

THE GOODSYARD

Environmental Statement Addendum Volume 2

September 2019 – Chapter 21 of 21

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CHAPTER 21: THE LIMITED DEVELOPMENT SCENARIO

21.1 INTRODUCTION

- 21.1.1
- This chapter summarises the findings of the assessment of the likely significant effects of the limited development scenario of the Proposed Amendments to the Revised Scheme for the proposed Bishopsgate Goodsyrd Planning Application (hereafter referred to as the ‘LDS’) and summarises the differences between the LDS and the Revised Scheme.
- 21.1.2
- The LDS was originally assessed in the event that planning permission was granted by LBTH only which could result in the entirety of development Plots 4, 5, 6, 7 (B, C, D and E) 8 (A, B and C),10 (A, B and C) and 11 (originally A- L) to come forward independently of the remaining plots.
- 21.1.3
- The full assessment of the effects of the LDS can be found in **ES Addendum, Volume 4, Appendix M: Limited Development Scenario**. This appendix also includes the combined impacts of the LDS with other committed developments (cumulative impacts); the details of these committed developments are available in **ES Addendum, Volume 2, Chapter 3: Methodology**.

21.2 LIMITED DEVELOPMENT SCENARIO

- 21.2.1
- The Revised Scheme straddles the boundary between LBTH and LBH. Of the 11 development plots in the whole site, 6 sit wholly within LBTH (Plots 4-6 and 8-11) and it is possible to divide a further plot (Plot 7) so that only the majority LBTH component is taken forward.
- 21.2.2
- Following the call in by the Mayor in September of 2015, the Boroughs are no longer determining the Applications, therefore it is unlikely that one permission would be granted independently of the other. However, as there are two Applications if permitted it is still possible that the LBTH permission could be implemented independently.
- 21.2.3
- Whilst this is not the intention of the Applicant; who intends to build out a comprehensive cross-boundary scheme the law requires the likely significant environmental effects of a development to be assessed. It is therefore possible that only one planning permission is implemented and, in the interests of ensuring that the EIA assessment is robust, this ES Addendum considers an additional development scenario, the LDS.
- 21.2.4
- Only the LBTH side of the site could be developed in isolation in such a way that requires an EIA. Plots 1, 2 and 3 straddle the Borough boundary leaving only Plot 7A (Oriol) wholly within LBH. The development of Plot 7A in isolation would not require an EIA. It is therefore not necessary to consider the environmental implications of an LBH-only scenario.

21.3 SITE DESCRIPTION

- 21.3.1
- The site is approximately 3.0 ha and is centred at Ordnance Survey (OS) National Grid Reference (NGR) TQ337822. The site has been in a derelict state since a fire in December 1964 and demolition of buildings on-site in 2004. In 2010 the Shoreditch High Street Rail Station opened to the north west of the site, serving the London Overground between Highbury & Islington and several stations south of the River Thames.
- 21.3.2
- The site is bounded by transportation infrastructure in the form of road and rail. The site is bounded by the A1209 Bethnal Green Road and Sclater Street to the north, Brick Lane to the east and the Borough boundary between LBTH and LBH to the west. The Great Eastern Main Line and West Anglia Main Line railways from Liverpool Street station form most of the southern boundary of the site. Wheeler Street / Braithwaite Street run north/south near to the western edge of the site. Aside from the Shoreditch High Street Rail Station building and associated elevated London Overground rail line, there are currently no other permanent buildings on the site. As of December 2011, there are several temporary ‘recycled metal shipping containers’ used as a pop-up retail mall known as the ‘Boxpark’.
- 21.3.3
- Through the centre of the site in a west/east orientation are multiple games pitches, including eight ‘five-a-side’ football pitches operated by Powerleague Fives Ltd. The southern section of the site including the listed arches and viaduct is vacant and overgrown with scrub-like vegetation and several low value trees.
- 21.3.4
- Figure 21.1** shows the boundary of the LDS site.

21.4 EIA METHODOLOGY

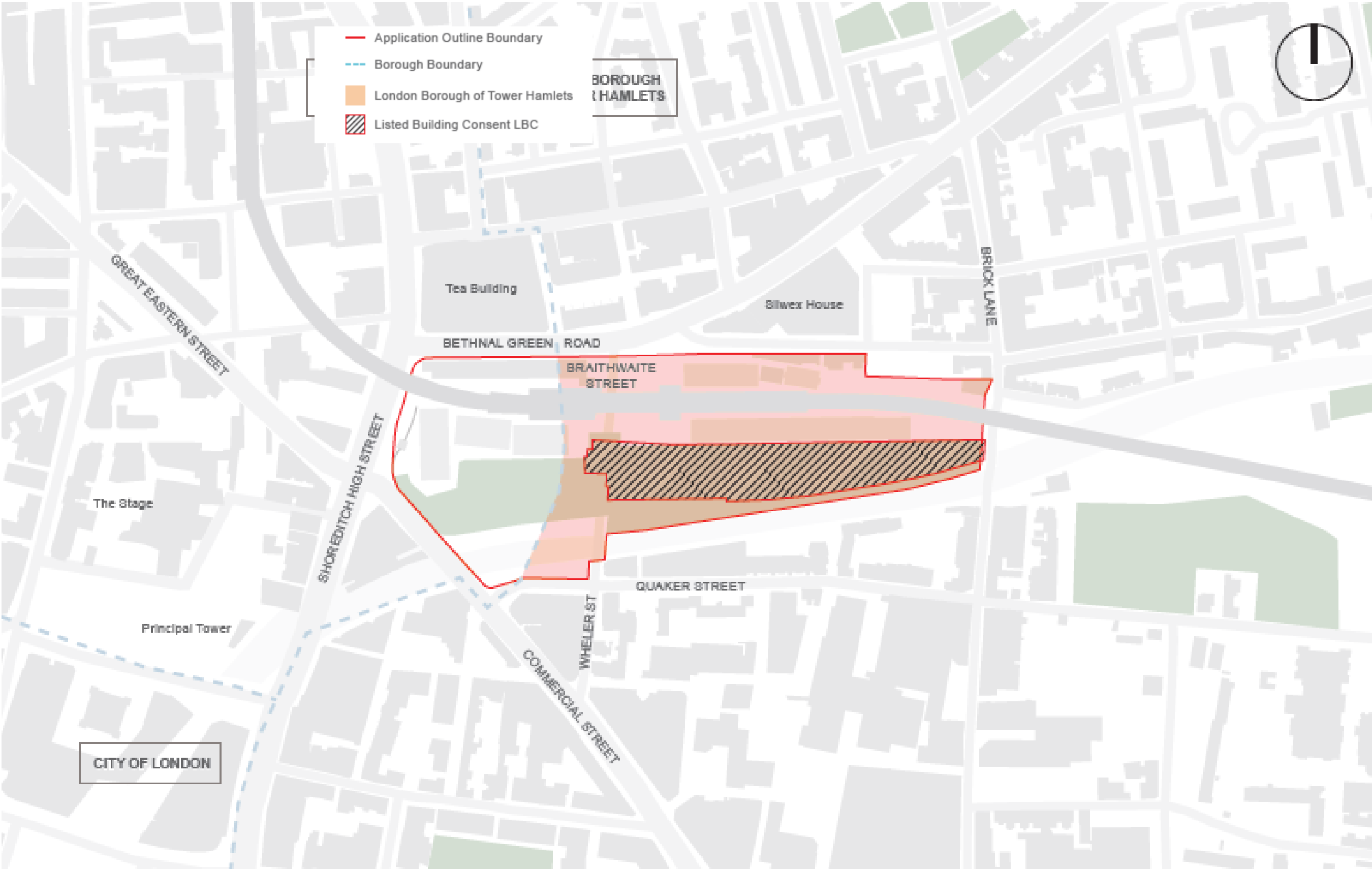
- 21.4.1
- The methodology outlined in **ES Addendum, Volume 2, Chapter 3: EIA Methodology** has been employed for the assessment of the LDS.

- 21.4.2
- The LDS assessment has been prepared in line with the 2011 EIA Regulations, but with consideration to the 2017 EIA Regulations. The assessment is informed by the 2014 Scoping Opinion and 2019 Scoping Opinion Review, and the same topic areas have been addressed.
- 21.4.3
- The approach to defining significance remains the same as outlined in **ES Addendum, Volume 2, Chapter 3: EIA Methodology**.
- 21.4.4
- The list of cumulative schemes outlined in **ES Addendum, Volume 2, Chapter 3: EIA Methodology Table 3.8** will be applied to this assessment of the LDS.

21.5 DEMOLITION AND CONSTRUCTION

- 21.5.1
- The construction timetable for the LDS could be as much as one year ten months shorter than that of the Revised Scheme. A likely order for the construction phases is as follows:
 - Phase 1 – Public realm and platform including Plot 11 up to Braithwaite Street
 - Phase 2 – Plot 7;
 - Phase 3 – Buildings 5 and 10B and Building 6;
 - Phase 4 – Plots 8A-C and 11;
 - Phase 5 – Building 10C; and
 - Phase 6 – Buildings 4 and 10A.
- 21.5.2
- The LDS would otherwise follow demolition and construction procedures as outlined in **ES Addendum, Volume 2, Chapter 5: The Revised Scheme and Construction Overview**.

Figure 21.1: Site Boundary and Surrounding Constraints



21.6 ENVIRONMENTAL ASSESSMENT BY TOPIC

21.6.1	The sections below provide the conclusions of the environmental assessments for the individual topic areas. More detailed description and analysis is available within the technical appendices (ES Addendum, Volume 4, Appendix M: Limited Development Scenario).
WASTE AND RECYCLING	
21.6.2	The authority responsible for waste collection on the site would be LBTH.
21.6.3	LBTH has identified sufficient capacity to manage the Borough’s apportioned waste target as per the London Plan.
21.6.4	Receptors sensitive to waste and recycling as a result of the construction and operation of the LDS are limited to: future residents and users of the site; sensitive neighbouring receptors; construction site workers; and the local waste management infrastructure.
21.6.5	These sensitive receptors were assessed against the composition of waste anticipated during the construction and operation of the LDS, this is with the exception of the sensitive receptors of the local waste management infrastructure, which were also assessed against the anticipated volume of waste anticipated to arise during the aforementioned phases associated with the LDS.
21.6.6	In total, approximately 113,528m ³ of waste is anticipated to be generated during the demolition, excavation, and construction phase of the LDS. This equates to approximately 108,680 tonnes of waste generated over the 10-year construction programme, which equates to approximately 8,360 tonnes per annum.
21.6.7	The Site Waste Management Plan, which will be secured via an appropriately worded planning condition, will include the reduction of waste on-site as a main aim, which it will achieve via a number of standard Best Practice Measures. These include implementation of a ‘just-in-time’ material delivery system, re-use of materials wherever feasible, and the segregation of waste where practical.
21.6.8	The volume of waste anticipated to arise during the operation of the LDS was calculated based on LBTH and BS 5906:2005 methodology. An Operational Waste Management Strategy, prepared as a standalone planning deliverable (ES Addendum, Volume 4, Appendix B) presents the full calculation methodology, waste arisings and waste strategy associated with the operation of the LDS.
21.6.9	In total, the LDS is anticipated to generate approximately 355,000L of waste per week: 102,000L from residential uses, and 253,000L from non-residential uses. This equates to approximately 3,876 tonnes of waste per year generated as a result of the operational uses associated with the LDS. It is expected that the majority of waste generated during the operation of the Revised Scheme will comprise inert and non-hazardous waste streams.
21.6.10	Mitigation embedded into the design of the LDS is primarily associated with the Operational Waste Management Strategy, prepared in line with local, regional and national policy, guidance and legislation.
21.6.11	Following the implementation of embedded mitigation measures, residual effects pertaining to waste and recycling on all sensitive receptors have been identified as negligible. No additional mitigation measures have been identified as necessary.
21.6.12	The volumes of waste generated by the LDS, when considered in combination with the identified cumulative schemes, would increase the pressure on the local waste management infrastructure, and as such may exceed the waste that can be managed within the respective boroughs. As such, the negligible effect experienced by the LDS in isolation may be worsened when considered in combination with the relevant cumulative schemes, however it is not anticipated that this cumulative effect would be significant.
SOCIO-ECONOMICS	
21.6.13	The assessment methodology (including the use of the minimum development parameters), baseline conditions, mitigation measures and significance of most residual effects do not differ substantially from the Revised Scheme, as outlined in ES Addendum Volume 2, Chapter 6 Socio-economics .
21.6.14	Relative to the Revised Scheme, the LDS would create fewer net jobs (predicted at 2034). The LDS would create an estimated 496 net jobs compared to the estimated 6,2531 net jobs created by the Revised Scheme. This would be sufficient to reduce the significance of the residual effect to a moderate-minor beneficial effect (from a moderate beneficial effect in the Revised Scheme).
GROUND CONDITIONS AND LAND CONTAMINATION	
21.6.15	The assessment methodology, baseline conditions, mitigation measures and significance of residual effects do not differ substantially from the Revised Scheme, as outlined in ES Addendum Volume 2, Chapter 8: Ground Conditions .

21.6.16	A number of mitigation measures are presented in ES Addendum Volume 2, Chapter 8: Ground Conditions . It is assumed that these mitigation measures will be secured via an appropriate planning condition, and provided that these mitigation measures are implemented it is unlikely that any residual risks remain associated with the LDS. The removal of contaminated soils associated with the preparatory ground works and foundation excavations of the Revised Scheme will result in a moderate beneficial residual effect to the local environment.
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TRAFFIC AND TRANSPORT

21.6.17	The assessment methodology, baseline conditions and likely significant effects during the construction phase remain as outlined in ES Addendum Volume 2, Chapter 9: Traffic and Transport .
21.6.18	With the near-absence of office space in the LDS, the trip generation of the LDS is significantly lower than the full Revised Scheme on weekdays. The plots within LBTH generate a two-way total of 624 person trips in the AM peak hour, compared with 4,512 in the Revised Scheme; in the PM peak the corresponding figures are 1,039 and 4,050. Consequently, the impact on public transport users are lessened and the LDS would have a negligible impact on public transport users in terms of delay.
21.6.19	The LDS generally offers a higher level of pedestrian comfort than the Revised Scheme due to lower increases in footfall. However, the eastern footway of Shoreditch High Street, southern footway of Bethnal Green Road and northern end of Braithwaite Street would carry a greater number of pedestrians compared to the Revised Scheme. This is due to the western end of Middle Road not being constructed in the LDS, meaning that a portion of the pedestrian trips generated by the development in LBTH, travelling to and from the west, would use Bethnal Green Road to access Shoreditch High Street. This does not in itself give rise to pedestrian delay on these links, since there is no increase in walking distance for existing pedestrians and the additional footfall has a negligible impact on pedestrian congestion. The LDS still provides additional permeability through the eastern end of the site which leads to a minor beneficial effect on pedestrian delay at these locations. On the links listed above, the Pedestrian Comfort Level is lower than in the Revised Scheme due to the increase in footfall, but remains above the recommended minimum level as defined by TfL.
21.6.20	As with the Revised Scheme, it is therefore considered that there is a minor adverse impact on pedestrian amenity arising from the LDS on links which are not subject to public realm improvements, and a major beneficial impact on amenity where new pedestrian routes are created.
21.6.21	The additional mitigation measures remain as outlined in ES Addendum Volume 2, Chapter 9: Traffic and Transport with the exception of the travel packs to help reduce congestion from Building 2, which would not be necessary in the absence of Building 2.

WIND MICROCLIMATE

21.6.22	The assessment methodology and baseline conditions as outlined in ES Addendum Volume 2, Chapter 10: Wind Microclimate remain valid.
21.6.23	The embedded mitigation measures for wind microclimate for the LDS are as follows: <ul style="list-style-type: none">Two elevated banners in staggered arrangement in the inaccessible area to north-west of Plot 8A – 1.5m wide, 6m tall, approximately 50% porous medium 6m above ground suspended from poles;Baffles hanging suspended from the underside of the Overground structure where this crosses pedestrian thoroughfares, 1.5m high in staggered arrangement;Three deciduous trees west of the south-eastern corner of Plot 8A, 8m tall;Two planters with dense planting or hedging west of south-western corner of Plot 8A, 1.5m total high;Solid screen west of south-western corner of Plot 8A, 1.5m wide by 2m in height;50% porous screen on the podium level to the west of Building 8A spanning south-north of the podium, 2m high;50% porous screen on the ground level to the north of Building 8A spanning south-north of the ground level, 3m high.
21.6.24	With this mitigation in place, at ground and platform level all locations on the LDS site would have wind conditions suitable for their intended uses.
21.6.25	The entire LDS site meets minimum safety criteria for strong winds.
21.6.26	There are no significant residual effects as a result of the LDS.
21.6.27	The cumulative effects of the LDS and the two relevant and immediately nearby development schemes do not generally differ from the effects of the LDS on its own.

DAYLIGHT, SUNLIGHT, OVERSHADOWING, SOLAR GLARE AND LIGHT POLLUTION

- 21.6.28 Assessments have been undertaken to establish the likely significant effects of the LDS upon the amount of daylight, sunlight and overshadowing received by neighbouring properties and amenity areas. A qualitative assessment has been undertaken for solar glare and light pollution due to the outline nature of the current scheme, in relation to road and rail receptors neighbouring the site.
- 21.6.29 Daylight and sunlight effects on surrounding properties have been assessed based on the number of windows facing the Development. The relevant guidelines which set the standards for daylight and sunlight are known as the BRE Guidelines.
- 21.6.30 The effects to daylight, sunlight and overshadowing during construction are likely to steadily increase in magnitude as the LDS is built. As the construction works continue the levels of daylight, sunlight and overshadowing received by neighbours for the site would trend towards those of the complete and operational development which are set out below.
- 21.6.31 Once the LDS is complete and operational, it is likely that there would be 10 instances where neighbouring properties would experience a Minor Adverse effect, 4 instances of Moderate Adverse effects and 6 instances of Major Adverse effects. The effect to the remaining 119 properties would be Negligible.
- 21.6.32 For sunlight, once the LDS is complete and operational, it is likely that there would be one instance where neighbouring properties would experience a Minor Adverse effect, five instances of Moderate Adverse effects and two instances of Major Adverse effects. The effect to the remaining 105 properties would be Negligible.
- 21.6.33 In terms of overshadowing at nearby amenity areas once the LDS is complete and operational, it is likely that the effects would be Negligible.

AIR QUALITY

- 21.6.34 Additional modelling was undertaken to assess the air quality impacts of alternate plans which involve the LDS only.
- 21.6.35 Based on the EPUK guidance, the change in annual mean NO₂, PM₁₀ and PM_{2.5} concentrations associated with the operation only of the LDS elements results in the air quality impact being classified as ***negligible*** for all modelled receptors. Air Quality Objectives for all three pollutants would be met at all the modelled receptors.
- 21.6.36 The highest annual mean NO₂ and PM₁₀ concentrations are predicted at receptor E15 located adjacent to Great Eastern Street. The largest change in both NO₂ and PM₁₀ concentrations are expected at receptors E7 and E8, both located on Sclater Street. These do not result in significant effects.
- 21.6.37 Unlike in the Revised Scheme, pre-mitigation impacts at receptor E14 would not be significant. Therefore, the additional mitigation proposed in **ES Addendum Volume 2, Chapter 12: Air Quality** for this location would not be required.

NOISE AND VIBRATION

- 21.6.38 The conclusions of the assessment of the LDS is that the majority of impacts will remain unchanged from those outlined in **ES Addendum Volume 2, Chapter 13**.
- 21.6.39 Due to the reduced size of the LDS there will be a reduction in receptors experiencing minor adverse effects when in relation to construction noise and vibration.
- 21.6.40 The acoustic screening provided by Building 1, 2 and 3 in the Revised Scheme may cause the facades in the LDS to be more exposed to the surrounding noise sources. An updated site suitability assessment has been completed. A noise model has been used to carry out the prediction and calculation of road traffic and rail noise from the surrounding sources for the LDS and guidance on the required glazing sound insulation to achieve BS8223:2014 & WHO guidelines is outlined in **ES Addendum, Volume 4, Appendix M: Limited Development Scenario**. Building 8c was identified as subject to high noise levels due to the rail line, such that standard double glazing may not sufficiently reach the targeted level of sound insulation; high-performance acoustic double glazing (e.g. 6mm/ 16mm gap/6.8mm) has the potential to meet this performance requirement.

WATER RESOURCES AND FLOOD RISK

- 21.6.41 The assessment methodology, baseline conditions, mitigation measures and residual effects do not differ substantially from the Revised Scheme, as outlined in **ES Addendum Volume 2, Chapter 14: Water Resources, Drainage and Flood Risk**.
- 21.6.42 The embedded mitigation measures presented in **ES Addendum Volume 2, Chapter 14: Water Resources, Drainage and Flood Risk** would be carried out under the LDS as well. However, the overall area covered by attenuation measures would be slightly reduced and the beneficial impact on the River Thames and on flood risk in surrounding areas would be reduced accordingly. However, the scale of this reduction is not sufficient to change the conclusions presented in **ES Addendum Volume 2, Chapter 14: Water Resources, Drainage and Flood Risk**.

ARCHAEOLOGY

- 21.6.43 A desk based assessment carried out by MoLAS, along with the findings of previous MoLAS investigations on the site, were used to inform the baseline conditions. The assessment found that the site has a low potential to contain archaeological remains dated to the prehistoric, Roman or Saxon period.
- 21.6.44 The site has a moderate potential to contain archaeological remains from the later medieval period. Later medieval pits and horizons have been discovered through excavations on the west end of the site, associated with the road and nearby settlements of Holywell and Spitafields.
- 21.6.45 The site has a high potential to contain remains of the post-medieval period as the site became increasingly urbanised between the 16th and 18th centuries. The remains of houses from this period have been discovered through excavation; the significance of any remains is considered to be medium.
- 21.6.46 The site has a very high potential to contain remains of 19th century railway structures. The foundations of the goods yards, and cellars and basements from the same period, were found in previous archaeological work. The significance of any remains is considered to be medium.
- 21.6.47 The effects of demolition and construction are likely to be highest where foundation piling is employed. A permanent, direct, moderate-minor adverse effect before mitigation is anticipated for 16th-18th and 19th century remains in this area, representing the greatest potential impact on the site pre-mitigation.
- 21.6.48 The mitigation proposed for these impacts consists of targeted archaeological excavation in advance of preliminary ground works and the excavations for basements and foundations. This would allow remains to be recorded prior to their removal. This would be accompanied by an archaeological watching brief in areas not affected by deep ground intrusions.
- 21.6.49 With the implementation of the proposed mitigation, the residual effects on buried heritage assets would be negligible. There is unlikely to be a significant cumulative impact of the LDS with other development schemes.

TOWNSCAPE VISUAL IMPACT ASSESSMENT

- 21.6.50 The views assessed under the townscape and visual impact assessment for the Revised Scheme were categorised according to whether:
- they differ from the Revised Scheme, and
 - the LDS would still be visible in this view, and;
 - that difference cannot be clearly discerned from the AVRs prepared for the Revised Scheme.
- 21.6.51 Revised effects were assessed for those viewpoints where the LDS effects differ from the Revised Scheme and where the LDS would still be visible in this view. The effects for each view in these categories is presented in **ES Addendum, Volume 4 Appendix M: Limited Development Scenario** and also in **ES Addendum Volume 3 Townscape and Visual Impact Appendix A6**.
- 21.6.52 Where that difference cannot be clearly discerned from the AVRs presented for the Revised Scheme, these are presented visually in **ES Addendum Volume 3 Townscape and Visual Impact Appendix A6**.
- 21.6.53 The effect of the LDS will be entirely beneficial or neutral. The beneficial effects will be greatest and most noticeable in the immediate vicinity of the site.
- 21.6.54 The impact of the LDS would be reduced compared to the Revised Scheme. Of the views considered in the assessment:
- In 26, townscape and visual effects differ between the LDS and the Revised Scheme but both would be visible;
 - In 31, the Revised Scheme would be visible but the LDS would not be. This includes view number 49, which would have a significant adverse effect in the Revised Scheme;
 - In 4, there would be no differences between the Revised Scheme and the LDS and both would be visible; and
 - In 6, neither scheme would be visible.
- 21.6.55 Overall, the LDS would have a far lower impact on the townscape of the area and on local, middle distance and LVMF views. In the majority of the views assessed the LDS would either present a reduced impact relative to the Revised Scheme, or no impact whatsoever.
- 21.6.56 The adverse views provided by the Revised Scheme would not be visible in this scenario. However, this reduced impact would also include a reduction in beneficial effects, limiting the opportunity that the redevelopment of the site presents in terms of place-making and enhancement of the local character.

BUILT HERITAGE

- 21.6.57As a result of the reduced size of the LDS relative to the Revised Scheme, a smaller number of nearby heritage assets have been considered. These consist of four conservation areas, one on site listed structure, 82 nearby listed buildings, one Registered Landscape within the study area and the Tower of London World Heritage Site approximately 1.7 km to the south.
- 21.6.58As with the Revised Scheme, any on site heritage assets would be protected during construction, with works carried out by suitably qualified professionals. The structure and physical condition of the Braithwaite Viaduct has been fully taken into account during the development of proposals for the listed structure. The design of the LDS has been undertaken to mitigate any harmful impact on nearby heritage assets.
- 21.6.59The residual effects of the LDS would be the same as for the Revised Scheme with the exception of the operational effects on the Forecourt Wall, Oriel and Gates to the Goodsyard. As it would not be integrated into the LDS, it would continue to deteriorate through the life of the LDS and the significance of the residual effect is considered to be moderate adverse.
- 21.6.60The significant residual effects of the LDS would be a moderate beneficial effect on the Braithwaite Viaduct and a moderate adverse effect on the Forecourt Wall, Oriel and Gates to the Goodsyard.
- 21.6.61Significant cumulative effects on the setting of nearby built heritage assets would arise from the following other development schemes: Principal Tower (Ref: 2016/2044), The Stage (Plough Yard) (Ref: 2015/3453) and 201-207 Shoreditch High Street (Ref: 2015/2403). These three developments are closer than most others on the cumulative schemes list in **ES Addendum Volume 2, Chapter 3: EIA Methodology Table 3.8** and are relatively tall compared to other schemes in this list.

ECOLOGY

- 21.6.62The assessment methodology, baseline conditions, mitigation measures and residual effects do not differ substantially from the Revised Scheme, as outlined in **ES Addendum Volume 2, Chapter 17: Ecology**. There would be no significant Residual Effects on ecology from the Limited Development Scenario.
- 21.6.63The embedded mitigation provided by the landscaping strategy would be slightly reduced without the biodiverse roofs proposed for Buildings 1, 2 and 3. However, the majority of the 1833 m² of biodiverse roof, 1000 m² replacement Open Mosaic Habitat, native tree planting, 2700 m² of species rich lawn and 3100 m² of additional landscape planting would still be present in the LDS as these are provided within the LBTH portion of the site.

CLIMATE CHANGE

- 21.6.64The assessment methodology and baseline conditions do not differ from those assessed for the Revised Scheme as outlined in **ES Addendum Volume 2, Chapter 18: Climate Change**.
- 21.6.65A conservative estimate of 50% of total construction was applied to the LDS. Therefore, the total embodied carbon in construction materials is 21,149 tonnes of carbon dioxide equivalent (TCO2e) and 8,798 TCO2e would be produced by construction traffic.
- 21.6.66Once the site is operational, traffic will account for 209,638 TCO2e per year whilst around 1,300 TCO2e will be produced by regulated energy usage.
- 21.6.67This is still within the definitions of a minor adverse effect on global climate as it represents a slight increase in GHG emissions.
- 21.6.68The mitigation measures, cumulative and residual effects outlined in **ES Addendum Volume 2, Chapter 18: Climate Change** remain valid for the LDS.

21.7 CONCLUSION

- 21.7.1**Table 21.1** summaries the comparison of the residual effects between the full Revised Scheme and the LDS. **Table 21.2** summarises the significant residual effects for the LDS.
- 21.7.2The only significant adverse impacts present in the LDS but not in the Revised Scheme scenario would be moderate adverse impacts on the structure and fabric of the on-site listed Forecourt Wall, Oriel and Gates to the Goods Yard
- 21.7.3High-performance acoustic double glazing may be required in Building 8c to reduce exposure to rail line noise. There are no other mitigation measures required by the LDS that would not be required by the Revised Scheme.

Table 21.1 Comparison of Residual Effects between the full Revised Scheme and the LDS

Topic	Change from Revised Scheme to LDS
Waste	No change.
Socio-Economics	Reduction of impact on population with respect to skills and employment in the operational phase from minor-moderate beneficial to minor beneficial.
Ground Conditions	No change.
Traffic and Transport	Reduction of effect on public transport user delay and amenity from minor adverse in the Revised Scheme to negligible in the LDS.
Wind Microclimate	No change.
Daylight, Sunlight and Overshadowing	Reduction of moderate adverse daylight effects during construction from 12 to 4 properties. Reduction of major adverse daylight effects during construction from 12 to 6 properties. Reduction of moderate adverse sunlight effects during construction from 4 to 2 properties. Reduction of major adverse sunlight effects during construction from 9 to 5 properties. Reduction of moderate adverse daylight effects during operation from 12 to 4 properties.. Reduction of major adverse daylight effects during operation from 12 to 6 properties.. Reduction of moderate adverse sunlight effects during operation from 4 to 1 properties.. Reduction of major adverse sunlight effects during operation from 9 to 5 properties.. Reduction of moderate adverse daylight effects during operation with cumulative schemes from 21 to 7 properties. Reduction of major adverse daylight effects during operation with cumulative schemes from 16 to 7 properties. Reduction of moderate adverse sunlight effects during operation with cumulative schemes from 6 to 3 properties. Reduction of major adverse sunlight effects during operation with cumulative schemes from 9 to 5 properties.
Air Quality	No change
Noise and Vibration	Reduction in number of receptors experiencing minor adverse effects when in relation to construction noise. Reduction in acoustic screening may increase the exposure of the LDS to surrounding noise sources.
Water Resources, Drainage and Flood Risk	No change.
Built Heritage	Change in effect on structure and fabric of on-site listed structure The Forecourt Wall, Oriel and Gates to the Goods Station from moderate beneficial (Revised Scheme) to moderate adverse (LDS)
Archaeology	No change.
Ecology	No change.

Topic	Change from Revised Scheme to LDS
Climate Change Mitigation and Adaptation	No change.
Townscape and Visual Impact Assessment	<p>Reduction in magnitude and significance of effect on the majority of views and on the setting of heritage assets.</p> <p>In most case this amounts to the reduction of neutral and beneficial effects. However, the moderate adverse effect on one view would be completely removed, and the moderate adverse effect on the setting of listed buildings in one street would be reduced to a minor effect.</p>

Table 21.2 Summary of significant residual effects of the LDS

Topic	Stage of Development	Residual Effects	Duration of Effect	Significance of Residual Effects
Waste and Recycling	Construction	None	N/A	N/A
	Operation	None	N/A	N/A
Socio-Economics	Construction	None	N/A	N/A
	Operation	Housing supply for the local population. Employment and skills for the local population	Permanent	Minor Beneficial (significant) Moderate-Minor Beneficial (significant)
Ground Conditions	Construction	None	N/A	N/A
	Operation	Impact of soil and groundwater contamination on human health	Medium-term	Minor to Major Beneficial
Traffic and Transport	Traffic and Transport	Construction	None	N/A
		Operation	Improvements to pedestrian amenity due to public realm improvements in some locations	Permanent
Wind Microclimate	Construction	None	N/A	N/A
	Operation	None	N/A	N/A
Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution	Construction	The impact of construction of the LDS on the availability of daylight to nearby properties. The impact of construction of the LDS on the availability of sunlight to nearby properties. Overshadowing by the LDS of nearby amenity areas	Permanent	<u>Daylight</u> - Moderate Adverse to 4 Properties and Major Adverse to 6 properties. <u>Sunlight</u> - Moderate Adverse to 2 properties and Major Adverse to 5 properties. <u>Overshadowing of amenity areas</u> - Negligible to Major Adverse.
	Operation	The impact of construction of the LDS on the availability of daylight to nearby properties. The impact of construction of the LDS on the availability of sunlight to nearby properties. Overshadowing by the LDS of nearby amenity areas	Permanent	<u>Daylight</u> - Moderate Adverse to 4 Properties and Major Adverse to 6 properties. <u>Sunlight</u> - Moderate Adverse to 2 properties and Major Adverse to 5 properties. <u>Overshadowing of amenity areas</u> - Negligible to Major Adverse.
Air Quality	Construction	None	N/A	N/A
	Operation	None	N/A	N/A
Noise and Vibration	Construction	Existing residential and non-residential receptors within 15m of the site perimeter. (R1, R2, R3, R4, R5, R9). New residential and non-residential receptors within 10m of the nearest construction area within the relevant Phase. New residential and non-residential receptors within 10m of the nearest construction area within the relevant Phase.	Temporary Temporary	Moderate Adverse during Foundation and Superstructure Moderate Adverse from the phased construction during Site Clearance, Enabling Works, Foundation and Super-StructureModerate adverse effect from the Phased Construction during Site Clearance, Enabling Works, Foundation and Super-Structure.
	Operation	None	N/A	N/A
Water Resources and Flood Risk	Construction	None	N/A	N/A

	Operation	None	N/A	N/A
Archaeology	Construction	None	N/A	N/A
	Operation	None	N/A	N/A
Built Heritage	Construction	None	N/A	N/A
	Operation	<p>Setting of Brick Lane and Fournier Street Conservation Area</p> <p>Structure and fabric of on-site listed buildings – Braithwaite Viaduct</p> <p>Setting of listed buildings: Commercial Street Centre, Commercial Street North and Quaker Street</p> <p>Structure and fabric of on-site listed buildings – Forecourt Wall, Oriel and Gates to the Goods Station</p>	Permanent	<p>Moderate Beneficial</p> <p>Moderate Beneficial</p> <p>Moderate Beneficial</p> <p>Moderate Adverse</p>
Ecology	Construction	None	N/A	N/A
	Operation	None	N/A	N/A
Climate Change Mitigation and Adaptation	Construction	Noneone	N/A	N/A
	Operation	None	N/A	N/A
Townscape and Visual Impact	Construction	Construction impacts	Temporary	Ranging from minor to moderate and neutral to adverse
	Operation	<p>LVMF views 1A.1, 2A.1, 4A.1, 6A.1</p> <p>Local views: Paul Street / Epworth Street, Great Eastern Street / Old Street (summer and winter), Bethnal Green / Chilston Street (night), Bethnal Green near to Club Row, Commercial Street near Wheler Street, Norton Folgate / Fleur De Lis Street (night)</p> <p>Local views: Great Eastern Street / Fairchild Street</p> <p>Local views: southern end of Kingsland Rd, Commercial Street near Whites Row, Kingland Rd – canal bridge</p> <p>Local views: Allen Gardens, Quaker Street / Commercial Street</p> <p>Townscape areas – The Site, Bethnal Green Road</p> <p>Townscape Areas – Spitalfields, Boundary Estate</p> <p>Conservation areas – Redchurch Street</p> <p>Listed buildings</p>	Permanent	<p>Moderate Neutral</p> <p>Moderate Beneficial</p> <p>Minor to Moderate Beneficial</p> <p>Moderate Neutral</p> <p>Minor to Moderate Neutral</p> <p>Moderate Beneficial</p> <p>Minor to Moderate Beneficial</p> <p>Moderate Beneficial</p> <p>Ranging from Minor to Moderate and Neutral to Beneficial</p>

ballymore.



Hammerson