

West Kentish Town Estate  
Land bounded by Queens Crescent  
Grafton Road

2022/5281/P

<http://svr-edm-es01/HPRMWebDrawer/reclistPlan?q=recContainer:2022/5281/P>

*Request for scoping opinion under Regulation 15 of the Town and Country Planning Environmental Impact Assessment (EIA) Regulations 2017, for proposed development involving the redevelopment of the West Kentish Town Estate to provide up to approximately 898 dwellings (with a mix of affordable and market housing) and ancillary commercial uses in buildings ranging from 4 to 14 storeys in a variety of different housing typologies including flats and maisonettes alongside new routes, open space, play space, hard and soft landscaping and other associated works. AMENDMENT - EIA Scoping Addendum received.*

Case Officer: Laura Dorbeck

The following observations relate to the Transport aspects of the West Kentish Town Estate EIA Scoping Report.

With 898 dwellings, the development exceeds the Schedule 2 threshold (more than 150 dwellings) for requiring an Environmental Impact Assessment.

Table 5 of the Main Text document lists the EIA Technical Topics that are scoped in or out of the Environmental Statement (ES). It is noted that Traffic and Transport is scoped out of the ES, and this is discussed below.

Regarding the operation of the proposed development, when completed, the expected trip generation of the additional dwellings would be around 3,000 movements (arrivals + departures) over a 12-hour day. As the development would be car-free, the vehicular traffic from person journeys would be minimal. The site is expected to generate circa 56 delivery vehicles per day, equating to 112 two-way movements per day. When complete, the proposal is not expected to produce significant transport effects on the environment, and it is therefore considered reasonable to scope out the operational transport impacts from the ES.

The Scoping Report acknowledges that a planning application for the redevelopment of the site would need to be supported by a Transport Assessment (TA) and a Framework Travel Plan, Delivery and Servicing Management Plan and a Car Parking Management Plan.

There are likely to be significant environmental impacts associated with the building of 880 dwellings, including the demolition of around 300 existing dwellings. The scoping report proposes to scope out transport impacts from demolition and construction on the grounds of the long construction period (2024 – 2039). However, no quantitative analysis has been carried out and I am not persuaded that the Transport impact from demolition and construction would be insignificant. I would therefore recommend against scoping out transport impacts from demolition and construction.

Paragraph 57 of the Scoping Report states: *It is anticipated that any required demolition and construction related environmental management/ mitigation and monitoring measures would be secured and controlled through an appropriate Construction Environmental Management Plan (or equivalent) and it is proposed that the requirement for these documents be secured by means of suitably worded planning conditions to be attached to the permission.* This needs to be corrected as Camden secures CMPs via S106 obligations rather than planning conditions.