St William Homes

Kensal Green

Environmental Statement Volume 1

Non-Technical Summary

2025

KENSAL GREEN

ENVIRONMENTAL STATEMENT

NON-TECHNICAL SUMMARY

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Contents

1 Introduction

1.1.1 St William Homes LLP ("the Applicant") is seeking permission for a hybrid planning application for a residential led development on the former Kensal Green Gasworks ("the Main Site"). A second planning application is being submitted for upgrades to Canal Way including the junction with Ladbroke Grove ("the Canal Way Works Planning Application"). Together the works set out in these planning applications are the "Proposed Development."

1.1.2 The Site is located in West London within the Dalgarno Ward. The determining authority for the planning application is the Royal Borough of Kensington and Chelsea (RBKC).

1.1.3 Under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), SI 2017/571 ("the EIA Regulations") an Environmental Impact Assessment (EIA) is required to support the planning application for a development of the sale and nature proposed.

1.1.4 EIA is a process used to ensure planning decisions are made with full knowledge of a Proposed Development's likely significant effects on the environment and local communities. It helps to ensure that any effects are reduced or prevented, whilst encouraging the enhancement of positive effects.

1.1.5 An Environmental Statement (ES) is a report which describes the EIA process and its findings. The Non-Technical Summary (NTS - this document) is designed to convey key information to enable the public to understand and assess the Proposed Development and the potential impacts. It provides a non-technical summary of the ES (**Volumes 2, 3, and 4**) that accompanies the planning application.

2 The Site

2.1 Site Location and Uses

2.1.1 The Main Site is 1.46 hectares (ha) and comprises the Kensal Green Gasworks regeneration. The Site is located at Ordnance Survey (OS) National Grid reference TQ234823.

2.1.2 A further supporting planning application will be submitted for an access route running from the Main Site to Ladbroke Grove along Canal Way (the "Canal Way Works Planning Application "), to allow for pedestrian, cyclist and vehicle access to the Main Site in the event that a separate development to the south and east of the site ("the Ballymore scheme") does not come forward. The planning application for the Ballymore scheme is currently being considered by RBKC. The Main Site and the Canal Way Works Planning Applications Site are shown in **Figure 2.1 albeit exact boundaries are confirmed under separate cover**.

2.1.3 The Main Site is bound by the Grand Union Canal to the north, a substation and Pressure Reduction System (PRS) to the west (both of which will remain operational) and land to the east and south owned by Ballymore and Sainsbury's, and are used for open storage and light industrial uses.

2.1.4 The Main Site is vacant with the above ground structures of two decommissioned gas holders having recently been dismantled. A wall at the northern boundary separates the Site from the adjacent canal towpath.

2.1.5 The Canal Way Works Planning Application Site comprises a section of Canal Way plus adjacent footway and landscaping

Figure 2.1 Site Location

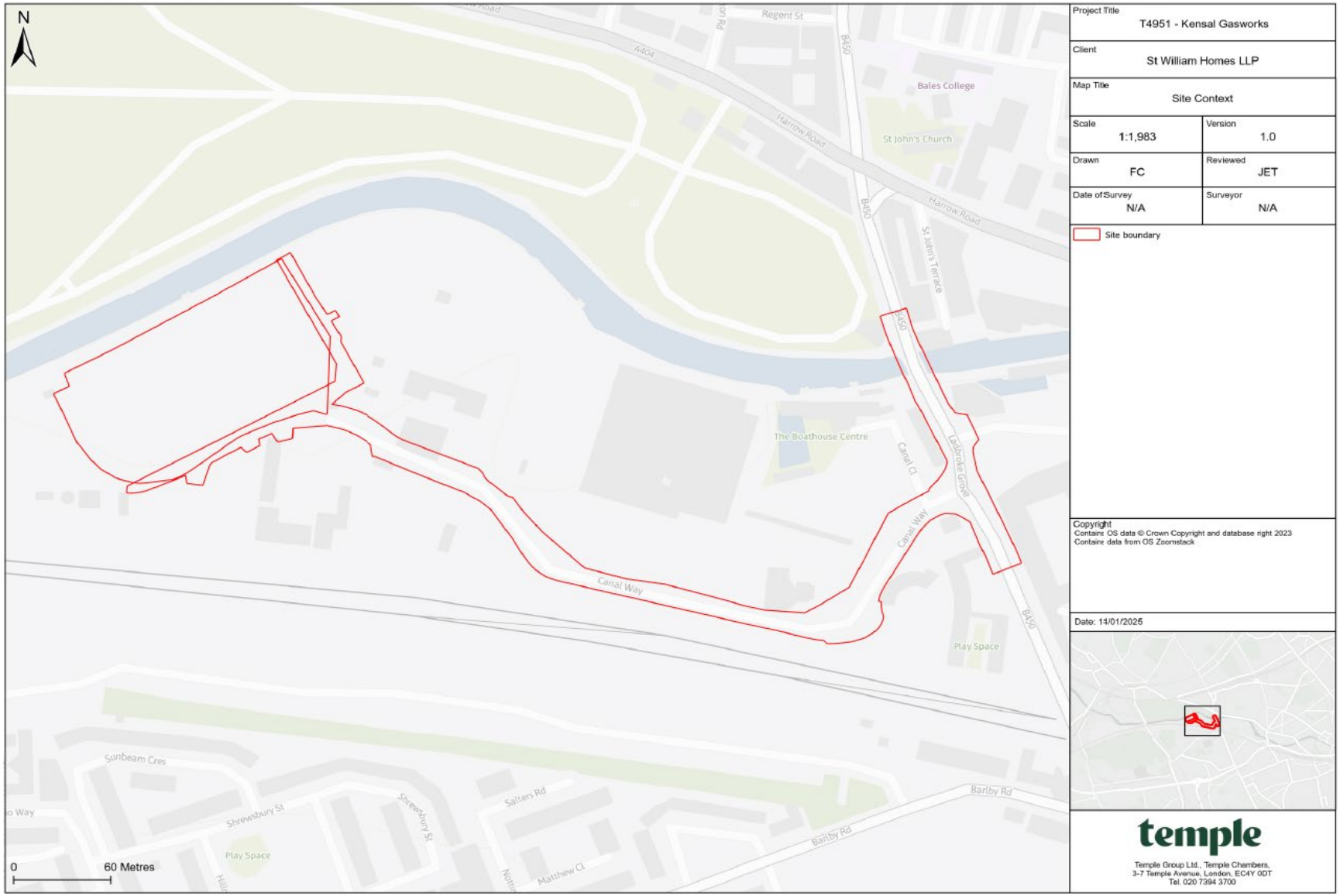
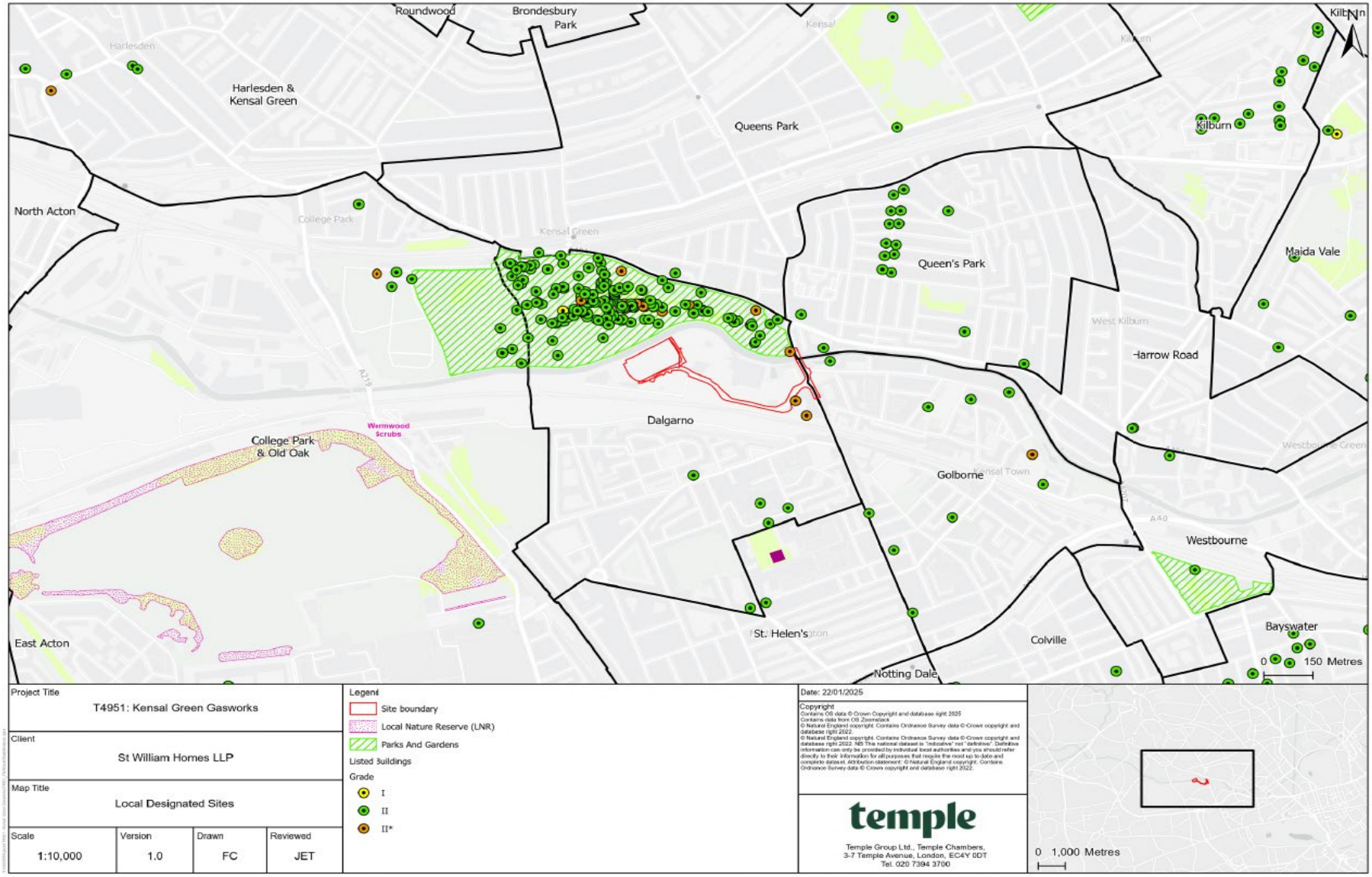


Figure 2.3 Site Photos

2.2 Site Context and Receptors

2.2.1 A sensitive receptor is something that could be affected by the Proposed Development during construction or operation. For example, a school, hospital, bat species, or local residents. The locations of sensitive receptors are shown in **Figure 2.4.**

Figure 2.4 Site Context and Sensitive Receptors



3 The Proposed Development

3.1.1 The planning description for the application is:

'Hybrid application for the phased redevelopment of Plot 3 of the masterplan site through demolition of above ground existing buildings and structures, site remediation, and creation of residential floorspace (Use Class C3) and flexible ground floor commercial, business and service floorspace (Use Class E), in buildings ranging in height up to 31 storeys (maximum 98 metres from ground measured to the roof parapet and excluding lift overruns and plant), with associated public realm and infrastructure works, comprising:- Outline proposals for residential floorspace including ancillary residential facilities (Use Class C3) (up to 74,450 sq.m GEA) and flexible commercial, business and service floorspace (Use Class E) (up to 890 sq.m GEA), new pedestrian, cycle and vehicular access, open space, landscaping, car and cycle parking, infrastructure and associated works;

and

Detailed proposals for residential floorspace (Use Class C3) (25,792 sq.m GEA) new pedestrian, cycle and vehicular access including bus route and associated facilities, open space, landscaping, car and cycle parking, infrastructure and associated works

Plus an application for

Public realm, landscaping and highway improvement works to Canal Way, including works to Ladbroke Grove / Canal Way junction, and associated works."

3.1.2 **Table 3.1** shows the floorspace for the Proposed Development, broken down by the types of uses proposed.

Table 3.1 – Proposed Development Maximum Floorspace

Land Use	Floorspace in sqm Gross Internal Area (GIA) this includes internal walls but not balconies
Residential, including residential amenity such as gym, lounge and residents' swimming pool.	72,214
Commercial unit envisaged as a café located in Building E	186

3.1.3 **Tables 3.2 and 3.3** shows how many homes are proposed in the illustrative scheme, the size of these homes, and the number of private and affordable homes provided. A maximum number is also tested throughout to ensure a

reasonable worst case is assessed. Table 3.2 – Proposed Homes – Number, Size and Tenure – Minimum Provision

Unit Type	Studio/ 1 Bed	2 Bed	3 Bed	4 Bed	Total
Private	327	213	44	0	**584**
Intermediate	40	24	0	0	**64**
Social Rent	3	69	26	48	**146**
Total	**369**	**305**	**70**	**48**	**794**

Table 3.3 – Proposed Homes – Number, Size and Tenure – Maximum Provision

Unit Type	Studio / 1 bed	2 Bed	3 Bed	4 Bed	Total
Private	401	228	34	0	**663**
Intermediate	43	24	0	0	**67**
Social Rent	4	82	41	34	**161**
Total	**448**	**337**	**73**	**35**	**891**

3.1.4 **Figure 3.1** shows the number of storeys and layout of the Proposed Development. The buildings shown in orange below (buildings A and B) will provide the affordable housing component of the Proposed Development, whereas the buildings shown in blue below (buildings C, D, E and F) will provide the private housing component of the Proposed Development. The heights of each building are furthermore listed within **Table 3.3** along with other pieces of key information about the Proposed Development. **Figure 3.2** shows a visualisation of the smaller buildings on Site (buildings A-E) and **Figure 3.3** shows a visualisation of Building F, the tower building on Site.

Figure 3.1 Layout and Number of Storeys of the Proposed Development

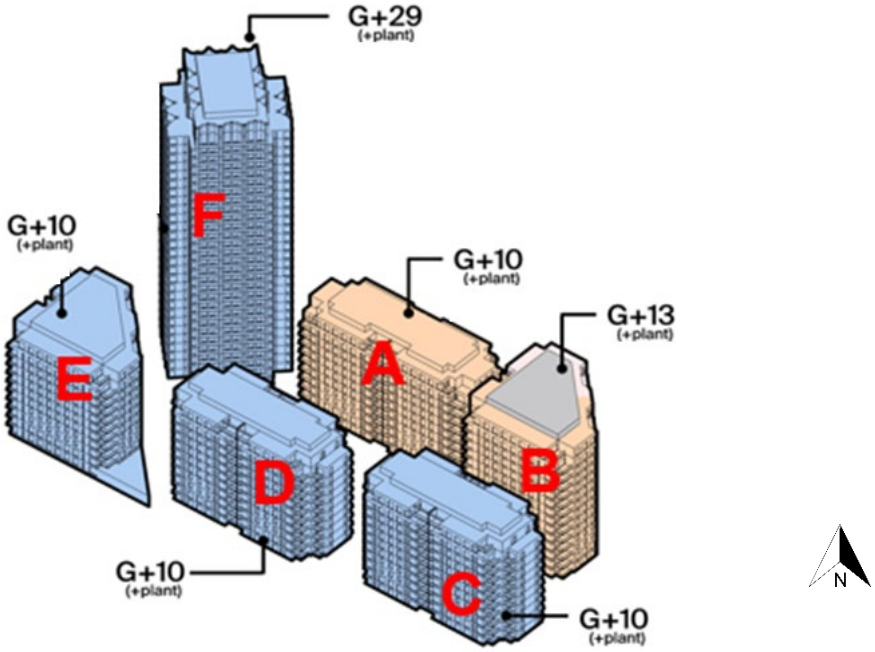


Figure 3.2 Illustrative Visualisations Buildings A-E

Figure 3.3: Visualisation of Building F

3.1.5 The planting strategy is shown in **Figure 3.4** below. It includes an increase in biodiversity rich native scrub planting, areas inspired by woodland, a lawn area and green roofs. Landscaping in the context of the illustrative masterplan is shown in **Figure 3.5** below. This is the preferred approach that assumes that the Ballymore scheme will be operational however if the Ballymore scheme does not come forward then the landscaping will be amended to provide a bus loop around Block B and bus stops along Canal Way, as shown in **Figure 3.6.**

Figure 3.4: Planting Strategy

Figure 3.5 Illustrative Masterplan including Landscaping – Cumulative Masterplan Scenario where the Ballymore scheme is operational

Figure 3.6 Illustrative Masterplan including Landscaping – Standalone Scenario where the Ballymore scheme is not brought forward, including bus loop

Table 3.3 Proposed Development key information

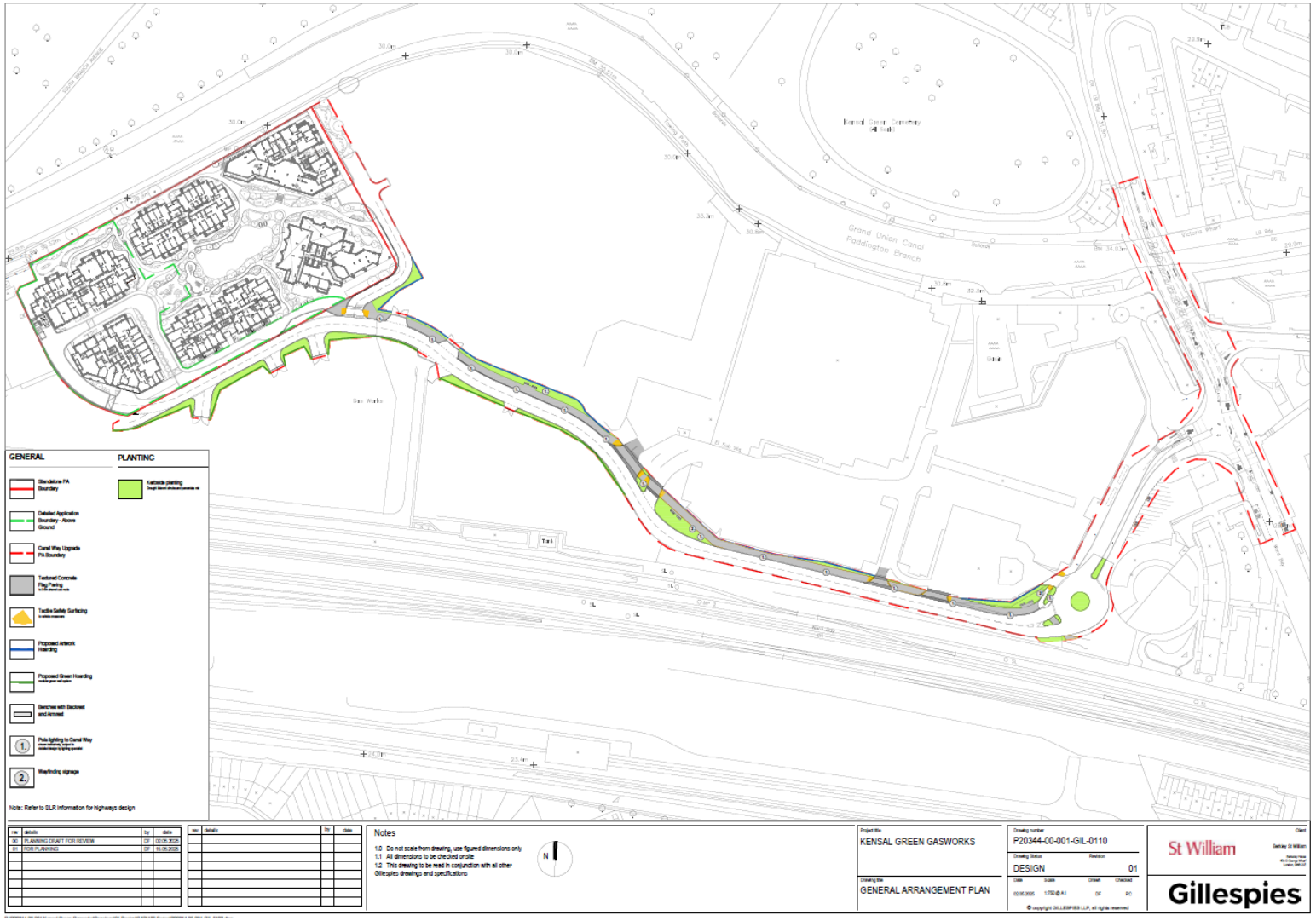
How tall would the Proposed Development be?	Maximum heights of buildings for each phase are as follows (all 'above ordnance datum', taking into account the height of the ground as well) confirmed by the parameter plans: • Building A: 68.20m • Building B: 68.20m • Building C: 68.20m • Building D: 68.20m • Building E: 69.05m • Building F: 132.5m
How big would the basement be?	The basement would lie under the entire site, connecting the blocks together, and would be a single storey.
How many car parking spaces will there be?	79 Blue Badge car parking spaces will be provided in the basement assuming a 10% provision
How many cycle spaces will there be?	1,355 long stay cycle spaces along with short stay spaces
How will pedestrians enter the site?	Pedestrians will have access to the Site from Canal Way in the Standalone Scenario or via the new road network delivered on the Ballymore site in the masterplan scenario.
How will cars access the Basement Parking?	From an access point under Block B.
How will the Proposed Development be heated?	Air Source Heat Pumps will provide all of the heat requirements.
How much has the energy strategy reduced carbon emissions from energy use?	On-site carbon emission reduction of 68 % compared to Building Regulations requirements for homes.
What sustainability measures have been included?	•A minimum of 95% of non-hazardous construction waste is to be recycled or reused. •Monitor energy, water and waste during construction. •100% of timber used on site, including timber used in the construction phase, will be sourced from sustainable forestry sources (e.g., PEFC and FSC). • At least 20% of materials will include recycled content, where feasible. •The residential units will be designed to meet long-term resident needs, be robust, durable, and resilient to climate change. •All commercial and residential units will be provided with access to a refuse store, supporting the separate

	collection of dry recyclables (mixed plastics, metals, glass, card and paper) and food waste. •Municipal waste recycling target of 65% (residential) and 75% (non-residential) by 2030, in accordance with GLA requirements. •All residential apartments are to be provided with adequate space for both refuse and recycling, including food waste; and •All residential apartments and commercial units will be provided with a user guide to promote the principles of circular economy
What measures will be used to ensure sustainable drainage on site?	Green roofs, rain water harvesting, landscape gardens, trees, and attenuation storage tanks.
How much open and play space will be provided?	6,036 m^2 of open space will be provided. 1,775m^2 of play space will be provided.

Canal Way Works

3.1.6 In the event that the Ballymore scheme is not brought forward, additional works would be undertaken as set out in the Canal Way Works Planning Application, including upgrades to Canal Way and to the junction with Ladbroke Grove, as illustrated below in **Figure 3.7**.

Figure 3.7 Plan for Canal Way Works Planning Application



Taken from drawing P20344-00-001-GIL-0110 (Gillespies, 2025)

4 Construction Information

4.1.1 The construction of the Proposed Development will take 10 years. Key anticipated dates for each phase of construction are listed below in **Table 4.1.**

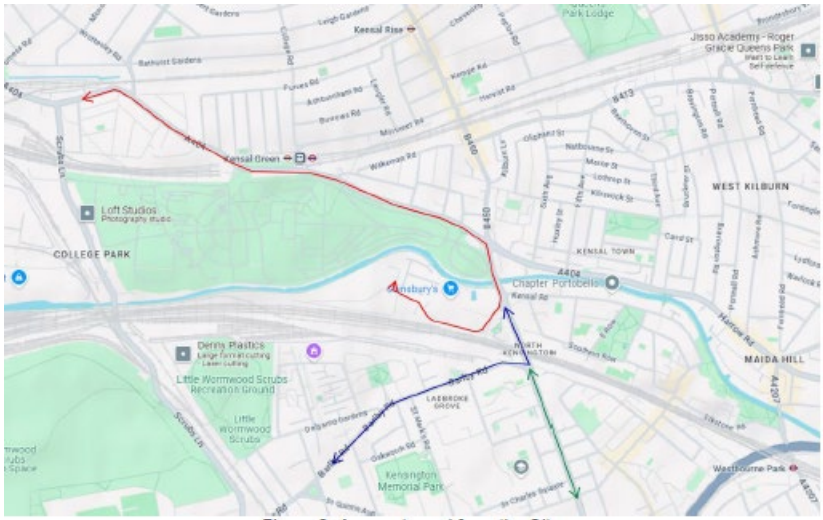
Table 4.1 Construction Programme

Indicative Construction Phase	Period of Development
Site Set Up	October 2026 – December 2026
Enabling Works – Canal Way (if needed)	May 2027 – April 2029
Enabling Works – Main Works	December 2026 – July 2027
Substructure	December 2026 – September 2028
Block B – Superstructure to Completion	July 2028 – October 2030
Block C – Superstructure to Completion	October 2028 – March 2031
Block A – Superstructure to Completion	March 2030 – September 2032
Block D – Superstructure to Completion	July 2030 – March 2033
Block E – Superstructure to Completion	November 2031 – August 2034
Block F – Superstructure to Completion	December 2032 – August 2036

If the Ballymore scheme does not go ahead, the programme may be delayed by up to 2.5 years.

4.1.2 The construction activities will include partial breaking out of the concrete gasholder walls that sit largely below ground onthe Site, creating construction access and setting up welfare facilities, piling for foundations, constructing the core structure of the building, putting the facades onto the building, fitting out the internal walls and utilities, and landscaping. The greatest number of construction vehicles is expected to be in 2028. **Figure 4.1** shows the routes that construction vehicles will take to (purple) and from (blue) the Site.

Figure 4.1 Construction Vehicle Routes



4.1.3 All the measures to protect local people and the environment, including those identified in this ES, will be set out in a Construction Environmental Management Plan (CEMP) submitted under separate cover and to be secured by planning condition.

5 Alternatives Considered

5.1.1 If the Proposed Development was not built, it would not increase homes within the area as set out in the Local Plan. Greenhouse gas emissions associated with demolition and construction would be avoided, contaminated land would not be remediated further, and the habitat on-site would proceed to turn into scrubland. However, given the location of the Site in the Kensal Canalside Opportunity Area it would be reasonable to assume that the Site would be brought forward for development by another party.

5.1.2 The Applicant has not considered alternative locations for the Proposed Development as the Site is allocated within the local plan for housing as part of the wider Kensal Canalside Opportunity Area.

5.1.3 The design of the Proposed Development has changed since the initial design in response to public consultation, consultation with RBKC and other stakeholders, and early assessment of environmental effects.

5.1.4 Since its inception, there have been three iterations of the design. These are shown below in **Figures 5.1-5.3.**

5.1.5 The main changes to the design of the scheme as a result of public consultation, consultation with RBKC and other stakeholders, and early assessment of environmental effects include the following:

- The addition of a public park to the design;
- Reduction of number of buildings from 7 to 6 to allow for only one tall building on site;
- Rotation of the taller building (F) by 45 degrees and an overall reduction down to 31 storeys;
- Relocation of the commercial unit envisaged as a café to Building E as a result of wind assessments;
- Reduction in height of smaller buildings on Site (A-E) from 15 to 11 storeys to protect the heritage setting of the area;
- Landscape design to include water features, trees and scrub, and natural play features to maximise biodiversity net gain and play while optimising for the varied sunlight levels across the Site.

Figure 5.1: First Design Iteration

Figure 5.2: Proposed Development

6 EIA Methodology

6.1.1 In general, EIA compares the conditions before the Proposed Development commences with the conditions during construction and operation of the Proposed Development.

6.1.2 EIA generally first considers the *sensitivity* of a receptor to change. This sensitivity might depend on, for example, the level of legal protection given to a species or the existing level of demand for local services. Then EIA considers the magnitude of an impact – the size of the change. For example, the complete removal of a habitat compared to the removal of part of a habitat, or the number of new residents who would need access to local services. The sensitivity and magnitude combined determine whether an effect is significant as shown in **Table 6.1.**

Table 6.1: Effect Significance Matrix

Magnitude	Sensitivity		
	High	Moderate	Low
Major	**Major Adverse/Beneficial**	**Major - Moderate Adverse/Beneficial**	**Moderate** - Minor Adverse/Beneficial
Moderate	**Major - Moderate Adverse/Beneficial**	**Moderate** – Minor Adverse/Beneficial	Minor Adverse/Beneficial
Minor	Moderate - Minor Adverse/Beneficial	Minor Adverse/Beneficial	Minor - Negligible
Negligible	Negligible	Negligible	Negligible

6.1.3 Effects can be described as negligible, minor, moderate or major and generally effects that are moderate or major are considered significant, although this can vary for particular technical topics where the guidance for these topics says otherwise. Decision makers usually look at the significant effects reported in an ES to aid their decision making. In Section 7 of this NTS, we have marked the significant effects in **bold.** Effects can be beneficial or adverse and may also be temporary or permanent.

6.1.4 The assessment considers whether any measures to improve the environmental effects of the Proposed Development, known as embedded mitigation measures, are designed into the scheme. Once the significance of an effect is understood, additional mitigation measures may be put in place to reduce the significance of an adverse effect, and the assessment is undertaken again so that the residual effect of the Proposed Development is understood.

6.1.5 RBKC agreed the scope of the ES with the Applicant team in with the inclusion of the following chapters, summarised in Section 7 below:

- Socio-Economics;
- Traffic and Transport;
- Air Quality;
- Daylight, Sunlight and Overshadowing;
- Wind Microclimate;
- Noise and Vibration;
- Ground Conditions;
- Built Heritage;
- Climate Change;
- Ecology; and
- Townscape and Visual Impact.

6.1.6 RBKC agreed that the following topic chapters did not need to be included in the ES, because no likely significant effects were anticipated:

- Archaeology;
- Aviation;
- Electronic Interference;
- Human Health;
- Light Pollution;
- Major Accidents and Natural Disasters;
- Materials and Waste; and
- Water Resources and Flood Risk.

6.1.7 The planning application has been as a hybrid application, with Blocks B and C and part of the basement brought forward in detail, while Blocks A,D,E and F and the remainder of the basement will be brought forward in outline with parameter plans identifying the maximum heights and minimum/maximum footprint of the buildings and the location and minimum size of the main open spaces. The Applicant has set out a Design Code and Development Specification that sets out some rules for the future detailed design of the Proposed Development. Given some information is unknown, the EIA has been based on reasonable worst-case scenarios – for example, the maximum unit numbers and maximum height of the buildings would lead to increased visibility and overshadowing. Some information is considered 'illustrative' – this shows what the Applicant thinks is likely to come forward and supplements the fixed parameters that the assessment is based on.

7 Summary of Topic Assessments

7.1.1 This section summarises the assessments for each environmental topic for both construction and operational phase effects, where 'operational' effects describe those that would occur once the Proposed Development has been built and is occupied and in use.

7.2 Socio-Economics

Baseline

7.2.1 The Proposed Development is located within the Dalgarno Ward of RBKC. According to the most recent population statistics, the population of the Dalgarno Ward was 7,212 in 2021.

7.2.2 The Site is located amongst the 20% most deprived areas in England. Evidence suggests that parts of the Dalgarno Ward are deprived more specifically regarding Income and Barriers to Housing & Services. The study area has a significantly higher proportion of residents residing in socially rented housing, over double RBKC, London and England rates.

7.2.3 There are 73 state-funded primary schools within 2 miles walking distance of the Site and there are 52 state-funded secondary schools within 4 miles of the Site. Within 1 km of the Site there are 4 GP surgeries with 20 GPs across these.

Embedded Mitigation

7.2.4 The embedded mitigation measures related to socio-economics include the provision of new housing, open and play space provision and commercial space, upon completion of the Proposed Development. These are all inherent in the design of the Proposed Development.

7.2.5 During operation, the Proposed Development has been designed to accommodate the provision of open and play space.

Anticipated Effects

7.2.6 The anticipated socio-economic effects during construction would be:

- A minor beneficial (not significant) effect on employment from increased construction employment
- A minor beneficial (not significant) effect on the local economy, town centres and other centred from increased spending of construction workers

7.2.7 The anticipated socio-economic effects during operation would be:

- A minor-moderate beneficial (**significant**) effect from improvements in housing supply
- A negligible (not significant) effect on demand for primary and secondary school places
- A minor-moderate adverse (**significant**) effect on the demand for childcare
- A minor adverse (not significant) effect on the demand for healthcare and availability of community and recreational facilities
- A minor beneficial (not significant) effect on the availability of open space
- A minor-moderate adverse (**significant**) effect on the availability of play space
- A minor beneficial (not significant) effect from additional spending within the local economy on town and other centres.
- A minor beneficial (not significant) effect from increased employment via the provision of commercial floorspace within the Proposed Development.

Additional Mitigation and Enhancement

7.2.8 Skills and employment programmes and information for new residents and workers about local shops would help enhance the beneficial effects of the Proposed Development.

7.2.9 The Construction Environmental Management Plan (CEMP) will not directly mitigate socio-economic impacts however they do indirectly affect socio-economic issues such as residents, business and the local economy. Measures include minimising noise, dust, air pollution and safety risks.

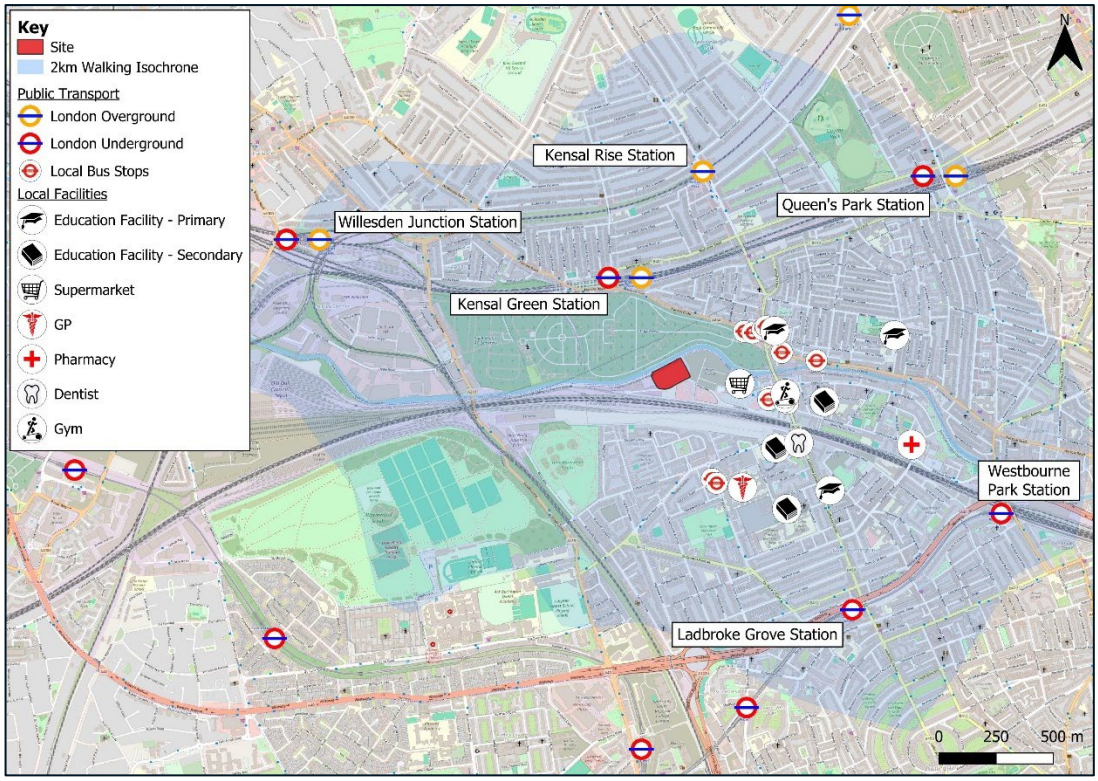
7.3 Traffic and Transport

Baseline

7.3.1 The Public Transport Accessibility Score across the Site ranges from 0-2 where 0 represents the worst possible score and 6b represents the best possible score. The site locality promotes sustainable active travel including provision for travel on foot and by bicycle. The site is within 600m walk of numerous bus services and a 25 minute walk from 3 rail stations.

7.3.2 **Figure 7.2** shows the location of nearby bus stops and train stations.

Figure 7.2 Public Transport links close to the Proposed Development.



Embedded Mitigation

7.3.3 The Proposed Development is not anticipated to have any significant effect on traffic and transport during the demolition and construction or operational phases.

7.3.4 Any non-significant effects during the demolition and construction phase, such as temporary changes to the transport networks due to site clearance, excavation, material deliveries by construction vehicles, and workforce movements will be minimised through a Construction Logistics Plan (CLP), secured via a planning condition and building on the CLP details submitted in the CEMP. The CLP will outline construction details including how the to manage construction vehicles and construction staff.

7.3.5 During the operational phase of the development, (non-significant) effects on, such as an increased demand for walking, cycling, and public transport, will be mitigated through the following measures:

- Improvements to on-site transport elements, including walking and cycling routes through the site and cycle parking;
- Upgrades to Canal Way to deliver a 3.5m footway / cycleway in the St William Standalone Scenario;
- Bus service extension into the site to deliver frequent bus services to an on-site bus stop in the St William Standalone Scenario;

- Signalising the Ladbroke Grove / Canal Way junction, which will also include delivery of Advanced Stop Lines for cyclists and dedicated pedestrian crossings on each arm delivered in the St William Standalone Scenario; and
- Implementation of a Travel Plan to encourage sustainable travel.

Anticipated Effects

7.3.6 Anticipated effects during demolition and construction include:

- A negligible (non-significant) temporary effect on the separation of communities; road vehicle driver and passenger delays; non-motorised user delay; non-motorised amenity; fear and intimidation on and by road users; and road user and pedestrian safety.

7.3.7 Anticipated effects during operation of the Proposed Development include:

- A negligible (non-significant) road vehicle driver and passenger delays; non-motorised user delay; non-motorised amenity; fear and intimidation on and by road users; and road user and pedestrian safety.

Additional Mitigation and Enhancement

7.3.8 It is considered that the measures outlined above will be sufficient to mitigate any negative impacts caused by the proposed development during construction and operation.

7.4 Air Quality

Baseline

7.4.1 Air Quality Objectives are thresholds for the main pollutants of concern, nitrogen dioxide (NO_2) and particulate matter (suspended solid and liquids in the air labelled PM2.5 for those less than 2.5 micrometres across and PM10 for those less than 10 micrometres across). To protect human health, these air quality objectives should not be exceeded.

7.4.2 Currently, Air Quality at the site and surrounding area is generally good with no breaches of AQOs identified during 2023. Baseline modelling predicts improvements in the future.

Embedded Mitigation

7.4.3 Construction works can lead to increased levels of dust and particulate matter in the air. The Proposed Development would follow best practice measures as set out in guidance from the Institute of Air Quality Management, which would be set out in a Construction Environmental Management Plan. Construction equipment should comply with relevant emission standards.

7.4.4 1,376 cycle spaces will be provided by the Proposed Development. This measure will reduce air pollution caused by the operation of the Proposed Development. Besides the 79 blue badge car parking spaces necessary to provide disabled parking the Proposed Development will be car free as per policy.

7.4.5 The Proposed Development has been designed to reduce air pollution through the use of air source heat pumps, for heating. Particulate matter will be filtered out by a mechanical ventilation system.

7.4.6 Embedded mitigation for air quality is also set out in an Air Quality Positive Statement accompanying this Application.

Anticipated Effects

7.4.7 Anticipated effects during demolition and construction include:

- A negligible (not significant) effect on the loss of nearby amenity areas, health of nearby residents and ecological sites as a result of dust and construction vehicle emissions;

7.4.8 Anticipated effects during operation include:

- A negligible (not significant) effect on human health as a result of vehicles associated with the operational Proposed Development.

7.4.9 The Proposed Development would have air quality levels suitable for residential use.

Additional Mitigation and Enhancement

7.4.10 Dust control measures will be written into a Dust Management Plan (DMP) and a relevant section of the Construction Environmental Management Plan (CEMP).

7.4.11 It is recommended that particulate matter (PM10) is monitored at two or more locations during dusty activities on Site during construction.

7.4.12 Deliveries will be arranged to limit the volume of vehicles and establish a system for deliveries. This will reduce impact on local congestion and expose fewer passers-by to their pollution.

7.5 Daylight, Sunlight and Overshadowing

Baseline

7.5.1 Because of the undeveloped and low-lying nature of the Site, the Site currently enjoys relatively high levels of daylight and sunlight and nearby buildings do not provide high levels of overshadowing on to the Site.

Embedded Mitigation

7.5.2 Throughout the design of the Proposed Development, the shape of the buildings has been designed to reduce the loss of daylight and sunlight to surrounding buildings, permanent canal boat moorings on the north side of the canal and open spaces as far as practical.

Anticipated Effects

7.5.3 The assessment has considered loss of daylight and sunlight to the buildings identified in **Figure 7.3** and overshadowing to the open spaces shown in **Figure 7.4.** The assessment doesn't consider loss of sunlight to buildings or overshadowing of green spaces to the south as this is the direction that sunlight predominantly comes from. The assessment is based on the maximum heights and footprint of the building as that is the reasonable worst-case scenario.

7.5.4 The anticipated effects during construction would be a gradual loss of daylight and sunlight and increase in overshadowing as buildings near completion.

7.5.5 The anticipated effects during operation would comprise:

- A negligible (non-significant) effect on daylight and sunlight availability on Zahra House, 2-48 Sunbeam Crescent, Princess Alice House, and 850-864 Harrow Road (evens).
- A negligible (not significant) effect on daylight availability for Riverside Path, Grand Union Canal, and Kensal Cemetery Park.
- A minor adverse (not significant) effect from solar glare on train drivers at viewpoints E01-E06, E08, E10-E12, E14-E16, and W01-W05.
- A negligible (not significant) effect from solar glare on all other viewpoints for train drivers.

7.5.6 Effects would be negligible for all other buildings and open spaces.

Additional Mitigation and Enhancement

7.5.7 No additional mitigation is proposed. As the assessment is based on maximum heights, improvements to the above effects would be expected when the Proposed Development is designed in detail.

Figure 7.3 Buildings considered in the assessment of loss of daylight and sunlight

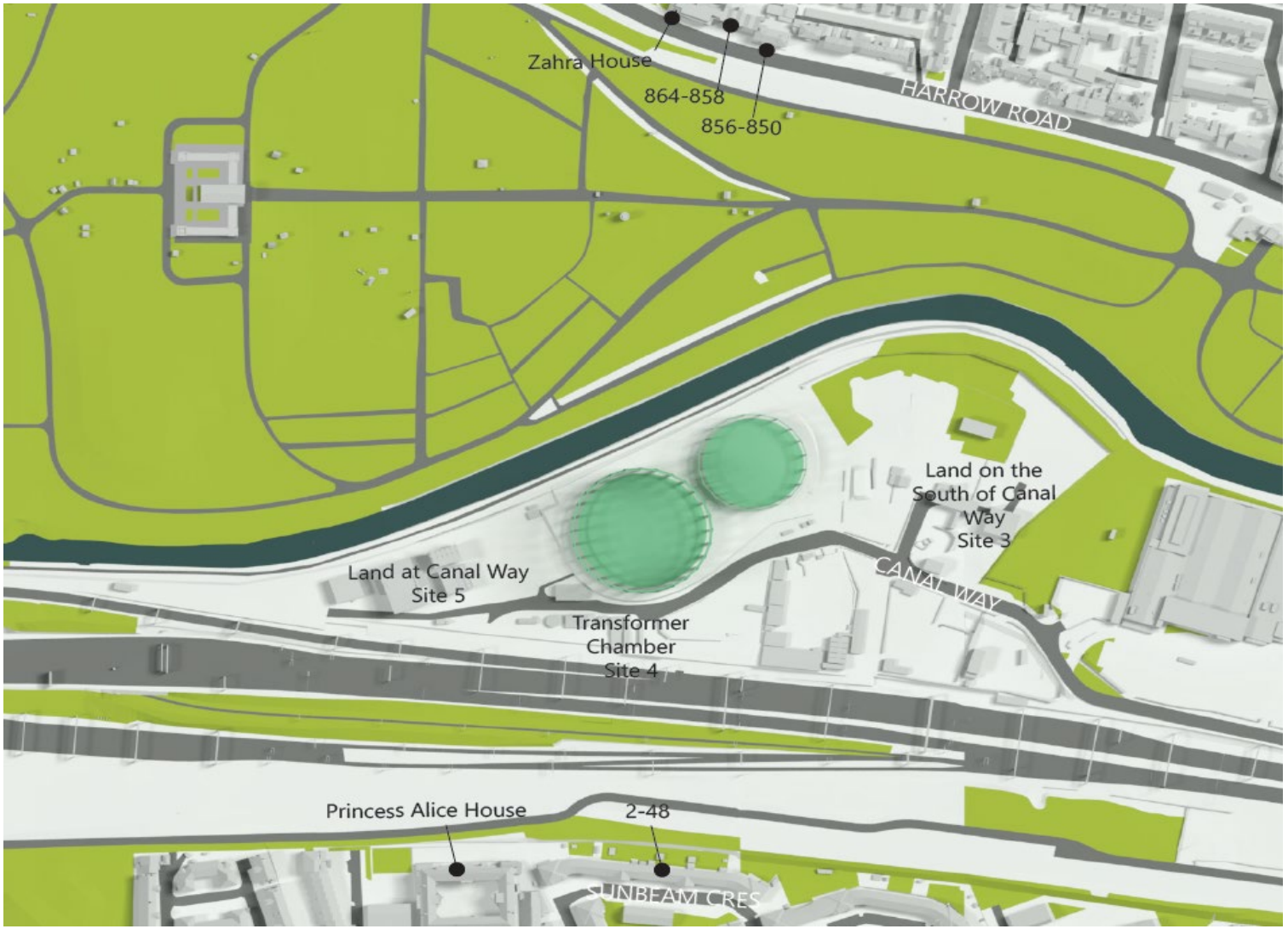
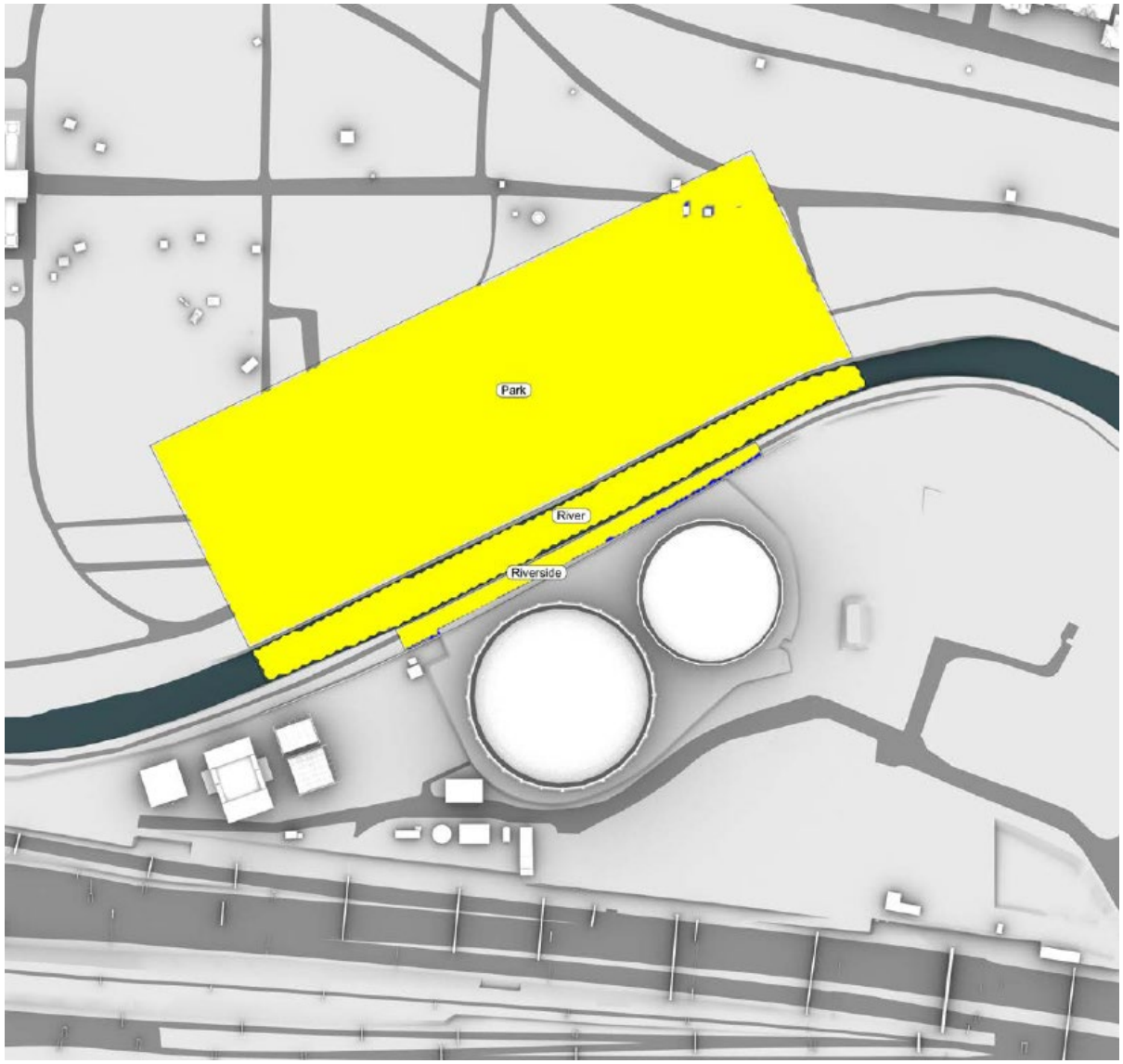


Figure 7.4 Open Spaces with the potential to be overshadowed



7.6 Wind Microclimate

Baseline

7.6.1 Wind tunnel tests were used to provide a detailed assessment of the mean and gust wind conditions around the Proposed Development in comparison to existing (baseline) site conditions.

7.6.2 Generally, baseline wind conditions range from sitting to strolling use with no occurrences of strong winds which are not a safety concern in the surrounding area. Winds for the London area are predominantly from the southwest, with a secondary peak from the north east during spring.

Embedded Mitigation

7.6.3 Buildings and landscape were tested throughout the design process to ensure suitable and safe wind conditions in operation. Early testing was undertaken using Computational Fluid Dynamics modelling (computer modelling) with the final tests undertaken by making a physical model of the Proposed Development and measuring wind speeds in a wind tunnel that replicates the wind speed and direction in the surrounding area.

Anticipated Effects

7.6.4 The effect on wind microclimate has not been directly assessed during demolition and construction. Professional judgement has been used to assess likely conditions in the phase. Wind conditions during the demolition and construction phase would represent a negligible effect.

7.6.5 During the construction phase, on-site wind conditions would gradually adjust as the Proposed Development is built. Off-site areas would experience a slight increase in windiness compared to the baseline, with conditions ranging from sitting to strolling use during the windiest season.

7.6.6 During the operational phase, the Proposed Development would result in increased windiness at and around the site, with wind conditions ranging from sitting to walking use at ground level.

7.6.7 Wind conditions would be unsuitable for intended use for at two thoroughfares, one entrance, two mixed-use amenity areas, 17 ground-level seating areas, and four roof-level amenity areas. Strong, potentially unsafe wind conditions for vulnerable pedestrians would occur at two ground-level locations and two accessible roof terraces. This would result in a minor adverse (not significant) effect on wind microclimate against these receptors.

7.6.8 The anticipated effects during operation would comprise:

- A minor adverse (not significant) effect on ground level amenity seating areas on site and to roof amenity use provided on site.
- A negligible (not significant) effect on thoroughfares on and off-site, entrances on-site, bus stops on-site, ground level mixed-use amenities, and on-site balconies.

Additional Mitigation and Enhancement

7.6.9 Mitigation measures have been developed and tested. The presence of the Proposed Development and landscaping would improve wind conditions in the windiest areas of the Site. In addition to the illustrative landscaping plan, the proposed mitigation measures could include:

- Landscaping and additional 1.5m tall planting and trees in several areas, including at 1.5m tall, minimum 50% solid balustrading added to western roof terraces of detailed Block B;
- The removal of Seating area south of Block E, with conditions two categories windier than suitable;
- Incorporation of further 1.5m tall planting and increased solidity of rooftop balustrades (greater than 50%).

7.6.10 With the above mitigation, anticipated Wind Microclimate effects during operation would be negligible – all wind conditions would be safe and suitable for use other than those listed within Section 7.6.8.

7.7 Noise and Vibration

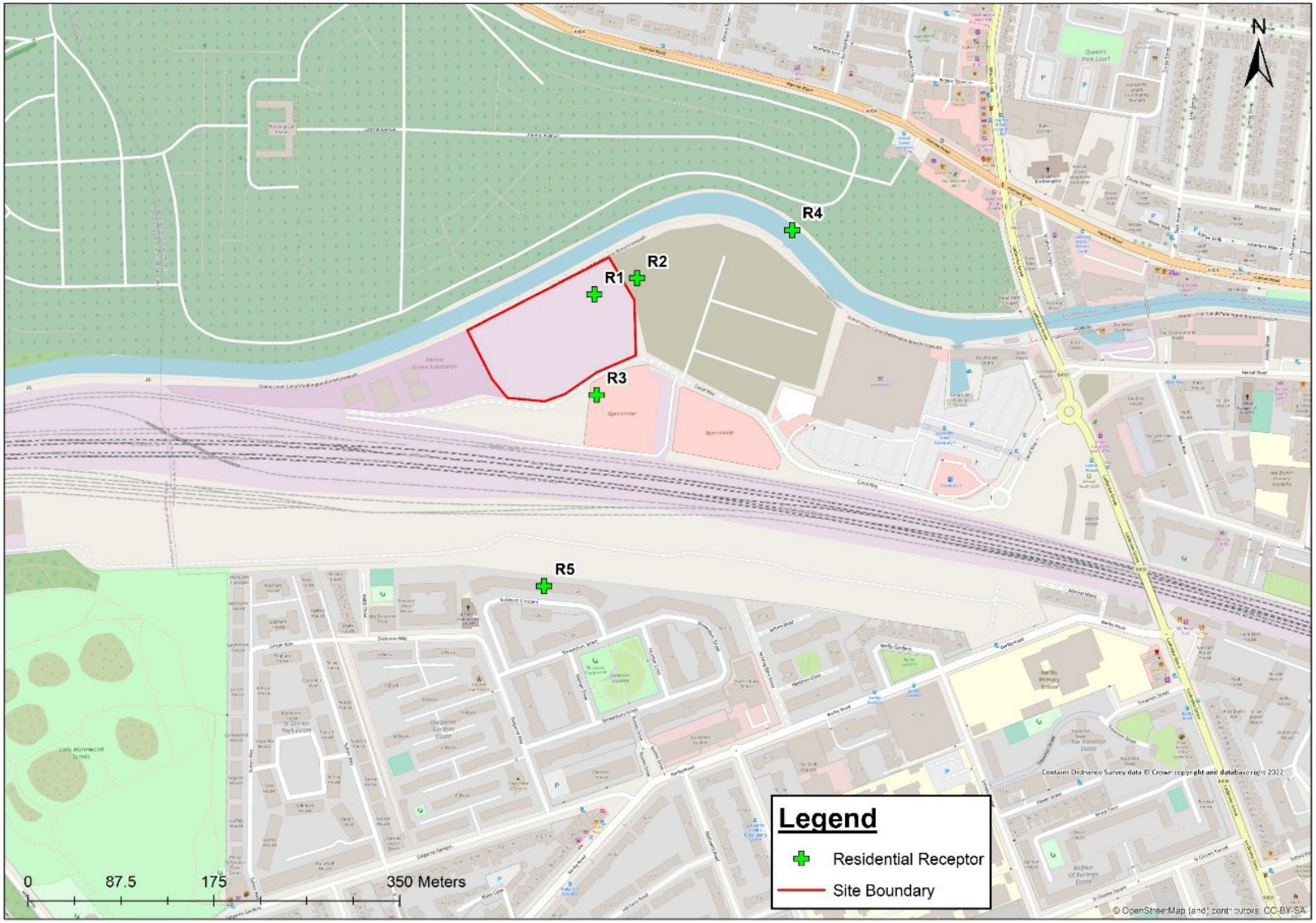
Baseline

7.7.1 Baseline noise and vibration surveys were undertaken in Spring 2021.

7.7.2 The main sources of the noise that can be heard at the Site were road traffic noise, rail noise, noise from the existing Pressure Reduction System (PRS) and some construction noise.

7.7.3 **Figure 7.5** below shows the locations that have been considered in the noise and vibration assessment as being potentially affected by noise from the Proposed Development during construction or operation.

Figure 7.5 Existing Noise Sensitive Receptor Locations



Embedded Mitigation

7.7.4 During construction, best practice measures will be used to reduce the noise from construction activities such as switching off equipment when not in use, not revving engines, minimising drop height of materials, enclosing noisiest activities.

7.7.5 When the Proposed Development is operational, there will be noise limits on equipment such as the heat pumps and ventilation, enforced by RBKC.

Anticipated Effects

7.7.6 The anticipated Noise and Vibration effects during demolition and construction would be:

- A temporary, short-term minor adverse (not significant) effect due to construction noise for future residents of the Site and Ballymore Plots 2 and 4, residents of permanent moorings along the north side of Grand Union Canal and residential properties within the vicinity of Sunbeam Crescent.;
- A temporary negligible (not significant) effect on all receptors from construction vibration; and
- A temporary negligible (not significant) effect on all receptors from construction traffic noise.

7.7.7 During operation there is a negligible effect on noise levels due to road traffic noise and from operational mechanical plant from the Proposed Development.

Additional Mitigation and Enhancement

7.7.8 Construction should follow best practice to control noise and vibration, including prior warning to residents within the surrounding area. Provisions should be made to ensure that the off-loading of construction vehicles is done on-site and not on surrounding roads and travel along designated routes.

7.7.9 Operational mechanical equipment should be kept as far away from homes and noise sensitive areas, with limits to their noise levels put in place by RBKC. Similarly, deliveries could be limited to agreed hours to minimise disturbance to residents.

7.8 Ground Conditions and contamination

Baseline

7.8.1 The Site was part of a gasworks from the 1890's to the 1970's. Until recently, the Site contained the above ground guide frames of two gasholders, although these have now been dismantled. With the exception of the gasholders, the

majority of the gasworks infrastructure (retort house, purifier, wet and dry storage, stills etc.) were located outside the Main Site boundary although the Canal Way Works Planning Application would cross some of these features. No gasworks coal carbonisation or gas processing has ever taken place on the Site.

7.8.2 Because of the site history there is potential for contamination in the soil and groundwater across both the Main Site and Canal Way Works Planning Application Site, including hydrocarbons from fossil fuels, heavy metals such as lead, and asbestos. The man-made ground across the Site includes a range of materials that could lead to pockets of ground gas. Further details are covered in the Preliminary Risk Assessment submitted under separate cover as part of the application.

7.8.3 The potential to encounter unexploded ordnance from World War 2 is low across the Site with the exception of an area of medium risk limited to the Canal Way Works Planning Application Site east of the Main Site.

Embedded Mitigation

7.8.4 A full site investigation will be undertaken to establish the requirement for site remediation.

7.8.5 Measures are put in place in the CEMP submitted as part of the application to protect workers from contact with contaminated soils, groundwater, asbestos, ground gas and vapours and unexploded ordnance as well as to avoid further pollution of groundwaters and to prevent off-site and early resident users from contaminated dust and vapours.

7.8.6 Where appropriate, ventilation to reduce risk from ground gas would be built into the basement. Building materials including pipework would use contaminant-resistant materials where required.

Anticipated Effects

7.8.7 Construction and operation of the Site creates a potential for people and water bodies to come into contact with contamination currently present on the Site.

7.8.8 The anticipated Ground Conditions effects during demolition and construction prior to mitigation would be:

- A moderate adverse (**significant)** effect on construction workers contact with contaminated substances and from the inhalation of ground gas and vapour;
- A minor adverse (not significant) effect on perched and deep groundwater from piling works;
- A minor adverse (not significant) effect on adjacent site users from direct contact with dust generated from construction works;

- A moderate adverse (**significant)** effect on adjacent site users from the inhalation of ground gas and vapour;
- A minor adverse (not significant) effect on building materials from contact with adverse ground conditions; and
- A major adverse (**significant)** effect on construction workers from encounters with and detonation of UXO;

7.8.9 During operation, the anticipated Ground Conditions effects prior to mitigation would be:

- A major adverse (**significant**) effect on future site users from direct contact with contaminated soils and groundwater;
- A minor adverse (not significant) effect on maintenance workers from direct contact with contaminated soils and groundwater;
- A moderate adverse (**significant**) effect on properties located on the Site from an ingress of ground gas and vapours;
- A minor adverse (not significant) effect on below-ground infrastructure from an ingress of ground gas and vapours; and
- A moderate adverse (**significant**) effect on building materials (including water pipes) on building materials from contact with adverse ground conditions

Additional Mitigation and Enhancement

7.8.10 Site investigation will inform a remediation strategy to ensure the site is suitable for residential use. Further details provided in the Preliminary Risk Assessment submitted under separate cover.

7.8.11 For the Canal Way Works Planning Application only, a UXO management plan should be put together to deal with the area of medium risk for encountering unexploded ordnance.

7.8.12 In landscaped areas, clean soil should be provided and laid over a contamination-proof membrane. A vapour proof membrane between the soil and basement would reduce the risk from gases and vapours.

7.8.13 With the additional mitigation set out above, all effects would be negligible.

7.9 Built Heritage

Baseline

7.9.1 There are no buildings of heritage importance in the Site and the Site is not within a conservation area.

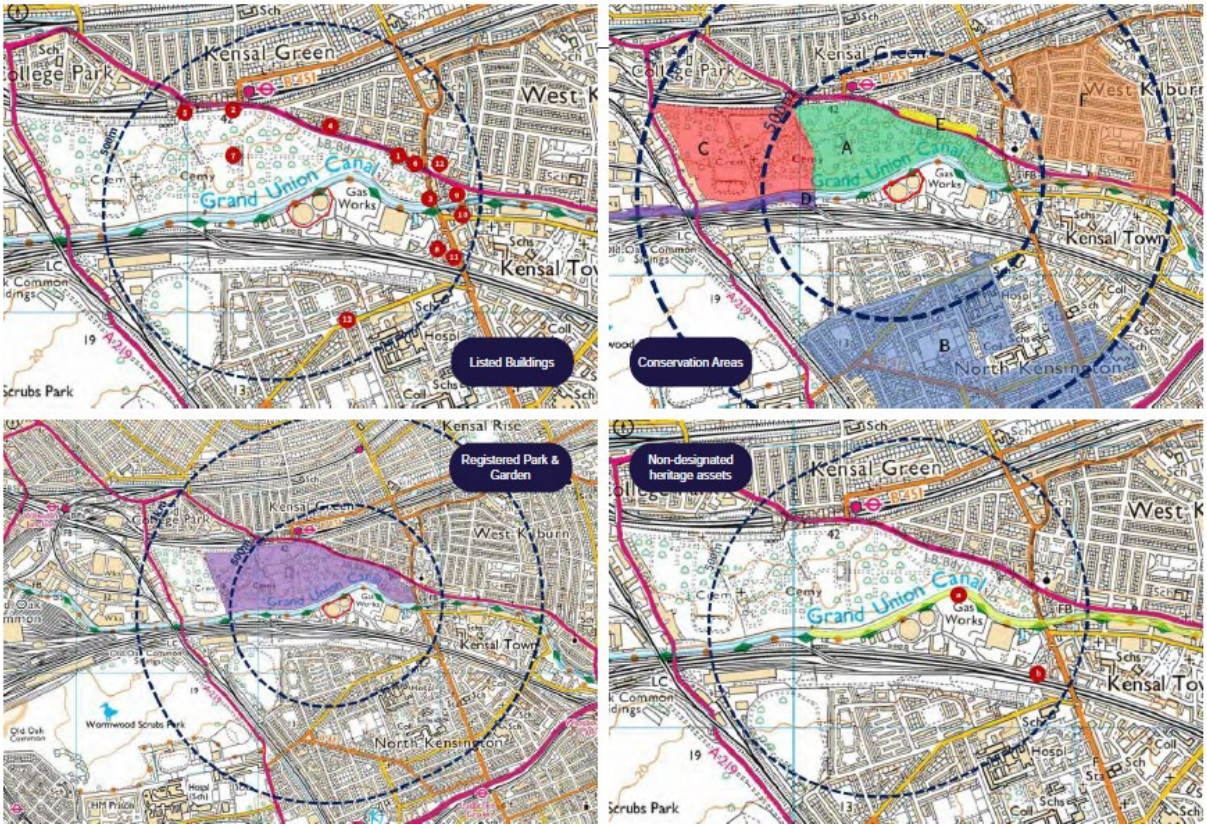
There are a number of buildings and areas recognised either nationally or locally for their heritage importance in the area around the Site. **Figure 7.6** shows the location of listed buildings, non-listed buildings with heritage importance, Conservation Areas and Registered Parks and Gardens. Together these are referred to as 'heritage assets'.

Embedded Mitigation

7.9.2 During construction, embedded mitigation will include site hoarding to limit views into and across the Site and provide a clean boundary. The works will also be managed under the Considerate Constructors Scheme (FCCS).

7.9.3 Effects on built heritage receptors at the operation stage will be mitigated through a high-quality design and material palette, developed in consultation with the Local Authority and informed by the urban context and secured through planning.

Figure 7.6 Location of Listed Buildings, non-listed buildings with heritage importance, Conservation Areas and Registered Parks and Gardens around the Site



Anticipated Effects

7.9.4 Anticipated effects on Built Heritage during demolition and construction would be:

- A moderate adverse (**significant**) effect on the setting of the following heritage assets: The Grade II* Entrance Gateway to Kensal Green Cemetery; Grade II* Dissenters Chapel; Grade I listed Anglican Chapel; Grade II* Kensal House Day Nursery; Grade II* listed Kensal House; Kensal Green Cemetery and Grand Union Canal Conservation Areas; and Kensal Green (All Souls) Cemetery Registered Park & Garden (Grade I listed); the non-designated heritage assets, namely the Grand Union Canal and Ladbroke Grove Train Crash Memorial.
- A minor adverse (not significant) effect on the setting of the following listed buildings: Grade II The Northern Colonnade; Grade II 842 Harrow Road; Grade II Kensal Green Cemetery Perimeter walls and railings; Grade II E M Landers Stonemasons Showroom; Grade II Kensal House; Grade II Corporation Yard; and Grade II St John's Church.
- A minor adverse (not significant) change to the setting of the following listed monuments within Kensal Cemetery: Grade II* Tomb of Commander Charles Spencer Ricketts; Grade II* Monument to Ninon Michaelis, Kensal Green Cemetery Grade II* Tomb of Major General Sir William Casement, Knight Commander of the Bath; Grade II* Tomb of John St John Long; Grade II* - Tomb of Andrew Ducrow; Grade Tomb of Mary Gibson; Grade II* Tomb of William Mulready, Royal Academy; Monument to HRH Princess Sophia, Kensal Green Cemetery; Grade II* Tomb of HRH Augustus Frederick; and Grade II* Tomb of Elizabeth and Alexis Soyer.
- A minor adverse (not significant) change to the setting of the following conversation areas: Oxford Gardens; St Mary's Cemetery; Kensal Green; and Queen Park Estate.
- A minor adverse (not significant) change to the setting of the non-designated heritage assets: the Grand Union Canal and Ladbroke Grove Train Crash Memorial.

7.9.5 Anticipated effects on Built Heritage during operation would be:

- A moderate adverse (**significant**) effect of the setting of the following heritage assets: Grade II* Dissenters Chapel; Grade I listed Anglican Chapel; Kensal Green Cemetery and Grand Union Canal Conservation Area; Grade I listed Kensal Green (All Souls) Cemetery Registered Park & Garden.
- A moderate neutral (**significant**) effect of the setting of the following heritage assets: Grade II* listed Entrance Gateway to Kensal Green Cemetery; Grade II* Kensal House; Grade II* Kensal House Day Nursery.
- A minor neutral (not significant) effect on the setting of the following heritage assets: Grade II the Northern Colonnade, Grade II 842 Harrow Road, Grade II Kensal House, Grade II Corporation Yard, and Grade II St

John's Church listed buildings; Oxford Gardens, St Mary's Cemetery, Kensal Green, and Queen Park Estate conservation areas; all listed monuments outlined in the demolition and construction stage; the Grand Union Canal and Ladbroke Grove Train Crash Memorial non designated heritage assets.

- A minor adverse (not significant) effect on the setting of the following listed buildings: Grade II Kensal Green Cemetery Perimeter walls and railings and Grade II E M Landers Stonemasons Showroom.

Additional Mitigation and Enhancement

7.9.6 All relevant mitigation is included in the design of the Proposed Development and no additional mitigation has been identified.

7.10 Climate Change Mitigation and Adaptation

Baseline

7.10.1 Greenhouse gas emissions in RBKC have been reducing along with population growth. It is expected that this trend will continue in the future.

7.10.2 Under 2 C global warming, temperatures will increase. The south east of the UK may increase by 3-4 C during the summer, whilst winter days will increase by less than 1 C. Rainfall changes may lead to a slightly wetter winter and a drier summer.

Embedded Mitigation

Reducing Greenhouse Gas Emissions

7.10.3 A number of measures have been set out in the **Whole Life Carbon Assessment** and the **Circular Economy Statement** to reduce the greenhouse gas emissions associated with building materials and construction activities.

7.10.4 An **Energy Statement** has been prepared to make sure that energy and CO2 emissions during operation are reduced in line with London Plan energy policy. Included in this is the target to meet net zero emissions, through paying for any remainder CO2 emissions to be offset. Furthermore, advice will be given to residents on low energy goods to reduce their unregulated energy usage including appliances and cooking. Renewable energy technologies such as solar photovoltaics (PV) and low carbon heating will be used. The use of cycle stores, reduction in car parking spaces and electric vehicle charging facilities will reduce greenhouse gas emissions from transport.

Effects of a Future Climate

7.10.5 The Proposed Development has been designed to avoid overheating and reduce flood risk. Retained and newly planted trees will provide shade. The trees chosen include species selected for climate change resilience.

Anticipated Effects

Reducing Greenhouse Gas Emissions

7.10.6 There would be a negligible effect on the ability of RBKC to meet local carbon reduction targets as a result of the construction or operation of the Proposed Development due to measures set out above.

Effects of a Future Climate

7.10.7 An assessment has been undertaken to understand whether the environmental effects reported in this ES would be worsened or improved in a future climate. No additional environmental effects were found.

Additional Mitigation and Enhancement

Greenhouse Gases

7.10.8 The Construction Environmental Management Plan (CEMP) will include climate change mitigation measures. The Proposed Development will seek to minimise transporting materials from further afield. The Proposed Development can use efficient machinery to reduce hours of usage. These measures will reduce the carbon footprint of construction. Some elements of the homes will be constructed off-site to reduce waste.

7.10.9 Greenhouse gas emissions from the transport of construction material, as well as the recycled content in building materials, should be monitored. When components in the buildings are replaced in future, the greenhouse gas emissions associated with them should be considered.

7.10.10 For the operational phase, a smart procurement strategy should consider pre-made components to reduce the emissions from suppliers, such as the number of vehicles used, the type of vehicle used and efficiently off-loading supplies.

Climate Change Adaptation

7.10.11 A Climate Change Adaptation Plan should be produced to identify further ways that the Proposed Development can be more resilient to climate change throughout its lifespan. For example, future refurbishment could seek to further improve water and energy efficiency, and should any plants need to be replaced, alternative species resilient to climate change effects such as drought could be agreed with RBKC.

7.11 Ecology

Baseline

7.11.1 There are a number of Sites of Importance for Nature Conservation and Local Nature Reserves close to the Site, of which the sites with the greatest potential to be affected are Wormwood Scrubs Local Nature Reserve (LNR), London Canals Site of Metropolitan Importance for Nature Conservation (SMINC), Kensal Green Cemetery SMINC and the British Rail Western Region Railway Lands Site of Borough Importance for Nature Conservation (SBINC). These are shown in **Figure 7.6**.

7.11.2 A habitat survey map is provided below for the Main Site as **Figure 7.7.** There are multiple habitats located within the Site, including bramble scrub along the northern boundary, two semi-mature oak trees and a semi-mature silver birch tree. Two ponds have very recently been formed from rainwater by the concrete bowls leftover from the removal of the previous gasholders on the Site in 2021.

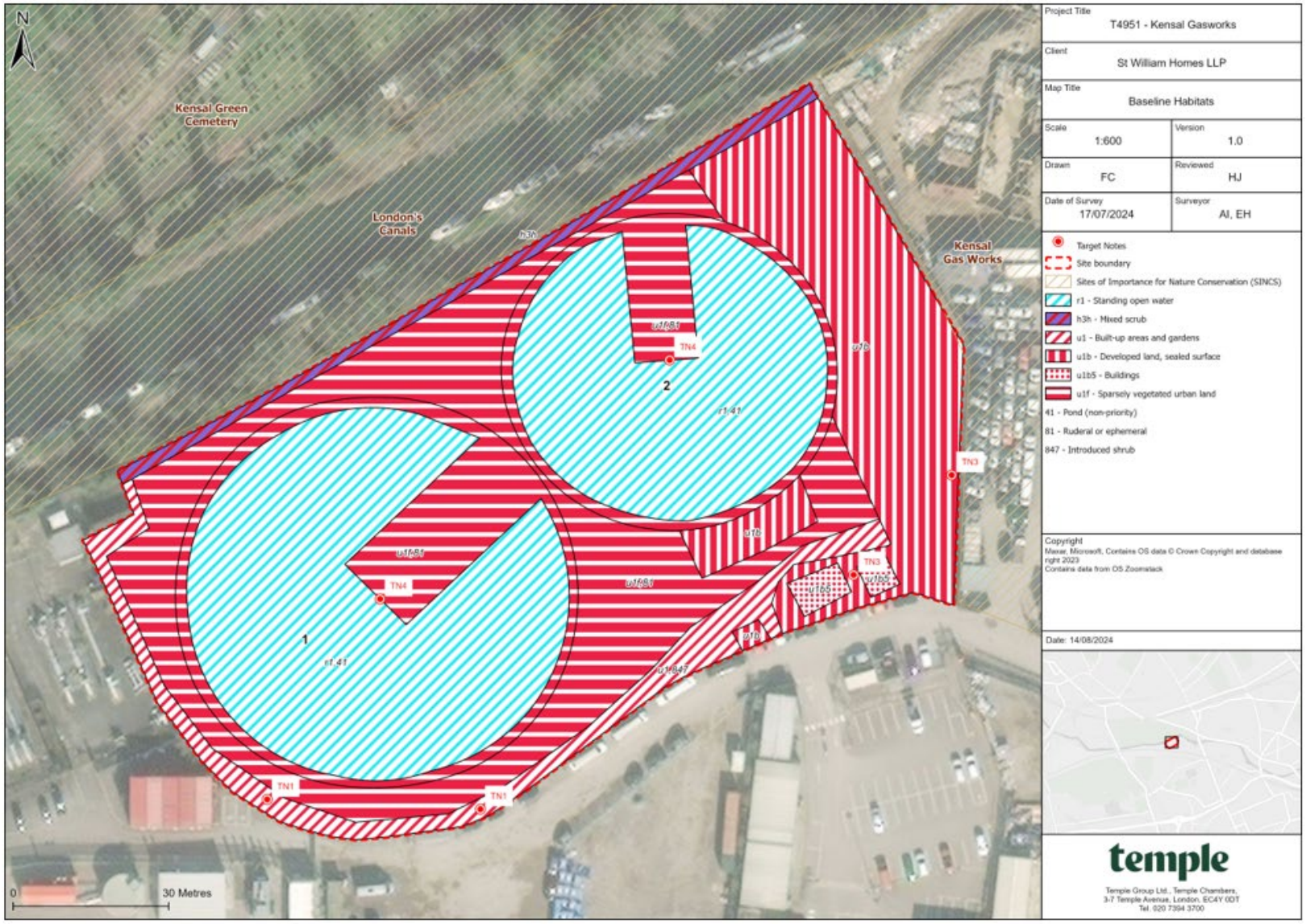
7.11.3 Invasive species were also recorded to be present on the Site, including Cotoneaster and buddleia which were identified within the shrub along the southern Site boundary. Japanese Knotweed was also recorded to be growing just outside the northern boundary of the Site.

7.11.4 An additional habitat survey was undertaken for the Canal Way Works Planning Application Site (**Figure 7.8)** however habitats on this area are much more limited including mainly hardstanding with some low value shrub planting.

7.11.5 Species surveys carried out for the Site and surrounding area included surveys for bats, invertebrates, breeding birds and reptiles. Bat species were identified to be within 2km of the Site and the Canal Way Works Planning Application Site, while areas suitable for invertebrates were found within the main Site area. A variety of breeding bird species were identified within 2 km of the Site which could potentially use the Site as an area of habitat. Reptile surveys carried out noted the presence of reptiles within 2 km of the Site and for their potential presence on the Site itself.

Figure 7.6 – Local Nature Reserves and SINCs

Figure 7.7 Habitat Survey Map from the Preliminary Ecological Appraisal



Embedded Mitigation

7.11.6 CEMP pollution control measures, especially measures to protect the Grand Union Canal, will be implemented across the construction period.

7.11.7 Vegetation present on the Site will be cleared outside of the breeding bird season wherever possible. Furthermore, trees present on site are to be retained.

Anticipated Effects

7.11.8 The anticipated ecological effects during demolition and construction include:

- A minor adverse (not significant) effect on London Canal SMINC from overshadowing of ecological areas.

7.11.9 All other effects including those on bats, breeding birds and invertebrates from habitat loss, and on the surrounding SMINCs and SBINCs from lighting and pollution would be negligible.

7.11.10 The anticipated ecological effects during operation would be:

- A minor adverse (not significant) effect on London Canals SMINC and Kensal Green Cemetery SMINC from overshadowing;
- A minor beneficial (not significant) effect on breeding birds from habitat creation on site; and
- A minor beneficial (not significant) effect from habitat creation.

7.11.11 All other effects including those on Wormwood Scrubs Nature Reserve from visitor pressure, and on bats, nearby SBINCs and SMINCs from lighting, would be negligible.

Additional Mitigation and Enhancement

7.11.12 Through the delivery of the Proposed Development, new habitats will be provided throughout the Site and managed through measures set out in a Landscape and Ecological Management Plan.

7.11.13 A lighting strategy must be prepared to minimise unwanted excess light on the retained or created habitat features. This will be in line with guidance given by the Bat Conservation Trust. With the provision of this lighting strategy, effects on bats during operation of the Proposed Development would be reduced to negligible.

7.12 Townscape and Visual Impact

Baseline

7.12.1 Around the Site, the townscape character varies. Some areas are more residential, such as the Dalgarno neighbourhood, are more focused around green spaces, such as Wormwood Scrubs. It is possible to divide the local area into ten 'townscape character areas' as shown in **Figure 7.7.**

7.12.2 The Proposed Development would be visible in views from the surrounding area. A series of example views has been identified by the RBKC and is shown in **Figure 7.10.**

Embedded Mitigation

7.12.3 The Proposed Development has been designed to fit in with surroundings. The materials (mostly bricks) set out in the Design Code include many of those found elsewhere in the development, and the detailed design have taken inspiration from the surrounding Kensington and Chelsea Mansion Block style.

Additional Mitigation and Enhancement

7.12.4 All relevant mitigation is included in the design of the Proposed Development and no additional mitigation has been identified.

Figure 7.7 Townscape Character Areas

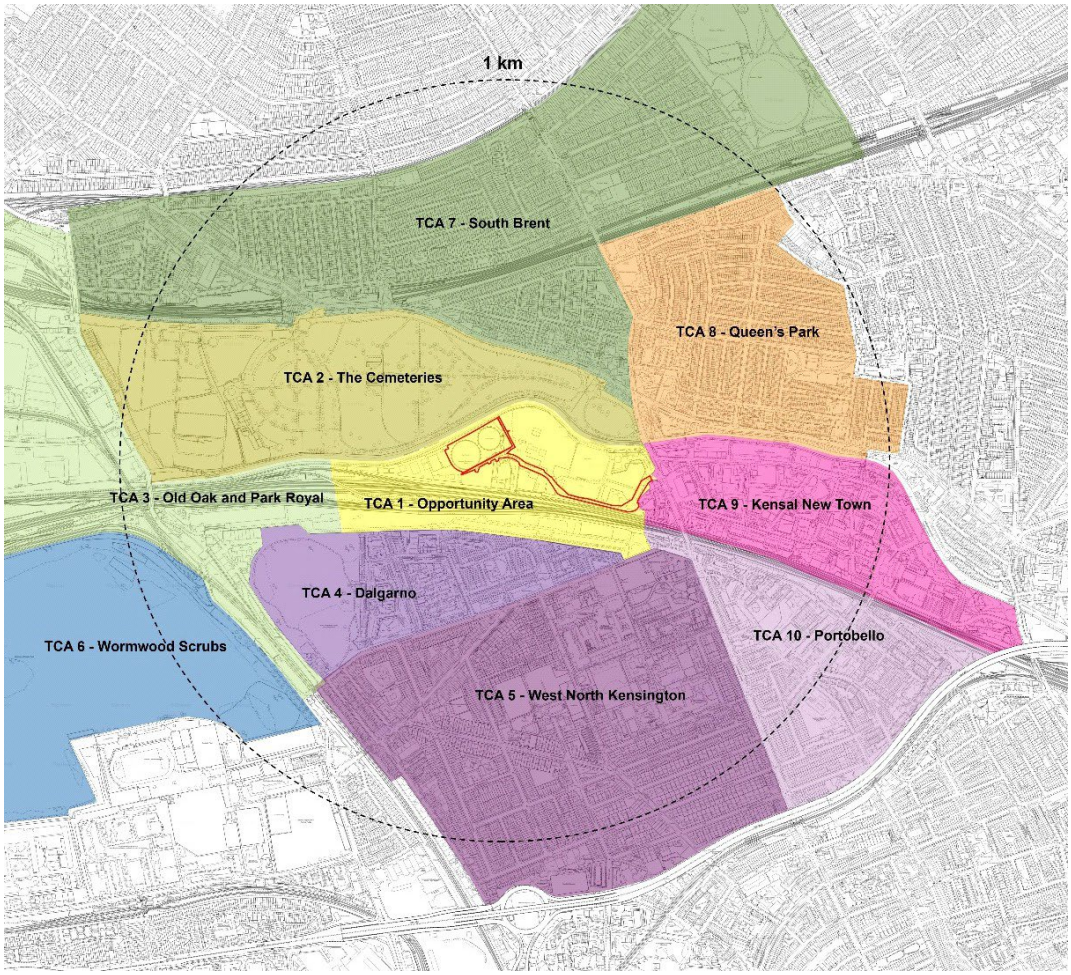


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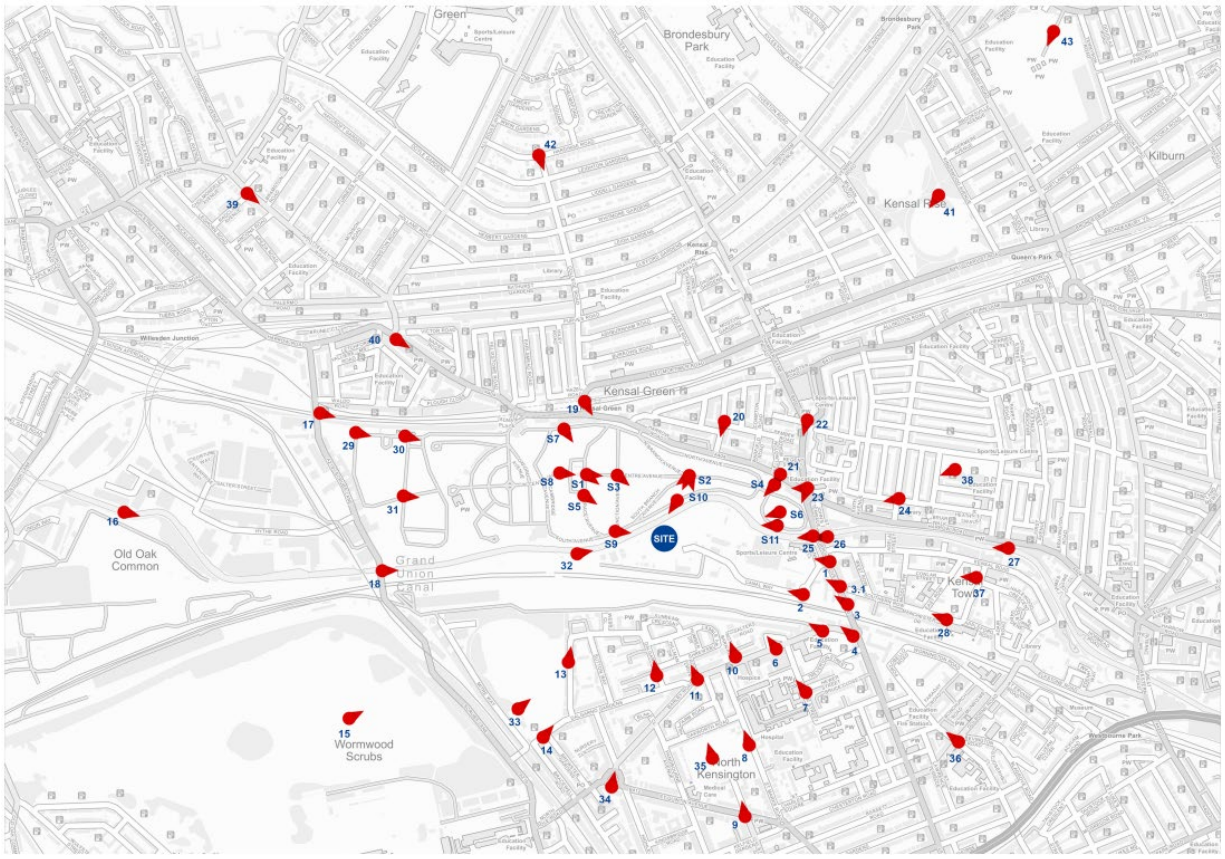
Figure 7.8 Viewpoints assessed in the Environmental Statement



Anticipated Effects

7.12.5 Townscape and visual effects can be neutral, rather than adverse or beneficial, where the overall effect on heritage assets, townscape character or views might not be considered to be either harmed or enhanced.

7.12.6 During construction, there would be the following temporary effects to registered views and townscape character:

- A major adverse (**significant**) effect on views: S1-S6, S8-S11, 20
- A moderate-major adverse (**significant**) effect on views: S7, 6, 21, 25, 26, 32
- A moderate adverse (**significant**) effect on views: 10, 11, 17, 18, 19, 23, 28, 29, 31, 33, 34
- A minor-moderate adverse (not significant) effect on views: 1,2, 4, 8, 14, 15, 35, 37, 39, 40, 41
- A minor neutral (not significant) effect on views: 5, 9, 12, 16, 30, 36, 38, and 42
- A negligible-minor neutral (not significant) effect on views 7
- A negligible neutral (not significant) effect on view 43
- A major adverse (**significant**) effect on TCA 2 (The Cemeteries)

- A moderate-major adverse (**significant**) effect on TCA 1 (Kensal Canalside Opportunity Area)
- A moderate adverse (**significant**) effect on TCA 4 (Dalgarno) and TCA 7 (South Brent)
- A minor-moderate adverse (not significant) effect on TCA 3 (Old Oak and Park Royal), TCA 5 (West North Kensington), TCA 6 (Wormwood Scrubs), and TCA 9 (Kensal New Town)
- A minor adverse (not significant) effect on TCA 8 (Queen's Park) and TCA 10 (Portobello).

7.12.7 During construction, there would be no effect on views 3, 13, 22, 24, or 27.

7.12.8 Once the Proposed Development is completed and occupied there would be the following effects to registered views and townscape:

- A major adverse (**significant**) effect on views: S8
- A major beneficial (**significant**) effect on views: 20
- A major neutral (**significant**) effect on views: S1-S6, S9-S11
- A moderate-major neutral (**significant**) effect on views: S7
- A moderate-major adverse (**significant**) effect on views: 6, 21
- A moderate-major beneficial (**significant**) effect on views: 25, 26, 32
- A moderate beneficial (**significant**) effect on views: 10, 18, 19, 28, 33
- A moderate neutral (**significant**) effect on views: 11, 17, 23, 29, 31, 34
- A minor-moderate beneficial (not significant) effect on views: 1, 2, 15, 40
- A minor-moderate neutral (not significant) effect on views: 4, 8, 14, 35, 37, 39, 41
- A minor neutral (not significant) effect on views: 5, 9, 12, 16, 30, 36, 38, 42
- A negligible-minor neutral (not significant) effect on views: 7
- A negligible neutral (not significant) effect on view: 43
- A major neutral (**significant**) effect on TCA 2 (The Cemeteries)
- A moderate-major beneficial (**significant**) effect on TCA 1 (Kensal Canalside Opportunity Area)
- A moderate neutral (**significant**) effect on TCA 4 (Dalgarno) and TCA 7 (South Brent)
- A minor-moderate beneficial (not significant) effect on TCA 3 (Old Oak and Park Royal)

- A minor-moderate neutral (not significant) effect on TCA 5 (West North Kensington), TCA 6 (Wormwood Scrubs) and TCA 9 (Kensal New Town)
- A minor neutral (not significant) effect on TCA 8 (Queen's Park) and TCA 10 (Portobello)

7.12.9 Proposed Development is completed and occupied there would be no effect on view: 3, 13, 22, 24, or 27

Additional Mitigation and Enhancement

7.12.10 All relevant mitigation is included in the design of the Proposed Development and no additional mitigation has been identified.

7.13 Cumulative Effects

7.13.1 As well as assessing the environmental effects of the Proposed Development on its own, the EIA also considered the cumulative effect of the Proposed Development and other developments close to the Site. **Figure 7.11** below shows what other developments have been considered in the cumulative effect assessment.

7.13.2 In the cumulative scenario, because the Ballymore scheme would be delivered, the Canal Way Works Planning Application would not be delivered, and neither would the bus loop and bus stop shown in Figure 3.6. The on site landscaping would be as per the St William Masterplan Scenario.

7.13.3 Each topic section below sets out the effects which have changed as a result of the inclusion of these other developments. All other effects would be as set out for the Proposed Development in isolation.

Socioeconomics

7.13.4 The Proposed Development and surrounding committed developments would cumulatively lead to:

- A major-moderate beneficial (**significant**) effect from additional housing supply

Daylight, Sunlight and Overshadowing

7.13.5 The Proposed Development and the Ballymore Scheme would cumulatively lead to the following operational effects:

- A minor (not significant) effect on daylight availability for 2-48 Sunbeam Crescent

7.13.6 There would be no other additional cumulative effects due to overshadowing of amenity spaces beyond those identified for the Proposed Development in isolation.

Wind Microclimate

7.13.7 With the inclusion of cumulative developments, wind conditions around the Proposed Development would improve due to added shelter, eliminating strong wind exceedances at ground level.

7.13.8 However, one entrance, eleven ground-level seating areas, and two rooftop amenity areas would remain winder than suitable for their intended use. No strong winds would affect accessible areas overall.

7.13.9 While proposed landscaping and mitigation measures would generally enhance conditions, four seating areas would still experience unsuitable wind conditions, which would be further improved with additional localised landscaping.

Noise and Vibration, Air Quality, Traffic and Transport, Ecology

7.13.10 There would be no other additional cumulative effects.

Ground Conditions

7.13.11 Provided that there is coordination between the two developments (the Proposed Development and the Ballymore scheme) a minor beneficial effect from the remediation of a large area of Site to conditions appropriate for residential end use is anticipated.

Climate Change Mitigation and Adaptation

7.13.12 The combined effect on the global climate from the construction of all the committed developments would be considered **moderate adverse** and significant.

Heritage

7.13.13 The cumulative effects would differ from the effects of the Proposed Development in isolation as follows

- A moderate neutral (**significant**) effect on the setting of the Grand Union Canal (non-designated heritage asset)
- A minor neutral (not significant) effect on the heritage setting of Grade II* listed Dissenters Chapel
- A minor adverse (not significant) effect on the heritage setting of Grade II* listed Entrance Gateway to Kensal Green Cemetery
- No effect on the heritage assets of the following listed buildings: Grade II* Kensal House Day Nursery; Grade II Kensal House; Grade II Corporation Yard; Grade II* Kensal House; Grade II St John's Church.

Townscape and Visual Impact

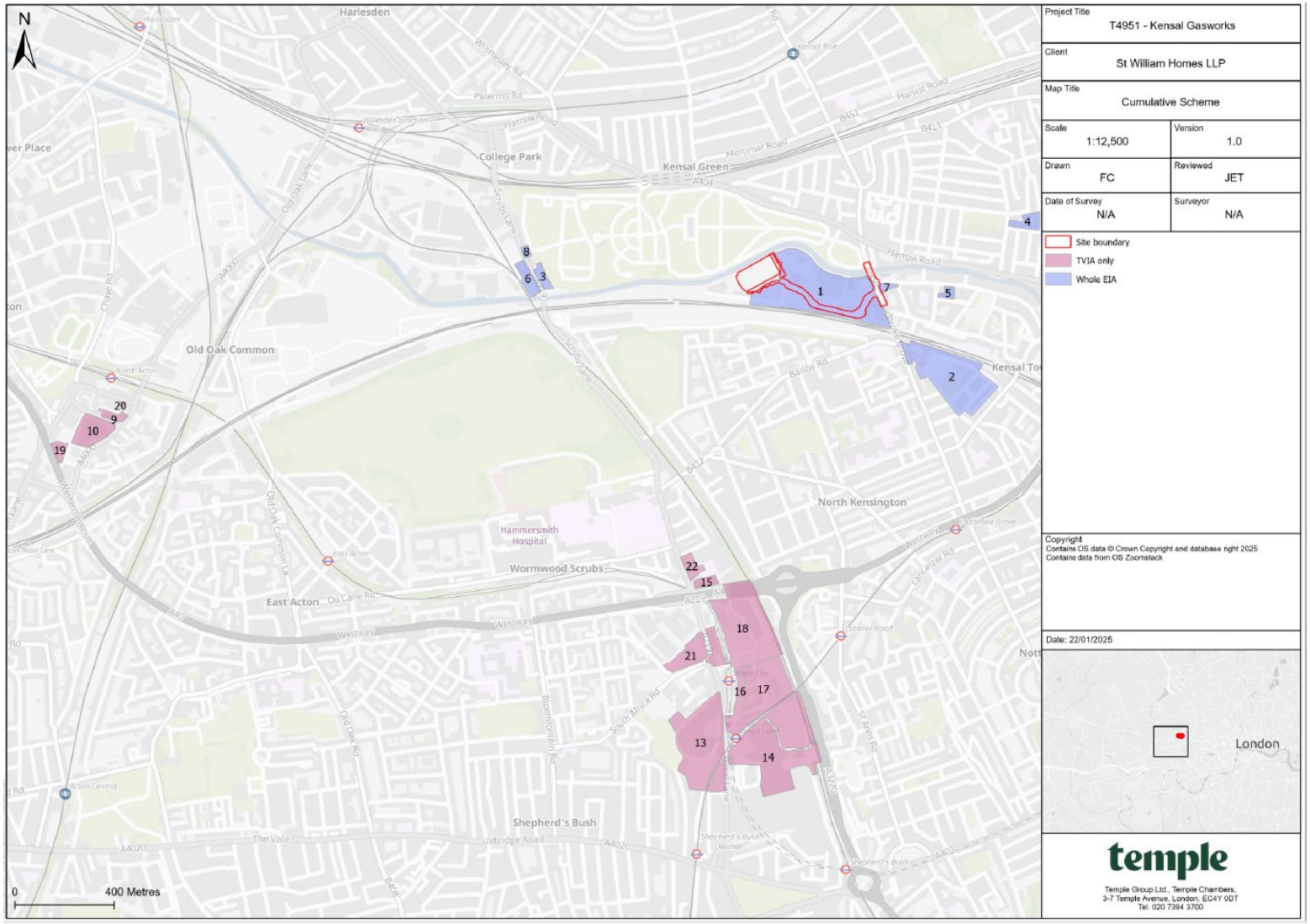
7.13.14 The cumulative effects would differ from the effects of the Proposed Development in isolation during the construction phase as follows:

- Moderate adverse (**significant**) effect on view 6
- A minor-moderate adverse (not significant) effect on view 10
- A minor adverse (not significant) effect on views S4, S6, S11, 14, 21 and 37
- A negligible or negligible-minor neutral (not significant) effect on views 5, 12, 26 and 34
- No effect on views: 1, 2, 4, 23, and 25

7.13.15 The cumulative effects would differ from the effects of the Proposed Development in isolation during the operational phase as follows:

- A moderate adverse (**significant**) effect on view 6
- A minor-moderate beneficial (not significant) effect on view 10
- A minor neutral (not significant) effect on views S4, S6, S11, 14, 21 and 37
- A negligible or negligible-minor neutral (not significant) effect on views 5, 12, 26 and 34
- No effect on views: 1, 2, 4, 23, and 25
- A moderate beneficial (**significant**) effect on TCA 1 (Kensal Canalside Opportunity Area)
- A minor neutral (not significant) effect on TCA 9 (Kensal New Town)

Figure 7.12 Committed Developments considered in the Cumulative Effects Assessment



Ref	Planning Application
1	Proposed Ballymore Scheme at Ladbroke Grove
2	Worthington Green Estate
3	115-129A Scrubs Lane
4	253-259 Kensal Road
5	104-108 Scrubs Lane
6	321-335 Kensal Road (vacant land); 337 Kensal Road and land adjacent to 338 Ladbroke Grove
7	Current School Site and to the rear of 341-351 Ladbroke Grove
8	93-97a Scrubs Lane
9	2 Scrubs Lane
10	227 Wood Lane
11	Former BBC Television Centre
12	Land North Of Westfield Shopping Centre
13	White City Living 54 Wood Lane Phases 2-5
14	Imperial College London - White City Campus South – Masterplan
15	80 Wood Lane
16	Holiday Inn London West 4 Portal Way
17	2 Portal Way
18	1 Portal Way
19	The Portal Land, at Wales Farm Road & Portal Way
20	3 School Road
21	Holiday Inn Victoria Road

7.14 Effect Interactions

7.14.1 The EIA also considered whether any sensitive receptors would experience multiple effects considered under different topics and whether these would interact to increase or exacerbate the effect (an 'interactive effect').

During Construction

7.14.2 No interactive effects are expected to occur during construction of the Proposed Development.

Once Operational

7.14.3 The following local residents and future residents would experience multiple adverse effects across the operational phase of the Proposed Development:

- A minor to moderate adverse effect on the demand for childcare; and
- Minor adverse wind conditions across ground level amenity seating on-site.

8 Conclusions and Summary Tables

8.1 Mitigation Measures

8.1.1 **Table 8.1** outlines the mitigation measures that would be put in place to prevent or minimise any likely adverse environmental effects and, in some cases, enhance the benefit of the Proposed Development.

8.1.2 Embedded mitigation measures are included in the design of the Proposed Development, or are required as standard to fulfil legal obligations. Additional mitigation measures are put in place if there are still adverse effects anticipated, to ensure a residual adverse effect is reduced as far as possible.

Table 8.1 – Mitigation Measures Proposed in the ES

Topic	Phase	Embedded Measures	Additional Measures
Socio-economics	Demolition and Construction	None.	None.
	Operation	Provision of homes, open and play space, and commercial floorspace.	None.
Traffic and Transport	Demolition and Construction	CLP with construction vehicles and staff travel management outlined in the CEMP	None.

Topic	Phase	Embedded Measures	Additional Measures
	Operation	• Walking and cycling connections to the existing networks • Delivery of footway/cycleway on Canal Way • Bus service extension into Site with on-site bus stop • Signalising the Ladbroke Grove/Canal Way junction, with Advanced Stop Lines for cyclists and dedicated pedestrian crossings on each arm • Implementation of a Travel Plan.	None.
Air Quality	Demolition and Construction	• Use of CEMP which is to include dust mitigation measures compliant with MOL SPG standards and IAQM guidance	• Best practice IAQM dust measures
	Operation	• Draft Travel Plan • Minimal car parking • Cycle Parking • Use of ASHPs • Energy Strategy	None.

Topic	Phase	Embedded Measures	Additional Measures
Daylight, Sunlight and Overshadowing	Demolition and Construction / Operation	Massing and layout of buildings. Selection of material palette during design testing. Employment of standard daytime construction hours.	None.
Wind Microclimate	Demolition and Construction	None.	None.
	Operation	None.	Landscaping strategy 50% balustrading on western roof terraces
Noise and Vibration	Demolition and Construction	• BPM during construction • Section 61 • CEMP • Construction Logistics Plan (CLP)	• Prior warning to residents in area
	Operation	• Plant noise limits	None.
Ground Conditions	Demolition and Construction	CEMP Installation of potable water supplies	Remediation Strategy to be confirmed with the appropriate authorities UXO management plan
	Operation	PPE Baseline installation	Remediation Strategy to be confirmed with the appropriate authorities Ground gas and vapour risk assessment Installation of potable water supplies
Climate Change Mitigation and Adaptation	Demolition and Construction		
	Operation		

Topic	Phase	Embedded Measures	Additional Measures
Ecology	Demolition and Construction	• CEMP pollution control measures • Vegetation clearance outside of breeding bird seasonProtection of retained trees	None.
	Operation	• Habitat provision on Site, BNG • LEMP	• Consultation with RBKC • Lighting Strategy
Built Heritage	Demolition and Construction	• Hoarding of the Site • FCCS	None.
	Operation	• Building design quality and materials	None.
Townscape and Visual Impact	Demolition and Construction	CEMP to include measures such as hoarding	None.
	Operation	Building design quality and materials	None.

8.2 Residual Effects

8.2.1 **Table 8.2** outlines the effects on the environment which have been considered likely to occur during construction and operation of the Proposed Development, once the measures outlined above have been put in place to minimise any likely adverse environmental effects.

8.2.2 If an effect is considered significant it has been marked in **bold**.

Table 8.2 – Non-negligible residual effects of the Proposed Development

EIA Topic	Stage of Development	Residual Effects	Duration of Effect	Significance of Residual Effect
Socio-Economics	Demolition and Construction	Increased employment from construction works	Temporary	Minor beneficial
		Greater local spending improving local economy	Temporary	Minor beneficial
	Operation	Reduction of housing need	Permanent	**Minor-moderate beneficial**
		Demand for childcare services	Permanent	**Minor-moderate adverse**
		Demand for healthcare	Permanent	Minor adverse
		Availability of community and recreational facilities, and open spaces	Permanent	Minor adverse
		Availability of play space	Permanent	**Minor-moderate adverse**
		Increased local spending in local economy	Permanent	Minor beneficial

EIA Topic	Stage of Development	Residual Effects	Duration of Effect	Significance of Residual Effect
		Improved employment	Permanent	Minor beneficial
Traffic and Transport	Demolition and Construction	None.	None.	None.
	Operation	None.	None.	None.
Air Quality	Demolition and Construction	None.	None.	None.
	Operation	None.	None.	None.
Daylight, Sunlight and Overshadowing	Demolition and Construction	None.	None.	None.
	Operation	None.	None.	None.
Wind Microclimate	Demolition and Construction	None.	None.	None.
	Operation	None.	None.	None.
Noise and Vibration	Demolition and Construction	None.	None.	None.
	Operation	None.	None.	None.
Ground Conditions	Demolition and Construction	None.	None.	None.
	Operation	None.	None.	None.
	Demolition and Construction			

EIA Topic	Stage of Development	Residual Effects	Duration of Effect	Significance of Residual Effect
Climate Change Mitigation and Adaptation	Operation			
Ecology	Demolition and Construction	None.	None.	None.
	Operation	None.	None.	None.
Built Heritage	Demolition and Construction	Change to the setting of the following heritage assets: The Grade II* Entrance Gateway to Kensal Green Cemetery; Grade II* Dissenters Chapel; Grade I listed Anglican Chapel; Grade II* Kensal House Day Nursery; Grade II* listed Kensal House; Kensal Green Cemetery and Grand Union Canal Conservation Areas; and Kensal Green (All Souls) Cemetery Registered Park & Garden (Grade I listed).	Temporary	**Moderate adverse**
		Change to the setting of the following listed buildings: Grade II The Northern Colonnade; Grade II 842 Harrow Road; Grade II Kensal Green Cemetery Perimeter walls and railings; Grade II E M Landers Stonemasons Showroom; Grade II Kensal House; Grade II Corporation Yard; and Grade II St John's Church. Change to the setting of the following listed monuments within Kensal Cemetery: Grade II* Tomb of Commander Charles Spencer Ricketts; Grade II* Monument to Ninon Michaelis, Kensal Green Cemetery Grade II* Tomb of Major General Sir	Temporary	Minor adverse

EIA Topic	Stage of Development	Residual Effects	Duration of Effect	Significance of Residual Effect
		William Casement, Knight Commander of the Bath; Grade II* Tomb of John St John Long; Grade II* - Tomb of Andrew Ducrow; Grade Tomb of Mary Gibson; Grade II* Tomb of William Mulready, Royal Academy; Monument to HRH Princess Sophia, Kensal Green Cemetery; Grade II* Tomb of HRH Augustus Frederick; and Grade II* Tomb of Elizabeth and Alexis Soyer. Change to the setting of the following conversation areas: Oxford Gardens; St Mary's Cemetery; Kensal Green; and Queen Park Estate. Change to the setting of non-designated heritage assets: the Grand Union Canal and Ladbroke Grove Train Crash Memorial		
	Operation	Change to the setting of the following heritage assets: Grade II* Dissenters Chapel; Grade I listed Anglican Chapel; Kensal Green Cemetery Conservation Area; Grade I listed Kensal Green (All Souls) Cemetery Registered Park & Garden.	Permanent	**Moderate adverse**
		Change to the setting of the following heritage assets: Grade II* listed Entrance Gateway to Kensal Green Cemetery; Grade II* Kensal House; Grade II* Kensal House Day Nursery.	Permanent	**Moderate neutral**

EIA Topic	Stage of Development	Residual Effects	Duration of Effect	Significance of Residual Effect
		Change to the setting of the following listed buildings: Grade II the Northern Colonnade; Grade II 842 Harrow Road; Grade II Kensal House; Grade II Corporation Yard; Grade II St John's Church. Change to the setting of the same listed monuments within Kensal Cemetery as seen in the demolition and construction stage. Change to the setting of the following conservation areas: Oxford Gardens; St Mary's Cemetery; Kensal Green; and Queen Park Estate. Change to the setting of non-designated heritage assets: the Grand Union Canal and Ladbroke Grove Train Crash Memorial	Permanent	Minor neutral
		A change to the setting of the following listed buildings: Grade II Kensal Green Cemetery Perimeter walls and railings and Grade II E M Landers Stonemasons Showroom.	Permanent	Minor adverse
Townscape and Visual Impact Assessment	Demolition and Construction	Effect on views: S1-S6, S8-S11, 20	Temporary	**major adverse (significant)**
		Effect on views: S7, 6, 21, 25, 26, 32	Temporary	**moderate-major adverse (significant)**
		effect on views: 10, 11, 17, 18, 19, 23, 28, 29, 31, 33, 34	Temporary	**moderate adverse (significant)**

EIA Topic	Stage of Development	Residual Effects	Duration of Effect	Significance of Residual Effect
		Effect on TCA 2 (The Cemeteries)	Temporary	**major adverse (significant)**
		effect on TCA 1 (Kensal Canalside Opportunity Area)	Temporary	**moderate-major adverse (significant)**
		Effect on TCA 4 (Dalgarno) and TCA 7 (South Brent)	Temporary	**moderate adverse (significant)**
		effect on views: 1,2, 4, 8, 14, 15, 35, 37, 39, 40, 41	Temporary	minor-moderate adverse (not significant)
		effect on views: 5, 9, 12, 16, 30, 36, 38, and 42	Temporary	minor neutral (not significant)
		effect on view 7	Temporary	negligible-minor neutral (not significant)
		effect on view 43	Temporary	negligible neutral (not significant)
		effect on TCA 3 (Old Oak and Park Royal), TCA 5 (West North Kensington), TCA 6 (Wormwood Scrubs), and TCA 9 (Kensal New Town)	Temporary	minor-moderate adverse (not significant)

EIA Topic	Stage of Development	Residual Effects	Duration of Effect	Significance of Residual Effect
		on TCA 8 (Queen's Park) and TCA 10 (Portobello).	Temporary	Minor adverse (not significant)
	Operation	A change to the visual landscape from view 20	Permanent	**Major beneficial**
		A change to the visual landscape from view S8	Permanent	**Major adverse**
		A change to the visual landscape from views: S1-S6 and S9-S11 A change to the character of TCA 2 (The Cemeteries)	Permanent	**Major neutral**
		A change to the visual landscape from views: 25, 26, 32. A change to the character of TCA 1 (Kensal Canalside Opportunity Area)	Permanent	**A moderate-major beneficial**
		A change to the visual landscape from views: 6, 21	Permanent	**Moderate-major adverse**

EIA Topic	Stage of Development	Residual Effects	Duration of Effect	Significance of Residual Effect
		A change to the visual landscape from view S7	Permanent	**Moderate-major neutral**
		A change to the visual landscape from views: 10, 18, 19, 28, 33	Permanent	**Moderate beneficial**
		A change to the visual landscape from views: 11, 17, 23, 29, 31, 34 A change to the character of TCA 4 (Dalgarno) and TCA 7 (South Brent)	Permanent	**Moderate neutral**
		A change to the visual landscape from views: 1, 2, 15, 40 A change to the character of TCA 3 (Old Oak and Park Royal)	Permanent	Minor-moderate beneficial
		A change to the visual landscape from views: 4, 8, 14, 35, 37, 39, 41 A change to the character of TCA 5 (West North Kensington), TCA 6 (Wormwood Scrubs) and TCA 9 (Kensal New Town)	Permanent	Minor-moderate neutral

EIA Topic	Stage of Development	Residual Effects	Duration of Effect	Significance of Residual Effect
		A change to the visual landscape from views: 5, 9, 12, 16, 30, 36, 38, 42 A change to the character of TCA 8 (Queen's Park) and TCA 10 (Portobello Road)	Permanent	Minor neutral
		A change to the visual landscape from view 7	Permanent	Negligible-minor neutral
Cumulative Effects (where different from main assessment	Construction	**Ground Conditions** Improvement to all ground receptors from remediation and site-use change for residential use	Permanent	Minor beneficial
		Townscape and Visual Impact A change to the visual landscape from view 6	Permanent	**Moderate adverse**
		Townscape and Visual Impact A change to the visual landscape from view 10	Permanent	Minor-moderate adverse
		Townscape and Visual Impact A change to the visual landscape from views S4, S6, S11, 14, 21 and 37	Permanent	Minor adverse
		Townscape and Visual Impact A change to the visual landscape from view 5, 12, 26 and 34	Permanent	Negligible or Negligible-minor neutral

EIA Topic	Stage of Development	Residual Effects	Duration of Effect	Significance of Residual Effect
		Townscape and Visual Impact A change to the visual landscape from views 1, 2, 4, 23 and 25	Permanent	No effect in cumulative scenario
	Operation	**Socio-economics** Reduction of housing need	Permanent	**Major-moderate beneficial**
		Built Heritage Effect on the setting of the Grand Union Canal (non-designated heritage asset)	Permanent	**Moderate neutral**
		Built Heritage Effect on the heritage setting of Grade II* listed Dissenters Chapel	Permanent	Minor neural
		Built Heritage Effect on the heritage setting of Grade II* listed Entrance Gateway to Kensal Green Cemetery	Permanent	Minor adverse
		Built Heritage Effect on the heritage assets of the following listed buildings: Grade II* Kensal House Day Nursery; Grade II Kensal House; Grade II Corporation Yard; Grade II* Kensal House; Grade II St John's Church.	Permanent	No effect in cumulative scenario
		Wind Microclimate Ground level amenity seating and roof amenity wind conditions.	Permanent	Negligible

EIA Topic	Stage of Development	Residual Effects	Duration of Effect	Significance of Residual Effect
		Townscape and Visual Impact A change to TCA 1 (Kensal Canalside Opportunity Area)	Permanent	**Moderate beneficial**
		Townscape and Visual Impact A change to the visual landscape from view 6	Permanent	**Moderate adverse**
		Townscape and Visual Impact A change to the visual landscape from view 10	Permanent	Minor-moderate beneficial
		Townscape and Visual Impact A change to the visual landscape from views S4, S6, S11, 14, 21 and 37 A change to TCA 9 (Kensal New Town)	Permanent	Minor neutral
		Townscape and Visual Impact A change to the visual landscape from view 5, 12, 26 and 34	Permanent	A negligible or negligible-minor
		Townscape and Visual Impact A change to the visual landscape from views 1, 2, 4, 23, and 25	Permanent	No effect in cumulative scenario

8.3 Other ways to read this Non-Technical Summary

8.3.1 The NTS is available for viewing by public during normal office hours at Royal Borough of Kensing and Chelsea Planning and Place Department, The Town Hall, Hornton Street, London W8 7NX.

8.3.2 The NTS is also available for viewing the RBKC planning portal, accessible at: The Royal Borough of Kensington and Chelsea | Planning Application Search

8.3.3 Copies of the NTS, the full ES and other associated documents are available (subject to availability) to purchase as either hard or digital copies from Temple Group Ltd, Temple Chambers, 3-7 Temple Avenue, London, EC4Y 0DT. Further details, including pricing, are available on request.

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