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Non-Technical Summary

This Non Technical Summary (NTS) provides a summary of the findings of the Environmental Statement (ES) submitted by St Edward Homes for the Proposed Development of the Homebase site ('the Site') in the Royal Borough of Kensington and Chelsea (RBKC), for residential, commercial and educational uses. The ES has been produced in accordance with the Town and Country Planning (Environmental Impact Assessment (EIA)) (England and Wales) Regulations 1999 (the ‘EIA Regulations’) which require that, in certain cases, development proposals should be examined to measure their likely significant environmental effects upon the environment and to identify what action should be taken to mitigate those effects.

1. SITE DESCRIPTION

1.1 The Site comprises an approximately 1.3 hectares (ha) parcel of land that currently comprises a double storey building, occupied by Homebase, and includes a manual carwash service outside the front entrance. Ground cover to the front of the building (south side) consists of paving and car parking spaces. Located behind the building are two locked garage units and a small concrete structure.

1.2 The Site is located on Warwick Road, Kensington, London, bound by Warwick Road to the northeast, a neighbouring residential development known as Warren House (also known as Atwood House), to the southeast; a railway line (overground and underground) to the southwest; and a former 1960's Telephone Exchange and office building to the northwest (see Figure 1: Site Location).

1.3 The earliest records indicates that the Site comprised railway sidings running southeast to northwest across the Site, with three small unknown buildings in the north of the Site. From 1896 until 1966 the site was recorded as Earl’s Court Junction. A coal depot was historically located in the southeast of the Site until approximately 1966 when it was no longer listed, and railway sidings were removed. From approximately 1978 to the present day, two buildings of unknown use were constructed in the south and southwest of the Site. Homebase Ltd occupies the Site today.

Figure 1 Site Location
1.4 The ground level of the Site consists of a relatively flat landform gently sloping towards the river Thames. The railway corridor adjacent to the western edge of the Site is approximately 2 to 3 metres lower than the adjacent ground level within the Site.

2. THE WARWICK ROAD MASTERPLAN
2.1 Warwick Road has historically been identified as an area where development may occur. Due to the difference in land ownerships, RBKC had only allocated sites known as the former Territorial Army (TA) site, the Empress Telephone Exchange site and 100 Cromwell Road for redevelopment to include a substantial proportion of residential development. The Planning Brief together with an indicative masterplan including the Homebase Site was adopted as a Supplementary Planning Document (SPD) in January 2008 (See Figure 2).

Figure 2 RBKC Adopted Warwick Road Masterplan (2008)

3. DESCRIPTION OF PROPOSED DEVELOPMENT
3.1 The Proposed Development forms one of four sites within the RBKC Warwick Road Draft Planning Brief adopted in January 2008. The other 3 sites comprise Charles House, the former TA site and the Empress Telephone Exchange (see Figure 2: Location Masterplan Sites).

3.2 The Proposed Development, (64,706 sqm by Gross External Area (GEA)), comprises the following:
- Mix of residential and commercial uses;
- 32,920 sqm (GEA) of residential accommodation with up to 252 residential units;
- 12,636sqm (GEA) of Extra Care accommodation;
- 427sqm (GEA) of commercial use; and
- 222 car parking spaces to be provided (with 12% disabled provision).

3.3 The level of affordable housing provision remains the subject of discussion RBKC and is yet to be agreed. For the purposes of testing, the scheme has been tested on the basis of 30% affordable housing provision.

3.4 The enabling / demolition and construction works are due to start in 2013 and complete in 2018. In order to manage the potential environmental effects during the construction works, a Construction Environmental Management Plan (CEMP) will be produced, which will address environmental construction issues, including a complaints procedure and community liaison.
3.5 The illustrative masterplan layout of the Proposed Development Ground Floor is shown in Figure 3 and the Indicative Landscape Masterplan is shown in Figure 4 below.
4. **EIA APPROACH**

4.1 The proposals for the Site have been developed following the completion of comprehensive technical studies, including a flood risk assessment, ecological surveys and various studies which have been completed to inform preparation of the ES. This NTS outlines the findings of the ES which describes the potential for significant environmental effects (both positive and negative) to arise as a result of the Proposed Development and identifies mitigation and enhancement measures to minimise any likely significant effects.

4.2 A Scoping Letter was submitted on 22nd February 2008, together with a request for the Scoping Opinion, to RBKC in accordance with Regulation 10 of the EIA Regulations, 1999.

4.3 Further consultation was undertaken with statutory and non-statutory consultees throughout the EIA which has informed the ES for the Proposed Development. The purpose of consultation is to identify the baseline conditions of the Site and therefore the likely significant environmental effects that need to be assessed and to obtain opinions on the Proposed Development which may need to be considered in the design process.

4.4 The following organisations were consulted during the preparation of the ES:

- Natural England;
- Environment Agency;
- Transport for London (TfL);
- The Royal Borough of Kensington and Chelsea (RBKC) (various departments);
- The Environmental Health Department of RBKC;
- Badger Trust;
- Greenspace Information for Greater London ((GiGL) also provides information from the London Bat Group, London Natural History Society and London Wildlife Trust);
- Greater London Archaeology Historic Environment Record (GLHER);
- Greater London Archaeology Advisory Service (GLAAS);
- Archaeological advisors to RBKC;
- Ordnance Survey (OS);
- British Geological Survey; and
- Landmark Information Group Limited (LIG).

5. **ENVIRONMENTAL EFFECTS OF THE PROPOSED DEVELOPMENT**

5.1 Studies undertaken to assess the likely significant effects of the Proposed Development include the following:

- Transportation;
- Noise and Vibration;
- Local Air Quality;
- Ecology;
- Cultural Heritage and Archaeology;
- Ground Conditions and Contamination;
- Water Quality and Resources;
- Townscape and Visual Effects;
- Daylight, Sunlight, Overshadowing and Solar Glare;
- Microclimate - Wind;
5.2 These and other studies have also advised on engineering aspects including building design measures, measures to minimise transport effects, drainage and services for the Proposed Development and integration of sustainability principles.

6. TRANSPORTATION

6.1 The effects of the Proposed Development on traffic and transportation are summarised from a Transport Assessment (TA) undertaken for the Site, to accompany the planning application and the ES.

6.2 The Site benefits from excellent access to employment, local facilities, services and amenities. A large number of destinations can be reached on foot with local convenience shopping available on Warwick Road and Kensington High Street. The Site location has a very good level of accessibility to public transport, being well served by a wide variety of public transport modes including frequent bus services on Kensington High Street, London underground services at Kensington Olympia, Earls Court and West Kensington Stations, and mainline rail services at Kensington Olympia. Further afield, High Street Kensington LUL Station is also located within a 20 minute walk to the northeast of the Site.

6.3 The Proposed Development will have a positive effect on the capacity of the existing pedestrian and cycle networks. The pedestrian environment within the Proposed Development will be of high quality with the provisions of attractive open spaces, well-maintained and legible routes, lighting, signage and the use of quality materials. Cycle parking exceeding one space per residential unit will be provided within the Site to encourage cycling as a mode of sustainable transport. Cycle parking is also provided for employees and residents of the Extra Care units within the Site.

6.4 In terms of public transport, it has been demonstrated that the forecast number of additional trips generated by the Proposed Development can be comfortably accommodated by existing public transport infrastructure in vicinity of the Site. In terms of vehicular trips, it has been demonstrated that there is sufficient spare capacity in the local road network to accommodate the additional traffic generated by the Proposed Development during the peak hours.

6.5 It has also been demonstrated that net change in vehicular trip generation attributable to the Proposed Development is sustainable and can be accommodated within the existing highway network with no material effect upon the operation of the surrounding junctions. The junctions within the vicinity of the Site have also been shown to have adequate available capacity to accommodate the cumulative traffic generation associated with the each of the Sites within the Warwick Road Masterplan area.

6.6 A number of measures have been incorporated into design of the Proposed Development to restrict car usage and encourage the use of sustainable modes of transport. The level of car parking provided is lower than both RBKC and TfL maximum parking standards. In addition, a Travel Plan will be implemented for the residential elements of the scheme in line with current RBKC and TfL planning policy requirements.

6.7 Taking into account all the likely residual effects, it is considered that the Proposed Development does not generate any long term significant environmental effects on the operation of the transport networks operating within the vicinity of the Site.
7. **NOISE AND VIBRATION**

7.1 The ES considered potential noise and vibration effects during the construction works and operation of the Proposed Development.

7.2 On areas of the Site that are in the vicinity of Warwick Road, noise from road traffic dominates the noise environment. Rail traffic dominates the noise environment on the Site in the vicinity of the West London line and between rail movements, road traffic and noise from wildlife is also audible. Occasional air traffic movements also made very minor contributions to the noise environment on the Site. On the Site adjacent to the West London line, vibration was imperceptible during underground train pass-bys. Vibration from mainline overground train pass-bys ranged from imperceptible to very occasionally just perceptible and during freight-train pass-bys, ranged from imperceptible to perceptible. Vibration from road traffic was imperceptible on the Site.

7.3 During the construction of the Proposed Development, measures to minimise noise and vibration include undertaking ‘noisy’ works only during the core hours of 0800 to 1800 Monday to Friday and 0800 to 1300 Saturday and employing ‘Best Practicable Means’. The assessment indicates that there is likely to be a direct, temporary medium to long-term negligible or minor negative (insignificant) effect most of the time during the construction phase. However, at three locations – 158 Warwick Road, Broadwood Terrace and Atwood House/Warren House – predicted noise levels during certain specific operations are such that a direct, temporary, medium-term moderate negative (significant) effect might arise. During the construction works there is also likely to be an insignificant vibration effect on representative receptors. The appointed contractor would be obliged to develop (and subsequently implement) a Construction Environmental Management Plan (CEMP) in liaison with, and for the approval of, the Environmental Health Department of RBKC.

7.4 Regarding the effects during the operation of the Proposed Development, the noise effects on proposed dwellings is likely to range from insignificant to significant (negative). However, mitigation would be implemented to ensure satisfactory internal noise levels are achieved within proposed dwellings and these measures include the use of appropriate glazing to provide a suitable level of attenuation to noise.
Vibration from rail movements on the West London line is likely to be insignificant at all proposed sensitive receptors. Criteria and mitigation measures have been stipulated to minimise noise from any new mechanical building services plant that may be associated with the Proposed Development. The traffic noise effects from the Proposed Development are likely to be insignificant at all existing premises.

7.5 During the operation of the Proposed Development and following the implementation of mitigation measures, there are likely to be insignificant residual noise effects within new dwellings on the Proposed Development. Where appropriate, mitigation measures should ensure insignificant residual noise effects from any new mechanical building services plant that may be associated with the Proposed Development at both existing and proposed sensitive premises.

7.6 Taking into account all the likely residual effects discussed in this chapter, it is considered that there are no likely long term significant environmental effects on the Site and surrounding area as a result of the Proposed Development.

8. LOCAL AIR QUALITY

8.1 The assessment has considered the effect of the Proposed Development on local air quality during both the construction and operational phases. It is likely that any dust arising from the Proposed Development would be limited to the immediate vicinity of the activities even without specific control measures due to the predominantly course nature of dust particles and prevailing winds. The assessment has also considered the overall effect of the operation of the completed Warwick Road Masterplan.

8.2 Implementation of the recommended dust prevention and control measures and implementation of the London Councils Best Practice Guidance would ensure that dust emissions are controlled to a level where the potential of the surrounding sensitive areas to be affected by dust nuisance would be minimal temporary, short and local in effect. The residual effects of the dust deposition during the construction phase of the Proposed Development are considered to be of minor negative significance.

8.3 During construction, concentrations of particulate matter in the locality are likely to be elevated and construction traffic associated with the Proposed Development will contribute to existing traffic emissions from the surrounding road network. Particulate matter emissions are likely to be relatively small compared to total dust. The increase in traffic emissions will be variable during the construction phase and only likely to effect areas near the principle means of access to the Site. Any negative effects resulting from emissions of particulate matter during the construction period and emissions from construction vehicles are likely to be temporary, short to medium term and of minor negative significance.

8.4 The results show that the Proposed Development would cause a small increase in pollutant concentrations but would not cause any exceedences of the statutory objective. The concentrations predicted for both pollutants for the opening year of 2018, either with or without the Proposed Development, are all below those predicted for the baseline year of 2010. This is due to an expected future improvement (i.e. reduction) in background concentrations and vehicle emissions.

8.5 The results show that in 2018 the Warwick Road Masterplan would cause a small increase in concentrations at all receptor locations. According to the assessment significance criteria the effect of the Masterplan is considered to be of minor negative. The Proposed Development is considered to be a high priority consideration within the planning process as it introduces new exposure into an Air Quality Management Area.

8.6 However, taking into account all the likely residual effects, the Proposed Development is not expected to effect local air quality and includes measures to mitigate its effect. It is therefore considered that there are no likely long term significant environmental effects relating to local air quality on the Site and surrounding area as a result of the Proposed Development.

9. ECOLOGY

9.1 The ES has examined the potential effect of the Proposed Development on areas of habitat value within and in close proximity to the Site. Consideration has also been given to the presence of and effect on any protected species.
9.2 The Site supports few semi-natural habitats and has low potential to support bats and breeding birds. Generic construction mitigation will be sufficient to ensure there are no significant impacts on these species at a local scale. However, the commuting and foraging habitat supported by the adjacent green corridor may be affected by the operational lighting and therefore impact negatively on bats. This may result in negative off-Site impacts at the Site level. Opportunities for ecological enhancement on-Site have been identified (e.g. incorporating bat roosting opportunities in the new buildings and designing a sensitive lighting strategy). There will be a significant net increase in vegetation on-Site resulting in no net loss of biodiversity. Should vegetation on-Site be replaced by planting with a high percentage of appropriate native species, there is potential for a biodiversity gain which increases the nature conservation potential of the Site.

9.3 Taking into account all the likely residual effects discussed in this chapter, the only potential long term significant environmental effect on the Site and surrounding area as a result of the Proposed Development would be it’s contribution to the operational effect of increased lighting on the adjacent green corridor (off-Site) which may result on an impact to foraging, commuting and roosting bats in the area.

9.4 This potential effect could be prevented by a specifically designed lighting strategy.

10. CULTURAL HERITAGE AND ARCHAEOLOGY

10.1 The ES has considered the potential effect of the Proposed Development on both archaeology and cultural heritage.

10.2 The development Site lies within RBKC which has a high archaeological potential in terms for prehistoric artefacts given the availability of raw material. Roman archaeological evidence in the locality is linked to the presence of the nearby road. Medieval evidence supports the activity within the Site being limited to basic agricultural activity given it was within an estate, and remained largely undisturbed until the 19th century at which point Lord Kensington made several abortive attempts to develop the Site and surrounding area, Kensington Crescent and the Kensington Canal being notable failures.

10.3 The redevelopment of the land will result in ground disturbance which may disturb buried archaeological remains. Primarily Medieval and Post-Medieval remains would be at greatest risk of effect, and this could be most appropriately mitigated by the design and commission of an appropriate targeted intrusive archaeological evaluation. In this way, the Proposed Development will be in line with applicable planning policy in seeking to identify archaeological assets which may be present and making an appropriate and proportionate response in terms of preservation by record or in situ.

10.4 Assuming that an intrusive archaeological evaluation is undertaken and, where appropriate, the results are used to inform the need for any additional archaeological work, the residual significant environment effects of the Proposed Development would be of a permanent minor negative or negligible nature.

Figure 6 Homebase Site 1869
11. GROUND CONDITIONS AND CONTAMINATION

11.1 This section of the ES considers the land contamination issues at the Site from the Proposed Development, highlighting the likely significant environmental effects arising, proposed mitigation measures and subsequent residual environmental effects. Potential and existing sources of ground contamination in and around the Site have been examined to determine the likelihood of significant levels of contamination affecting the proposed development.

11.2 The underlying ground conditions include Made Ground, overlying Kempton Park / Taplow Gravels (Secondary A Aquifer) and London Clay at depth (Unproductive Strata). The groundwater present within the Secondary A Aquifer of the gravel horizons is not utilised as a potable water source within 1km of the Site. There are no surface water features near to the Site; the closest is a pond, located 360m north of the Site. The environmental site setting is considered to be of low/medium sensitivity.

11.3 An intrusive geotechnical and contaminated land Site investigation will be required, post planning, in order to further assess the Site and to clarify the current ground conditions and chemical quality of the soil, groundwater and ground gas, to provide information on any requirements for remedial works and foundation design. Assessment of the ground conditions should include the disposal of arisings off-Site as part of the further excavation of the existing basement.

11.4 However, following any intrusive site investigations (and any remediation that is required), it is considered that there are no likely long term significant environmental effects on the Site and surrounding area as a result of the Proposed Development.

12. WATER QUALITY AND RESOURCES

12.1 The ES has considered the potential effect of the Proposed Development on flooding, drainage, water quality and water resources.

12.2 The River Thames is the main surface water feature in the local area and is located approximately 1.5km southwest of the Site. Water quality in both the freshwater (non-tidal) Thames and the tidal Thames (downstream of Teddington Weir) are classified by the Environment Agency. There is no information currently available on the water quality of the River Thames adjacent to the Site, however overall the tidal reach of the River Thames is currently considered to be ‘Good’.

12.3 Due to the Site’s topography and distance form the River Thames there is limited potential for contaminants to enter the River Thames directly. Nevertheless it is important that appropriate mitigation measures are adopted to protect the surface water resources. Without mitigation, the significant potential effects on surface water resources associated with the Proposed Development are likely to comprise the potential for contamination of surface water run-off from the Site and an alteration of the drainage regime.

12.4 To mitigate against the contamination of surface water run-off and alterations to the drainage regime during the construction works a Construction Environmental Management Plan (CEMP) will be developed, in consultation with RBKC to manage and control all the construction activities on the Site. The residual effect of construction activities on water quality and water resources is anticipated to be indirect, temporary and of minor negative to negligible significance.

12.5 Following the implementation of the proposed mitigation measures to minimise water consumption, an overall permanent, direct, long term residual effect of minor negative significance is anticipated on water resources and foul sewerage infrastructure during operation of the Proposed Development. Following the implementation of the proposed surface water drainage strategy, including the provision of SuDS and discharge of all piped surface water through oil/water interceptors, prior to discharge to the sewer, an overall permanent, direct, long term residual effect of negligible to minor positive significance is anticipated on the surface water drainage regime and flood risk during operation of the Proposed Development.

12.6 Taking into account all the likely residual effects discussed above, the Proposed Development is not expected to pollute waters and includes measures to improve water quality, control drainage and prevent flooding. As a result it is considered that there are no likely long term significant environmental effects
relating to flood risk, drainage and water quality on the Site and surrounding area as a result of the Proposed Development.

13. **TOWNSCAPE AND VISUAL**

13.1 The ES has examined the existing townscape character of the Site and the surrounding area and evaluated the significance and nature of townscape and visual effects which may arise as a result of the Proposed Development.

13.2 The existing Homebase building and Site is not in character with much of the surrounding townscape. The design of the Proposed Development is more reflective of the character of the surrounding townscape and would directly connect into the character of the other consented Warwick Road Masterplan schemes.

13.3 Impacts on the townscape during the construction period are likely to be major negative as a worst case scenario but reduced to a residual effect of moderate negative with appropriate mitigation measures. This would be for a temporary period only.

13.4 After the construction period the Proposed Development is not expected to have any negative effects on Townscape Character or setting to Conservation Areas or Listed Buildings. The potential residual effect on townscape derived from this assessment ranges from negligible to moderate to major positive.

13.5 Of the 16 viewpoints that were assessed, the Proposed Development would have a negative effect on 5 viewpoints, a positive effect on 9 viewpoints and no effect on 2 of the viewpoints identified.

13.6 Taking into account all the likely residual effects discussed in this chapter, it is considered that there are no likely long term significant environmental effects on the townscape character of the Site and surrounding area as a result of the Proposed Development.

13.7 Although there are 5 viewpoints that would experience an adverse effect due to slight encroachment of built form into the skyline, the overall visual effect of the Proposed Development is positive and a considerable enhancement to local views. It is therefore considered that overall there are no likely long term significant environmental effects on the visual amenity of the Site and surrounding area as a result of the Proposed Development.

![Figure 7 Aerial view of existing Site from the southwest](image)
14. **DAYLIGHT, SUNLIGHT AND OVERSHADOWING**

14.1 The assessment found that negative daylight and sunlight effects may occur to the surrounding residential properties.

14.2 Although potentially negative effects were identified it is considered appropriate to consider the level of daylight that will be enjoyed in the proposed condition compared to the other existing neighbouring surrounding properties. After suitable comparables were identified it is clear that the proposed daylight levels will be very similar to those currently enjoyed in the immediate area and the effect of the Proposed Development could therefore be considered acceptable.

14.3 In addition to the above some of the surrounding buildings are positioned very close to the Site boundary and the inclusion of balconies and thick columns outside some of the properties as well as the large trees between the properties on Avonmore Road and the Proposed Development also have an influence.

14.4 When taking into account the actual effect of the Proposed Development, the levels of daylight and sunlight that will be received in the proposed condition compared to other properties in the immediate surrounding area, and the likely residual effects, it is considered that there will be a long term minor negative effect on the surrounding area as a result of the Proposed Development.

14.5 The assessments to the proposed habitable rooms within the Proposed Development show that 82% of all of the proposed habitable rooms will achieve adequate daylight level. The layout of the rooms is considered to achieve a good balance between the various conflicting design parameters.

14.6 Each proposed amenity area will enjoy a good level of direct sunlight and this is considered to be a positive effect.

15. **WIND**

15.1 A wind assessment has been undertaken to evaluate the wind environment in and around the Site and the effect the Proposed Development may have on the wind environment and subsequently on pedestrian comfort and safety.

15.2 The wind results show that the wind environment created as under unusually high winds speeds would not pose a threat to pedestrians’ safety on or around the Site as a result of the Proposed Development. Also it is found that the any of the Masterplan developments will not significantly change the wind patterns in its vicinity in comparison to the current conditions. In fact, the effect of the future buildings in the area of analysis will generally have a beneficial effect on the wind environment. One exception is a location at the north westerly corner of the Site across Addison Bridge. However, as it is not located in direct proximity to the Site and is very close to the railway tracks it only not considered a sensitive receptor.
15.3 The areas identified as sensitive are the streets surrounding the Proposed Development. These areas will be used mainly for commuting or business walking. The pedestrian comfort analysis shows that on a day to day basis, pedestrians should be able to comfortably stroll around the Site and surrounding areas or walk through on the way to a destination, with the Proposed Development in place. Therefore, the Proposed Development is unlikely to have any significant effects on the wind environment.

15.4 In summary, the results of the assessments both for pedestrian comfort and safety indicate that the Proposed Development is unlikely to have any significant effects on the wind environment and that in some instances the wind environment is likely to be improved as a result of the Proposed Development on the Site.

16. **SOCI-O-ECONOMICS**

16.1 The ES has sought to identify and assess the effects of the Proposed Development on the social and economic context at local and regional levels. Measures to prevent, minimise or control effects potentially arising from the Proposed Development are identified along with opportunities for enhancing the socio-economic profile of the Proposed Development.

16.2 The Inner Impact Area shows relatively high levels of employment, and a higher proportion of employment in management/professional occupations than London average, along with a higher proportion of level 4/5 qualifications. There is currently a lower proportion of social rented accommodation than London average in the Inner Impact Area, and a higher proportion of flats compared to houses. Overcrowding is more prevalent at the Inner and Wider Impact Areas relative to London average.

16.3 At present, primary schools within 1 km of the Site have a surplus capacity of 78 places, or 5.3%. There is currently a surplus capacity of over 535 places, or 5% at the 12 Secondary Schools within the Wider Impact Area. The new Chelsea Academy will increase secondary school provision in the Wider Impact Area by 9% and in the Borough by 27% when fully operational. The Site is generally well-served in terms of community facilities within 1 km.

16.4 The Proposed Development, during construction, will account for around 135 Full Time Equivalent jobs, translating to a negligible effect at the regional scale.

16.5 At the operational phase, the Proposed Development will create 252 new residential units, of which 66 will be affordable. (The level of affordable housing provision is the subject of ongoing discussions with RBKC, however for the purposes of testing for the ES the tenure split is assumed to be 186 private and 66 affordable comprising 33 intermediate and 33 social rented units) and an additional 89 units of extra care accommodation. Associated household spending is projected to add £3.9m per year to the local area. The net new population will be expected to yield 26 primary school aged children, and 5 secondary school aged children.

16.6 The provision of new housing as part of this Proposed Development is in line with policy at all levels and would provide 10% of the total additional housing target set by the London Plan to 2016.

16.7 Taking into account all the likely residual effects discussed in this chapter, it is considered that there are no likely long term significant environmental effects on the Site and surrounding area as a result of the Proposed Development.

17. **SUSTAINABILITY**

17.1 The ES assesses and reviews of the performance of the Proposed Development in terms of the main planning policy and guidance promoting environmental sustainable development. In particular, it considers the sustainability measures that have been incorporated into the design and their technical performance against environmental sustainability guidelines.

17.2 Overall it can be concluded that the Proposed Development is designed to be a sustainable development as measured against each of the 16 sustainability objectives of the RBKC. The Proposed Development is located in an area with excellent public transport facilities and users will be encouraged to use sustainable forms of transport. The Proposed Development will be designed in keeping with it
surroundings and will promote inclusiveness. Any likely significant potential pollution effects arising as a result of the Proposed Development will be mitigated. The Proposed Development will be energy efficient and will incorporate CHP with the result of at least a 26.2% improvement in CO2 emissions with the result of minimising effects on climate change. The Proposed Development will likely lead to a reduction in employment uses on Site by 14 jobs but will contribute 10% of the Borough’s new housing targets.

18. SUMMARY

18.1 The preparation of the ES has been an iterative process, undertaken in parallel with the design process. As a consequence, many measures to mitigate potential negative environmental effects have been incorporated into the scheme design in order to avoid, reduce or offset such effects.

18.2 Where mitigation through the design process has not been possible it will be achieved by one of the following means:
- Mitigation through controls on demolition and construction activities; or
- Mitigation to be applied through on-going management and monitoring once development commences.

18.3 It is anticipated that the mitigation measures identified will be secured by planning obligations or conditions, to ensure that the high quality scheme proposed by the Applicant is fully implemented. The key benefits of the Proposed Development are considered to be:
- Compliance with national, regional and local planning policies;
- Contribution to the housing requirements (including affordable) in RBKC;
- Opportunities for local businesses;
- Improvement in the economic profile of the RBKC;
- Buildings designed to incorporate sustainability principles;
- Creation of landmark buildings, incorporated into the existing townscape;
- Remediation of any existing contamination on the Site;
- Improved links for pedestrians and cyclists;
- Provision of local facilities and areas of open space; and
- Ecological enhancement measures.

18.4 In addition, the Proposed Development acts as a catalyst for regeneration of the immediate and surrounding area.

FURTHER ENQUIRIES

This Non-Technical Summary provides a general description and account of the environmental, social and economic effects of the Proposed Development. The full details of the assessment of likely significant environmental effects is presented in the Environmental Statement (Volume 1 – Text and Figures and Volume 2 – Technical Appendices).

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