, there will be a net loss of commercial floorspace. Therefore, the loss of existing uses and employment would be negative, but not significant at the Site and Local Level.

6.11.3 The demolition construction works associated with the Proposed Development would generate an average of approximately 300 Full Time Equivalent jobs during the 15-year construction period. Employment opportunities generated by the Proposed Development within the construction sector would be positive, but not significant.

6.11.4 On-site construction employment would give rise to additional spending in the local area and supply chain benefits. As the number of on-site workers are anticipated to fluctuate over the course of the construction programme, it is not possible to quantify the level of spending captured locally, although it is likely to be positive.

6.11.5 It has been estimated that the commercial floorspace within the Proposed Development could accommodate between 545 to 758 gross full time equivalent jobs, depending on the delivery of commercial floorspace within the Outline Proposals.

6.11.6 Taking into consideration the existing jobs on-site, the Proposed Development would an increase of 80 to 221 jobs on-site. Taking the lower end of this range (the 'worst-case'), the effect would be negligible across all spatial scales.

6.11.7 The Proposed Development would deliver 1,800 new homes. This would equate to 17% of Camden's ten-year London Plan target and, therefore, the effect would be positive of a significant scale at the borough level but not of a significant scale at the regional level. These homes would accommodate an estimated 3,660 residents.

6.11.8 The new on-site households and employees would spend approximately £27.3 million to £27.9 million annually, a proportion of which would be captured within the local area. This local spending would be a significant positive effect for the Local Level economy.

6.11.9 The residents of the Proposed Development would generate demand for the equivalent of two GPs. There is currently capacity in the surgeries within 1km. The Proposed Development includes provision of a health centre within the Outline Proposals which would meet demand arising from the Proposed Development and provide additional capacity to serve the wider community. Therefore, the effect would be positive of a significant scale at the local level.

6.11.10 An estimated 317 children of school age would be accommodated by the Proposed Development – 200 at primary age and 117 at secondary age. There is currently surplus capacity within primary schools locally and limited capacity across borough secondary schools. School roll projections reviewed by Camden anticipate increasing capacity at both primary and secondary level over the next ten years. On that basis, the effect of the Proposed Development is assessed to be negative but not significant for primary schools at the local level and for secondary schools at the borough level.

6.11.11 Financial contributions towards primary and secondary schools (if required) would be secured through Community Infrastructure Levy. The Council's adopted Planning Guidance Developer Contributions includes standard obligations and charges for which it will seek contributions towards mitigation for social infrastructure.

6.11.12 The Detailed Proposals includes delivery of 0.9 ha of open space and 2,360 sqm of playspace. This provision of playspace would meet and exceed the requirement for playspace arising from the children accommodated within the Detailed Proposals.

6.11.13 The Outline Proposals will provide a minimum of 1.8 ha of open space as set out in the Development Specification. Due to the outline nature of the Outline Proposals, there is no detailed design for open space or play space across the whole Proposed Development at this stage. The playspace provided within the Outline Proposals will be in keeping with the standards of 10 sqm per child. The detailed design of the playspace for the Outline Proposals would be considered at the Reserved Matters Application stage.

6.12 Climate Change

6.12.1 The assessment did not identify any Carbon Dioxide emissions expected to be generated throughout the lifecycle of the Proposed Development that are likely to result in effects which are considered significant. The effects assessed are not considered significant for the global climate. Following a blended quantitative-qualitative approach based on widely accepted Green House Gas accounting and reporting principles and professional judgement, all likely effects associated with the Carbon Dioxide emissions reviewed as part of this assessment have been classified as being 'minor'. On this basis, the assessment concludes that no likely significant effects are expected as a result of the Proposed Development.

6.12.2 Emissions produced as a result of the construction phase, operational energy consumption and operational building use, maintenance, repair, replacement and refurbishment and end of life phase are all expected to have minor negative effects on the global climate. However, mitigation measures in the form of maximising reuse of the existing materials on site, following a fabric first design approach and implementing an all-electric strategy are aimed to reduce the magnitude of these effects. The change in land use from retail to residential and the implementation of a car free development is expected to result in a reduction of operational traffic emissions and therefore is predicted to have a minor positive effect on the global climate.

6.12.3 This assessment has not identified any impacts of climate change adaptation and resilience that are likely to result in effects which are considered negative and either 'moderate' or 'major'. Flood risk and overheating impacts and the relevant mitigation measures are discussed, the implementation of the described mitigation measures is found to reduce the residual effects to a negligible level

6.13 Townscape and Visual Impact Assessment

6.13.1 An assessment of the likely significant townscape and visual effects on existing nearby sensitive receptors and future users of the Proposed Development arising during the construction and operational phases has been undertaken.

6.13.2 The Proposed Development would comprise the comprehensive redevelopment of the Site and regeneration of currently poorly used and low-quality land which occupies an important position in the local townscape. It would significantly enhance the townscape character of the Site through creating a new residential neighbourhood with a variety of mixed commercial, retail, leisure and community uses, set around a series of green public spaces and connected by a high-quality and legible landscaped route which clearly connects Finchley Road to West End Lane. This new route would be located along the southern boundary of the Site to provide an open character and it would considerably enhance pedestrian permeability throughout the local townscape. The emphasis on landscaping and greenery would respond positively to the green character of the residential suburbs which characterise the townscape surrounding the Site in all directions. Three new green public spaces, varying in their character, would provide new high-quality public realm for both new residents within the Site and existing residents from surrounding neighbourhoods.

6.13.3 The height and scale of the Proposed Development has been designed in respond to the character of the surrounding townscape and heritage sensitivities. This has informed the overall heights and arrangement of the massing across the Site to minimise visibility and impacts from the surrounding conservation areas, and to respond to the character and scale of the two local centres at either end of the Site. This includes Design Code requirements for the plots closest to Finchley Road (Plots N1A and S1) and West End Lane (Plot S8) to be terraced and have articulated roof profiles. The height, scale and arrangement of the remaining plots within the bulk of the Site further responds to the surrounding townscape by forming a varied skyline of individual vertical elements to reduce a sense of uniformity. The tallest buildings would be placed on the northern edge of the Site with the buildings heights stepping down to the south. This approach responds appropriately to the sensitivity of the designated townscapes which surround the Site, such as the South Hampstead Conservation Area to the south. The proposed heights have also been informed by view 5A.2 from Greenwich Park as the Site lies within the Background Wider Setting Consultation Area. The Proposed Development responds to the constraints of the protected view and its associated guidance, ensuring that it would result in no harm to the ability to recognise and appreciate St Paul's Cathedral as a landmark in the view.

6.13.4 The detailed proposals are of high-quality architectural design and have a clear architectural coherence which draws upon the established character and buildings typologies which dominate the surrounding townscape. The detailed proposals are predominantly brick-built, and the materials palette is predominantly buff and brown with white precast concrete architectural accents. This is reflective of the materials and colour palette which are typical of the surrounding townscape, ensuring that the Proposed Development would be visible as a sensitive and high-quality addition to the skyline. The Design Code provides recommendations on the materials and colouration for the outline plots, and states that they must respond to the character and appearance of the surrounding townscape.

6.13.5 The Proposed Development would result in significant townscape benefits to the immediate locality and ha`s been sensitively designed to respond to the surrounding heritage context, to ensure that it does not result in any harm to the significance of surrounding designated and non-designated built heritage assets, or an ability to appreciate their significance. It would result in the comprehensive regeneration of the Site and would form a key site in the West Hampstead Interchange Growth Area, significantly transforming and enhancing the townscape through the creation of a new residential neighbourhood and the introduction of high-quality architecture, public realm, new uses and greatly improved pedestrian permeability and connectivity for the local population in the form of a landscaped 'greenway'.

6.14 Summary of Potential Cumulative Effects

6.14.1 As part of the cumulative assessment, the following types of cumulative effects have been considered:

- Inter-project effects: The combined effect of the Proposed Development together with other existing and / or approved developments (taking into consideration effects at both the construction and operational phases); and

- Intra-project effects / Effect interactions: The combined or synergistic effects caused by the combination of a number of effects on a particular receptor (taking into consideration effects at both the construction and operational phases), which may collectively cause a more significant effect than individually An example could be the culmination of disturbance from dust, noise, vibration, artificial light, human presence and visual intrusion on sensitive fauna (e.g. certain bat species) adjacent to a construction site.

6.14.2 In relation to inter-project effects, the potential effects of the Proposed Development together with the committed developments have been assessed. These developments are outlined in **Table 6.1**.

6.14.3 Developments that have been included within the cumulative assessment were discussed and agreed with Camden as part of the Scoping Opinion and more recently in December 2021. In addition, where there have been any changes to this position (i.e. buildings are now built out and therefore included in the baseline) this is discussed in **Table 6.1**.

Table 6.1: Developments Included in the Cumulative Assessment

ID	Reference Number	Type of Application	Description	Address	Date of Decision	Status since May 2021 Scoping
1	1. 2011/6129/P	2. Full Planning Permission	3. Redevelopment of site to create seven new buildings between five and twelve storeys in height to provide 198 residential units (Class C3), retail, financial and professional services and food and drink floorspace (Class A1, A2, A3 and A4), flexible employment/healthcare floorspace (Class B1/D1) along with associated energy centre, storage, parking, landscaping and new public open space (existing buildings to be demolished).(Class B1/D1) along with associated energy centre, storage, parking, landscaping and new public open space (existing buildings to be demolished).	187-199 West End Lane, London, NW6 2LJ	30th March 2012 4.	Built out and therefore included in the baseline.
2	2012/0096/P	Listed Building Consent	Outline application for phased redevelopment of site to provide up to 296 residential (Class C3) units (including up to 133 affordable units), up to 1,300 sqm of commercial floor space (Class A1-A5), up to 1,055sqm of business floorspace (Class B1), up to 2,500sqm community and health floorspace (Class D1) and associated space for parking, plant, servicing, ancillary storage and energy centre, all in five buildings as follows: Block C (up to 2 and 3 storey community and health uses), Blocks A, B, D and E (predominantly up to 6 and 7 storeys residential and	Abbey Road, London, NW6 4DP	12th July 2012	No change, included in the cumulative assessment.

			commercial uses) and Block A (up to 6 to 12 storeys of residential and commercial uses); provision of open space and landscaping; alterations to existing highway layout and creation of new vehicular and pedestrian access routes; all following demolition of Belsize car park building, Abbey Coop Community Centre and Hinstock and Emminster blocks (including Belsize Priory Health centre, residential and commercial units), site-wide walkways and pedestrian railway bridge. Application provides detail for approval of layout and access only and not scale, appearance or landscaping.			
3	2014/1617/P	Full Planning Permission	Demolition of existing building and redevelopment for a 24 storey building and a part 7 part 5 storey building comprising a total of 184 residential units (Class C3) and up to 1,041sqm of flexible retail/financial or professional or cafe/restaurant floorspace (Classes A1/A2/A3) inclusive of part sui generis floorspace for potential new London Underground station access fronting Avenue Road and up to 1,350sqm for community use (class D1) with associated works including enlargement of existing basement level to contain disabled car parking spaces and cycle parking,	100 Avenue Road, London, NW3 3HF	19th February 2016	No change, included in the cumulative assessment.

			landscaping and access improvements.			
4	2014/7651/P	Application Under The Crossrail Act 2008	Phase 2 of comprehensive, mixed-use redevelopment involving the construction of three new buildings: Block A (5 storeys) to provide 3,700 sqm (GIA) of mixed commercial use (Class B1), Block B (11 storeys) and Block C (5 storeys) to provide 106 mixed tenure residential units (Class C3) and associated public realm landscaping works.	1-33 Liddell Road, London, NW6 2EW	31st March 2015	No change, included in the cumulative assessment.
5	2015/6455/P	Full Planning Permission	Comprehensive redevelopment following demolition of all existing buildings to provide 164 self-contained residential dwellings (Class C3), 763sqm of flexible non-residential use (Class A-A3, D1, D2), 1093sqm of employment floorspace (Class B1) and 63sq.m of community meeting space (Class D1) in buildings ranging from 3 to 7 storeys. New vehicular access from West End Lane and provision of 08 accessible car parking spaces. Provision of new public open space and widening of Potteries Path and associated cycle parking and landscaping.	156 West End Lane, London, NW6 1SD	23rd June 2017	No change, included in the cumulative assessment.
6	2016/2910/P	Full Planning Permission	→ Erection of a part 7 part 10 storey (above basement and lower ground floor levels) building comprising 22 flats (Class C3) (4 x 1 bed, 17 x 2 bed, 1 x 3 bed) and a flexible commercial unit (Use Classes	→ 317 Finchley Road, London, NW3 6EP	7th March 2017	No change, included in the cumulative assessment.

			A1/A2/A3) to the ground and lower ground floors, associated public realm improvements including a new footpath to the north of the site, landscaping and associated works, following demolition of existing public house, retail unit and associated structures.			
7	2014/5527/P	Approval of Reserved Matters	Redevelopment of the site by the erection of a part 3, part 4 and part 5 storey building with a double level basement comprising flexible commercial space (Use Classes A1/A2/A3/A4/B1/D1 & D2) at lower basement and ground floor levels, 60 student bedrooms with communal kitchen, lounge and common room areas, and 9 residential dwellings (Class C3).	Land at Midland Crescent, Finchley Road, London, NW3 6NA	25th March 2015	No change, included in the cumulative assessment.

Summary of Cumulative Effects

6.14.4 The construction works may result in negative effects should the committed developments be constructed at the same time as the Proposed Development. This may result in an increase in disturbance from construction activities and an increase in noise and dust as a result of construction activities.

6.14.5 During demolition and construction of the Proposed Development, the majority of potential effect interactions relate to nearby residents where temporary effects are expected in terms of noise and vibration.

6.14.6 It is important to note that these effects will be temporary and intermittent during the construction works. The Construction Management Plan for the Proposed Development will reduce and control any negative effects on the existing environment, including effects on existing residential and commercial properties near the Site.

6.14.7 Once operational, long-term positive effects of the Proposed Development on existing and future residents (of committed developments) are expected arise from an increase in publicly accessible open space, further connectivity between the Site and immediate surrounding area. No in-combination cumulative effects to users of the local highway network are anticipated.

7.0 Summary of Proposed Mitigation Measures and Residual Effects

7.1.1 A summary of the proposed mitigation measures identified to offset and reduce any negative environmental effects and enhance environmental benefit associated with the Proposed Development is summarised in the below.

Table 7.1: Summary of Proposed Mitigation Measures

Chapter	Demolition and Construction Phase	Operational Phase
Noise & Vibration	Standard measures to be contained in the Construction Management Plan including noise and vibration monitoring. Construction Logistics Plan	Acoustic packs for Air Source Heat Pumps and Plant. Embedded mitigation of Mechanical Ventilation and acoustic performance specifications for glazing. Embedded mitigation of specific areas providing occupants with quiet external space.
Air Quality	Construction Management Plan.	Filtration systems to be embedded as part of detailed design.
Transport	Construction Logistics Plan Construction Management Plan	
Water resources, Drainage and Flood Risk	Construction Management Plan	Sustainable Drainage Systems. Surface Water Drainage Strategy.
Ground Conditions and Contamination	Remediation Strategy / Verification Report (if required). Construction Management Plan. Appropriate design for foundations. Appropriate pilling techniques. Unexploded Ordnance supervision / watching brief. Surface and down hole magnetometers.	Additional ground gas monitoring (if required).

Chapter	Demolition and Construction Phase	Operational Phase
Archaeology	None Required.	If it is requested by GLAAS (Camden's archaeology advisor) any evaluation could be undertaken under the terms of a standard archaeological planning condition set out with the grant of planning consent, in accordance with a Written Scheme of Investigation (WSI) agreed with GLAAS.
Daylight, Sunlight and Overshadowing	None required	None required
Wind Microclimate	None Required	Balustrades at least 1.2m in height and management procedure where these are plant areas – for the Outline Proposals.
Ecology	Construction Management Plan to be produced to outline best practice working methods. Precautionary approach and Ecological clerk of works (EcOW) on call throughout construction in relation to species. Biodiversity net gain to be achieved through the landscape plan. Category A trees to be retained as per BS5837. Timing of works, EcOW and nest boxes to be incorporated into the design.	Minimise lighting and direct away from dark corridors to be incorporated into the scheme lighting design.
Socio-economics	None Required.	CIL contributions.

Chapter	Demolition and Construction Phase	Operational Phase
Climate Change	Pre-demolition audit to be commissioned.	Production of a Travel Plan.
ES Volume 2 Heritage Townscape and Visual Impact Assessment	Construction Management Plan.	None required

7.1.2 The likely significant residual effects associated with the demolition/construction and operational phased of the Proposed Development have been summarised in **Tables 7.2** & **7.3** below. Note that this table only includes the effects which have been identified as significant within each of the technical assessments and does not include the effects considered not to be significant.

Table 7.2: Summary of Likely Significant Residual Effects During Demolition and Construction

Chapter	Description of Residual Effects	Significant Residual Effect
Noise and Vibration	Noise and vibration from construction works	Major / Moderate Negative
Ecology	Effects on Habitats	Minor Positive

Table 7.3: Summary of Likely Significant Residual Effects During Operation

Chapter	Description of Residual Effects	Significant Residual Effect
Transport	Severance	Moderate Positive
	Amenity, fear and intimidation	Moderate Positive
Wind	Safety and Comfort	Major Negative
Daylight, Sunlight and Overshadowing	Daylight and Sunlight	Major Negative
Socio-economics	Housing Delivery	Moderate Positive
	Healthcare	Moderate Positive
	Additional Spending	Moderate Positive
	Open Space Provision	Moderate Negative
Townscape, Heritage and Visual	TCA 1: Finchley Road Character Area	Moderate Beneficial
	View: Crediton Hill	Moderate Neutral

	View: Alvanley Gardens	Moderate Neutral
	View: Nutley Terrace, at the junction with Maresfield Gardens	Moderate Neutral
	View: Broadhurst Gardens, near the junction with Canfield Gardens	Major Neutral
	View: Broadhurst Gardens, opposite the playground	Moderate Neutral
	View: Finchley Road Station platform	Major Neutral
	View: Fairhazel Gardens	Moderate Neutral
	View: West Hampstead Station platform	Major Neutral
	View: Blackburn Road	Major Neutral
	View: West End Lane bridge	Major Neutral

Monitoring

Noise and Vibration

7.1.3 Due to the risk of noise and vibration effects during construction, particularly from piling and excavations, noise and vibration monitoring is recommended for the duration of the construction phase. This measure and associated trigger levels would be agreed with the London Borough of Camden via an Application for Section 61 Prior Consent under the Control of Pollution Act 1974.

7.1.4 The monitoring should involve real-time continuous monitoring at locations that should be agreed with London Borough of Camden. Where possible, pre-construction baseline monitoring should start at least one month before work commences on-site.

Air Quality

7.1.5 Due to the risk of dust effects during construction, particularly in relation to the track-out by heavy goods vehicles, on-site air quality monitoring is recommended for the duration of the construction phase.

7.1.6 The monitoring should involve real-time PM10 continuous monitoring at locations that should be agreed with Camden. Where possible, pre-construction baseline monitoring should start at least three months before work commences on-site.

Transport

Demolition and Construction

7.1.7 As previously set out, a Construction Management Plan and Construction Logistics Plan would be prepared. Monitoring would form a core part of the Construction Management Plan and Construction Logistics Plan as these are, to some extent, likely to be dynamic documents which evolve with the needs of the demolition / construction works. Some aspects, such as quantifying deliveries / collections, would be enabled by systems in place such as delivery booking; whilst others, such as staff monitoring, are likely to require formal survey, for example of staff travel patterns. This understanding would enable the setting of targets, measures and policies to ensure that adverse effects of the process are minimised, and that beneficial effects are reinforced.

7.1.8 Responsibility for the management of the Construction Management Plan (and its subordinate components) is likely to be captured within the role of Construction Manager (or similar). Agreement to the content, would be required prior to and during the demolition and construction works.

Operational

7.1.9 The primary mechanism for the monitoring of transport-related effects of the complete and operational Development is the Travel Plan.

7.1.10 The Travel Plan would be charged with seeking continuous improvement to the travel behaviours of the residents of the Site, and for ensuring that non-residential occupiers of the Site operate their own subordinate Travel Plans which are in line with the Site objectives, targets and measures.

Ecology

7.1.11 No specific ecological monitoring is proposed as part of the Proposed Development once it is complete and operational. However, once details of the Construction Management Plan have been confirmed, these may set out monitoring requirements as needed

Archaeology

7.1.12 Archaeological fieldwork (if requested) will be carried out in accordance with a scope of works which will be agreed, through a planning condition, in advance of commencement. The appointed fieldwork contractors will liaise with Camden's advisors to ensure that their works are suitably monitored.

Wind

7.1.13 No specific monitoring of the environmental effects is proposed; however, further detailed testing would be undertaken at the detailed design stage.

Daylight, Sunlight and Overshadowing

7.1.14 No specific monitoring of the environmental effects is proposed; however, further detailed testing would be undertaken at the detailed design stage.

8.0 Further Information

8.1.1 The Environmental Statement has been submitted together with other Planning Application documents and plans to the London Borough of Camden for the officers to consider in consultation with various stakeholders in the context of planning policy before making a recommendation to the London Borough of Camden Planning Committee on the Planning Applications.

8.1.2 During the period of determination, the London Borough of Camden will contact government bodies and agencies and other consultees regarding the Proposed Development.

8.1.3 Members of the general public are also invited by the London Borough of Camden to make comments on the planning application. The feedback from such consultation will be taken into account by the London Borough of Camden in reaching their recommendations and decision on the planning application.

8.1.4 The Planning Applications and Environmental Statement are available for viewing by the public during normal office hours at the London Borough of Camden's Planning Department and, are viewable online at the London Borough of Camden Planning Portal.

8.1.5 To purchase the complete Environmental Statement, please contact Plowman Craven, at webenquiry@plowmancraven.co.uk or telephone 020 7490 7700.

115 Southwark Bridge Road | London | SE1 0AX
+44 (0) 20 7490 7700
webenquiry@plowmancraven.co.uk

https://www.plowmancraven.co.uk/