CENTRE POINT

NON TECHNICAL SUMMARY

Application 1A

URS

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Centre Point – Non-Technical Summary - Application 1A

Introduction

The Application

1 An Environmental Statement (ES) has been prepared in support of a detailed planning application for the restoration, refurbishment including alterations to the Centre Point complex. Centre Point is a mixed use complex that comprises: office space and a restaurant and bar in the 36 storey Centre Point Tower; office and retail space in Centre Point Link and offices, residential and retail use in Centre Point House. Various land uses surround the site, including retail, residential, commercial and leisure.

2 The site is located within the London Borough of Camden (LBC), and is approximately 0.78 hectares (ha) in size The site is bounded to the west by Charing Cross Road, to the east by Earnshaw Street, to the south by the site owned by consolidated land, to the north by New Oxford Street and St. Giles High Street runs through the middle of the site.

3 The application includes a change of use to residential of Centre Point Tower, demolition of the existing pub site located to the south of Centre Point House and construction of a new affordable housing block in that location. The development proposals are hereafter referred to as the 'Proposed Development'. This document provides a Non-Technical Summary (NTS) of the ES.

4 There are two Applications relating to two design options for the new affordable housing block at the pub site. The two design options are the result of discussions between LBC and the design team on the architectural form of the new structure and the provision of affordable housing.

5 The two design options for the affordable housing block refer to a larger and smaller structure, both of which are well designed and enhance the setting and appearance of the listed building:

- Application 1A - 13 unit affordable housing block
- Application 1B - 16 unit affordable housing block

6 A separate EIA and ES is being submitted for each application and relate to the specific affordable housing block design option as described above.

7 A separate, later application (known as Application 2) will be submitted and comprises the following:

- The erection of a ground floor extension partially infilling under the bridge link for flexible retail (Class A1/Class A3/Class A4) use;
- Closing the northern end of St Giles High Street; and
- Landscaping, public realm, highway works associated with the creation of a new piazza.

Environmental Impact Assessment

8 The EIA of the Proposed Development is not required under the Town and Country (Environmental Impact Assessment) (England and Wales) Regulations 2011 (hereafter referred to as the 'EIA Regulations'). However, the Applicant has commissioned URS Infrastructure and Environment UK Ltd (URS) to produce a voluntary EIA. The application is therefore to be treated as an 'EIA Application' within the meaning of the EIA Regulations. The EIA will be produced in accordance with applicable legislation and guidance for EIA and preparation of an Environmental Statement. The results of this process are presented in the ES and accompanying technical appendices. This document, known as the NTS, provides an overview of the findings of the EIA and has been prepared for a general audience including parties close to or potentially affected by the Proposed Development.

What is an Environmental Statement?

9 The ES describes the potential impacts of the Proposed Development during the:

- Refurbishment, Demolition and Construction Phase; and
- Operational Phase i.e. on (completion and occupation of the Proposed Development).

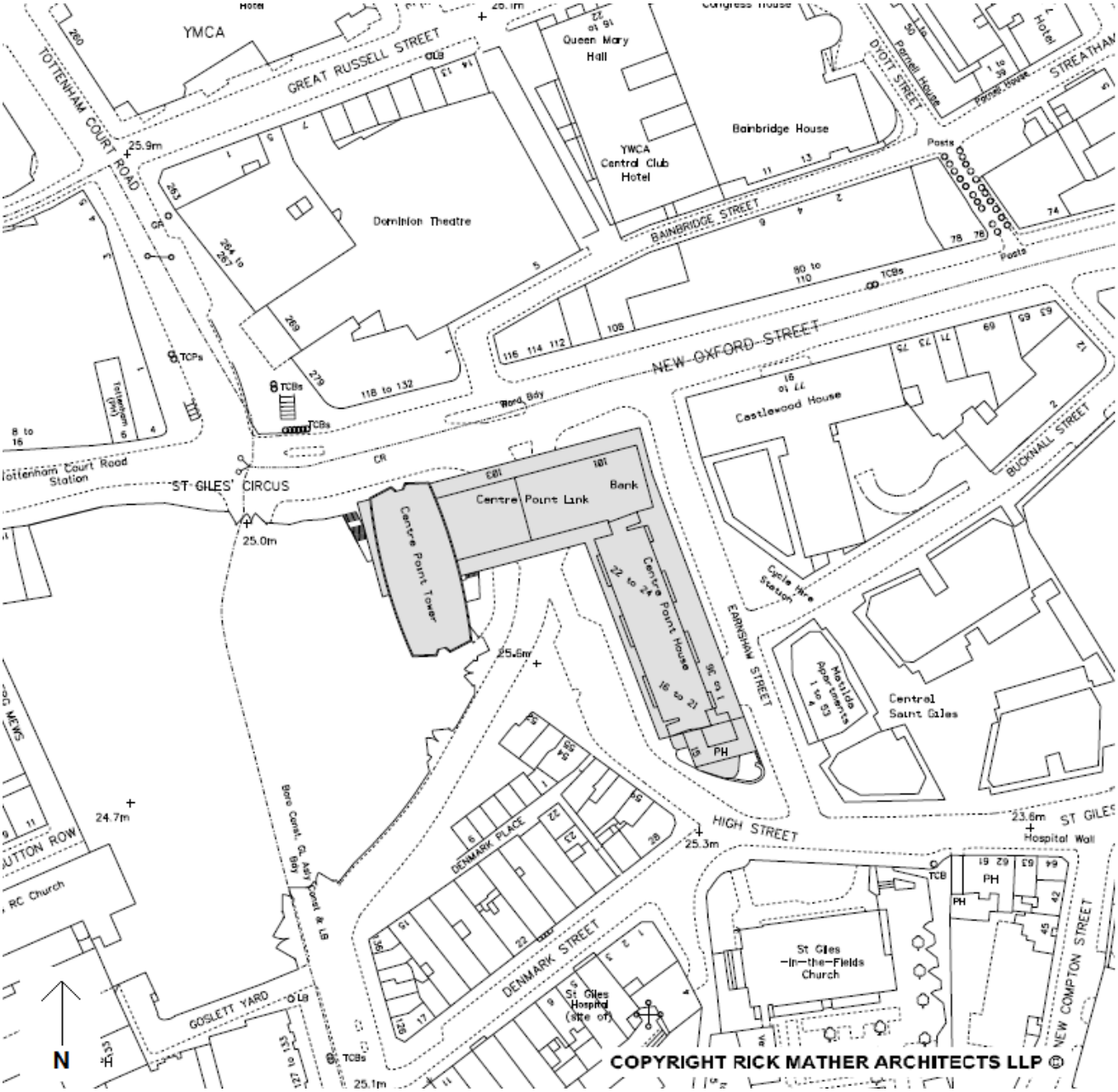
10 The ES details the likely impact of the Proposed Development on its neighbours, local environment, local and regional economy and wider project area. Positive (beneficial) and negative (adverse), short (construction phase) and long-term (operational phase) impacts have been considered.

11 Where there are adverse impacts, mitigation measures have been identified to either eliminate or reduce those impacts as part of the design process. The ES has highlighted the 'residual' impacts of the Proposed Development, which are the remaining impacts, following the implementation of suitable mitigation measures.

12 The significance of residual impacts has been evaluated with reference to definitive standards, accepted criteria and legislation where available. Where it has not been possible to quantify impacts, qualitative assessments have been carried out, based on professional experience and judgement. Impacts have been classified as being of adverse, negligible (imperceptible) or beneficial in significance. The significance of impacts is also based on the magnitude of change to a receptor and how sensitive or important assets or receptors are. Therefore, impacts are expressed on a scale using the terms minor, moderate or major. Where possible, impacts are also assigned a geographic extent (local, regional or national) and duration (temporary, short-term or long-term).

Centre Point – Non-Technical Summary - Application 1A

Figure 1 Site Location and Context



Centre Point – Non-Technical Summary - Application 1A

Figure 2 Redline Boundary

Baseline Conditions & Assessment Stage

13 A formal Scoping Report, issued on 20th February 2013 formed the basis of the EIA methodology applied within the ES. The Refurbishment, Demolition and Construction Phase has been assessed against four different stages which reflect the anticipated programme of works. These are described as follows:

- Centre Point Tower - January 2014 to January 2016 (acknowledging overlap with Crossrail, TCRSU works and construction of the adjacent No. 1 Oxford Street Over-Site Development);
- Centre Point House - January 2014 to July 2016 (acknowledging overlap with Crossrail, TCRSU works and construction of the adjacent No. 1 Oxford Street Over-Site Development);
- Centre Point Link – January 2014 to July 2016 (acknowledging overlap with Crossrail, TCRSU works and construction of the adjacent No. 1 Oxford Street Over-Site Development); and
- Demolition of the existing pub site located to the south of Centre Point House and construction of a new affordable housing block – January 2014 - July 2016 (acknowledging overlap with Crossrail, TCRSU works and construction of the adjacent No. 1 Oxford Street Over-Site Development).

14 Environmental impacts associated with the Proposed Development would typically be assessed against existing '2013' Baseline Conditions; however consideration has been given as to how these may change over the duration of the four stages (i.e. over the period 2013 – 2016).

15 Furthermore, the Operational Phase assessment, in accordance with the EIA Regulations "*recognises changes to conditions at the site and conditions 'projected forward' to take account of all 'committed development*". As such, the assessment has been carried out for a 2018 scenario, when it is expected that Crossrail and TCRSU works would be completed. The Operational Phase is comprised of only one assessment stage that considers the potential impacts

of the Proposed Development once it is fully completed/occupied.

16 The ES also describes the design evolution process undertaken which accounts for views and concerns of interested parties, and statutory and non-statutory consultees. Hence, the final design reflects the aspirations of key consultees, is environmentally preferable and designed to be sustainable in the long-term.

Structure of the Environmental Statement

17 The ES consists of:

- **Volume I:** Main ES: this document forms the main body of the ES detailing the results of environmental investigations, impacts arising and proposed mitigation measures. The ES also includes details of the proposed development and construction activities;
- **Volume II:** Townscape, Conservation and Visual Impact Assessment: a separate document produced to assess the impact on key and strategic views to and from the site. Volume II also contains an assessment of impacts to above ground built heritage;
- **Volume III:** Technical Appendices: Comprises survey data, technical reports and background information supporting the assessments and conclusions given within the main body of the ES; and
- **Non-Technical Summary (this document):** summarises the key findings of the ES in non-technical language.

Consultation and Public Communication

18 The EIA has included a programme of ongoing consultation with statutory and non-statutory bodies, which is critical to understanding the environmental and socio-economic issues concerning the redevelopment of the site, in particular development constraints and opportunities. Consultation also enables mitigation measures to be introduced during the Proposed Development design process. The Proposed Development has been designed in consultation with the LBC, Environment Agency (EA), English Heritage (EH), Transport for London (TfL), London Underground Limited (LUL), the 20th Century Society Crossrail, Design for London, local residents and other interested parties

19 In addition, the design process has featured stakeholder consultation with local residents, businesses, societies, community and amenity groups, with a public exhibition held on 9th and 11th March 2013 at Centre Point Link. A statement of community involvement has been prepared and submitted as part of the application.

Planning Policy Context

20 The Proposed Development has been assessed in accordance with relevant legislation and the National Planning Policy Framework (NPPF), which was adopted in March 2012.

21 On a regional scale, the Proposed Development has been assessed against frameworks and guidance contained within London's own Regional Spatial Strategy, known as 'The London Plan – Spatial Development Strategy for Greater London' adopted in July 2011 in July 2011.

22 On a local scale, the LBC Core Strategy is the principal document of the Local Development Framework (LDF). It identifies key issues and economic, social and environmental objectives for future development of the LBC and is a key driver in delivering sustainable development. The LBC Core Strategy was adopted in November 2010 and supersedes the LBC Unitary Development Plan with the exception of Policy LU1 – Schedule of Land Use Proposals. The sites in LU1 are saved until the site allocations document has been adopted.

23 Camden Development Policies 2010-2025 form part of the LDF and sets out detailed planning criteria that the council will use in determining planning applications to achieve the overall objectives of the Core Strategy. Supplementary Planning Documents include the following Camden Planning Guidance (CPG) documents which have also be considered as part of the Proposed Development:

- Design (CPG1);
- Housing (CPG2);
- Sustainability (CPG3);
- Basements and Lightwells (CPG4);
- Town Centres, Retail & Employment (CPG5);
- Amenity (CPG6);
- Transport (CPG7); and
- Planning Obligations (CPG8).

The Site Context and Planning History

24 The site is located within the LBC, bordering the City of Westminster (CoW) along Charing Cross Road.

25 The area has an extremely diverse set of buildings scales and uses, which reflect its rich history and intensive development within the central city location. Its longstanding place as a crossroads between a number of more defined neighbourhoods (Soho, Bloomsbury, Fitzrovia and Covent Garden), has shaped immediate environs as a chaotic mixture of post-war and much older buildings varying in scale. The intense prominence of the junction between St Giles High Street, Charing Cross and Oxford Street has resulted in a mixture of strident and relatively

high density development, of which Centre Point is an example, alongside dilapidated older buildings of only four or five storeys. There are a number of key landmark buildings such as St Giles Church, with quiet residential pockets at the edge of Soho and Covent Garden, nestled alongside contemporary high quality office developments. For example Central St Giles that respond at a much larger urban scale to the major thoroughfares. A number of contemporary redevelopments of Victorian sites at the southern end of Tottenham Court Road, and those associated with the redevelopment of Crossrail on the western side of Charing Cross Road will transform the junction into a much more contemporary space. As such. This will consequently frame Centre Point itself as a more historic landmark of the modern era.

26 Centre Point is located within the Denmark Street Conservation Area, with Bloomsbury Conservation Area lying immediately adjacent to the site, to the north of New Oxford Street.

27 The Centre Point site is surrounded by mixed use developments with a predominance of retail at street level and commercial development above and some residential. The main Oxford Street / Charing Cross Road junction essentially provides a defined quartering of the land uses around this interchange.

28 Bloomsbury, to the north of New Oxford Street, is increasingly residential in nature when moving north from the Application site area. However it accommodates important cultural and educational institutions such as University College London (UCL), British Museum and the University College Hospital (UCH).

29 Fitzrovia to the north-west is similarly residential in nature moving north away from the site area, but has a vibrant mix of restaurants and smaller retail at its southern end, supported from the concentration of activity along Oxford Street, Tottenham Court Road and a local cluster of media companies. St Giles has a predominance of large office buildings which generates activity by day, but during evenings and weekends, areas away from main routes have little activity. This creates an unsafe perception of the area, contributing to anti-social behaviour, which perhaps is unexpected given its location connecting the evening activities of Oxford Street and Covent Garden.

30 Soho, to the west has diverse and intense land-uses within a traditional pattern of five-storey blocks, mixing a rich night time economy with office and some residential use.

31 The Centre Point site is extremely well connected, serving as a major interchange between north/south and east/west routes across central London for both the bus and underground networks. Bus routes run along Oxford Street, New Oxford Street, Tottenham Court Road and Charing Cross Road.

32 Tottenham Court Road Underground Station ticket hall is located immediately adjacent to the site and following the construction of Crossrail will provide a direct connection into the proposed public realm. The Northern and Central underground lines provide direct access to Euston and Waterloo stations, Liverpool Street and the City. With the addition of Crossrail, there will be direct connections to Heathrow and Canary Wharf. Leicester Square and Covent Garden Station are both within close walking distance and provide a connection to the Piccadilly Line and Kings Cross St Pancras Station.

33 The site has an extensive planning history, influenced by its Listed Building status requiring consent for small internal alterations. The key changes have been:

- March 2001 - enclosure of the ground floor and create floorspace within Use Class B1;
- July 2005 - Change of use from office (B1) to mixed restaurant and bar use (Sui Generis) at 31st and 32nd floor. Use of basement for associated storage and food preparation area and installation of plant at roof level;
- January 2007 - Change of use of ancillary and business use, to a mixed use as a restaurant and bar;
- March 2008 - New entrance pavilion on New Oxford Street elevation following decommissioning of entrance on Tottenham Court Road;
- May 2009 - Removal of fountains and construction of new Ticket Entrance Hall to Tottenham Court Road as part of the Crossrail Act.; and
- May 2012 – detailed planning application for restoration, refurbishment including alterations and extensions to the Centre Point development which comprise Centre Point Tower, Centre Point House and the Centre Point Link building (planning application 2012/2895/P). This included the change of use of Centre Point Tower to residential use.

34 The previous owners, Targetfollow, had undertaken a number of design studies for redevelopment of the site. The current design team were aware of the previous work and the background discussions informing these design studies.

Design Evolution and Analysis of Alternatives

35 Under the EIA Regulations, an ES is required to provide "*an outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for the choice made, taking into account the environmental effects".* Alternatives analysis is a key part of the EIA process and serves to ensure that environmental considerations are built into the project design at the earliest possible stage. As such, the EIA has considered the 'no development' alternative, the use of alternative sites and design evolution in response to consultee comments.

36 The 'no development' alternative refers to the option of leaving the site in its current state. Even though the current site is a key and prominent interchange on the road and public transport network, it offers a poor quality public realm through congestion and perception of fear, crime and antisocial behaviour. A major contributory factor to this has been the poor quality of public realm where Centre Point meets the street; dilapidation of a number of surrounding buildings and dominance of vehicular traffic and road network planning over streetscape. These make the surrounding concentration of activity for pedestrians and cyclists rather unpleasant, detracting from the immediate environs. As a result the site suffers rather than benefits from its location.

37 LUL indicates that the arrival of Crossrail will intensify activity at this site and further developments on the west side of Charing Cross Road and eastern end of Oxford Street will cumulatively worsen existing public realm problems.

38 Centre Point is a Grade II listed building. The increase of activity, brought by Crossrail and adjacent development places greater demand on its upkeep. The current office use, designed for a different era and always with major shortcomings, is unsustainable and will not address the long-term maintenance requirements.

39 The disadvantages of not refurbishing the site include the following:

- An iconic and listed building being placed at risk by an unsustainable long-term use;
- The imminent increase of activity at the site exacerbating problems with the public realm; and
- The site remaining incoherent, poorly policed and difficult to manage.

40 No alternative locations or sites for the Proposed Development were considered.

41 Following the Applicant's acquisition of the site, Rick Mather Architects led the design team to undertake a detailed feasibility study. This was to test the technical, financial and planning potential of the site for different combinations of use, refurbishment and replacement.

42 The feasibility study established a number of key principles for the approach to the site:

- Any proposal should preserve the basic 'L' shape composition of the three buildings: Centre Point Tower, Centre Point Link and Centre Point House;
- Maintain the important heritage assets with a consistent and sensitive approach;
- Improve the Earnshaw Street elevation and public realm including resolving servicing issues; and
- Improve the sustainability of the buildings by generating adequate income for upkeep and improving energy performance.

43 The design team developed a number of massing solutions that looked at redevelopment in all instances Centre Point Link was recognised as too sensitive an element, both historically and in engineering terms, to alter. A number of studies were undertaken to assess the feasibility of refurbishment, partial or complete redevelopment of Centre Point House within the original footprint. Technical studies examined the reuse of the existing structure and foundations.

44 Following completion of the feasibility studies, a preferred option and use was taken forward that saw a change of use of the tower to residential and an extensive refurbishment of Centre Point Link. Centre Point House is to have its facade improved and renovated as far as technically feasible to improve the overall appearance and energy performance of the complex.

45 Following the completion of the feasibility studies, and the preferred design option being brought forward, a new pedestrian route, running from East to West, from the proposed public square to Earnshaw Street, through the base of Centre Point House was proposed.

46 The scheme has been developed in consultation with the LBC Planning Department and EH with periodic presentations and updates to advise on the development of the scheme towards the Planning Application stage. This scheme was then submitted in May 2012.

47 The May 2012 Scheme was refused by committee in September 2012. Subsequently the design was revised in order to address the reasons for refusal. These revisions include:

- Separating the public realm proposal and glass infill below Centre Point bridge link into a separate second application (Application 2);
- Redevelopment of the pub site to the south of Centre Point House for on-site affordable housing;
- Retaining fewer of the existing parking spaces, with increased cycle provision;
- Completion of a comprehensive set of detailed design and economic studies with a specialist consultant to test how a viewing gallery could be incorporated in a range of sizes and configurations in discussion with LBC Officers;
- Further design and detail has been provided around the changes to the Listed Building.

48 Following feasibility studies to establish the refurbishment opportunities of the existing pub site, the design team found that redevelopment of the existing pub site would offer substantially greater public benefit in townscape and

function that would outweigh loss of Listed building fabric. A new building would potentially provide a range of residential units to modern standards combined with retail space to activate the corner site and could be built to a similar height to the adjacent Centre Point House. In addition it was recognised a new build element to the Centre Point complex could substantially improve the services strategy, by allowing retail and combined heat and power ventilation ducts to be relocated from the north side of Centre Point House into the new building.

49 For a new building on the existing pub site, the design team developed a massing that provided 18 units over 9 residential storeys, with retail use at ground floor and basement. This offered the most efficient possible use of the new building and maximised the affordable housing offer in accordance with LBC policy. This proposal was examined with LBC who raised concerns about the overall townscape effect and setting of St Giles Church.

50 A series of Townscape studies were undertaken, which led to a revised proposals that provided 14-16 affordable units and would meet the townscape criteria established with LBC.

51 Some of the LBC officers raised concerns around some aspects of the building's form and suggested the design team explore further reductions to the floor area. The design team tested the implications of these changes to proposals. The analysis found that the suggested changes made marginal differences in appearance whilst significantly decreasing the floor area by around 40% on a typical floor. This would reduce a typical floor from 1 bed and a 2 bed to only a 1 bed per floor; and a total of 14-16 units to 8-9 units.

52 The Applicant and design team believe that both these proposals, larger and smaller are well designed and enhance the setting and appearance of the listed building. However, the amendments suggested by LBC have a significant impact on the number and mix of the units.

53 As such both proposals below have been advanced as separate applications, identical in every other way for the wider built complex, and different only with regard to the designs on the new affordable housing block. These are as follows:

- Application 1A - An intermediate massing proposal was developed as an alternative to the 8-9 unit option. This is an option for 13 units, with a triangular plan form, two units per standard floor plate, one of which can be a maisonette. Broadly the massing is similar to Application 1B, described below, except for reduced massing to Earnshaw Street on the upper floors; and
- Application 1B - 16 units, triangular plan form, two units per standard floor plate and slightly larger massing.

The Proposed Development

54 The Applicant is seeking detailed planning permission for the restoration, refurbishment and change of use of Centre Point Tower, Centre Point House and Centre Pont Link to provide an estimated Gross External Area (GEA) of 33,861m^2 residential floorspace and 8,155m^2 retail floorspace.

55 Centre Point Tower (Figure 3) is to be restored and refurbished with a change of use from office to residential. The works include, but are not necessarily limited to; restoration of the exterior façade, clean up and repair of the façade materials and replacement glazing to help improve the environmental performance of the building. The interior of Centre Point Tower is to be refurbished to accommodate the change in use from office to residential.

56 The residential units and lower floor retail uses within Centre Point House (Figure 4) are to be refurbished and retained. The existing office use within Centre Point House will not be retained.

Figure 3 – Centre Point Tower Architectural Form

Figure 4 – Centre Point House Architectural Form

57 The Centre Point Link building is to be refurbished and will undergo a change of use from office to retail. The retail will be linked to the retail use on the lower floors of Centre Point House (basement, ground and mezzanine levels). In addition, a small extension to the Link Building will be provided at ground floor level and will include retail use.

58 A new building will be erected on the site of the existing pub site, located to the south of Centre Point House. This will comprise of new affordable residential units split over eight floors.

The Refurbishment, Demolition and Construction Programme

59 The site refurbishment, demolition and construction works are described in three principal work areas i.e. Centre Point Tower works (Area 1), Centre Point House & Centre Point Link (Area 2), and the existing pub site and affordable housing block (Area 3).

60 These three work areas are based on a 30 month programme for the Proposed Development (i.e. all 3 work areas will be undertaken concurrently).

61 Area 1 works involve Change of use of Centre Point Tower from office and restaurant/bar use to residential use and ancillary residential amenity floorspace.

62 The programme for Area 1 is approximately 24 months. The following key activities in the restoration and refurbishment of Centre Point Tower include:

- Replacement of glazing; and
- Interior refurbishment for change of use to residential;

63 Area 2 centre Point link will involve the change of use of Centre Point Link from office and bar use to flexible retail/restaurant/bar use. In addition the works involve the change of use of Centre Point House at first and second floor levels from office use to flexible retail/restaurant/bar use and alterations and extensions to the existing building at ground floor level to provide flexible retail/restaurant/bar use.

64 The programme for Area 2 is approximately 30 months duration. The works will involve restoration and repair to the exterior façade, replacement glazing to the apartments and interior refurbishment to the communal areas within Centre Point House. During works to Centre Point House, the existing residents will remain in occupancy.

65 Area 3 will involve works involve demolition of the existing pub site and erection of a ten storey building (11 including basement) adjacent to Centre Point House for use as affordable housing with flexible retail/restaurant/bar use at ground floor level.

66 The programme for Area 3 is approximately 30 months. The initial area 3 works involve demolition, piling, excavation & concrete frame construction works.

67 In addition other adjoining developments (including No. 1 Oxford Street Over Site Developments (OSDs)) are also likely to commence during the refurbishment, demolition and construction period of the Proposed Development and so works logistics, potential environmental impacts and associated management or mitigation measures have been a key consideration.

68 As part of the Crossrail / TCRSU works, a new piazza is to be provided around Centre Point Tower up to the western kerbside of St. Giles High Street (north). The piazza and associated landscaping, public realm, highway works will be considered as part of Application 2, as described in the Introduction section of this NTS.

69 Due to the scale of the development and potential environmental and social impacts on surrounding receptors, it is likely that LBC will require a Construction Management Plan (CMP) for the Site Preparation, Refurbishment, Demolition and Construction activities in line with LBC's 'Guide for Contractors Working in Camden' (2008), Camden's Planning Guidance CPG 6 'Amenity' and the London Councils' guidance on 'The Control of Dust and Emissions from Construction and Demolition'.

70 The CMP will be split into two elements. The first element will be focussed on controlling environmental impacts, which will include (but is not limited to) issues such as:

- Dust, noise and vibration on site and off site;
- Traffic management highways safety and highways congestion;
- Protection of listed buildings;

- Stability of adjacent properties;
- Protection of any off-site features that may be damaged due to works;
- Protection of biodiversity and trees; and
- Preservation of the amenity of surrounding residential and other sensitive uses.

71 The second element of the CMP will be focussed on traffic control with a view to minimising disruption, setting out how construction work will be carried out and how this work will be serviced (e.g. delivery of materials, set down and collection of skips), with the objective of minimising traffic disruption and avoiding dangerous situations for pedestrians and other road users.

72 The CMP will be an umbrella document managing all impacts of the refurbishment, demolition and construction processes and will be consistent with any other plans required for the development such as the Site Waste Management Plan (SWMP).

Socio-Economics

73 Chapter 6: Socio-Economics of the ES presents the socio-economic impact of the Proposed Development and the extent to which the Proposed Development conforms to relevant socio-economic planning policy. The assessment focussed on:

- An economic impact assessment, including employment impact on the labour market and additional local spending;
- Consideration of the impact on retail provision; and
- A review of other relevant socio-economic impacts, including the provision of private/affordable housing and the demand on existing social infrastructure such as education, primary health care, open space and play spaces

74 The generation of refurbishment, demolition, and construction phase jobs is anticipated to have a **minor beneficial** effect. The refurbishment, demolition and construction phase jobs estimated net employment generation per year during the construction phase of the Proposed Development is 463 jobs, of which 403 are likely to be taken up by workers from the Greater London area.

75 The Proposed Development will have a **minor beneficial** effect on employment creation on completion and occupation (on-site) and in the wider economy with an estimated employment generation of 421 jobs.

76 The Proposed Development will have a **minor beneficial** impact from additional spending in the local area from employees at the Proposed Development, local spending as a result of 174 new residents amounts to an estimated net increase in local expenditure of £2.8 million per year.

77 The Proposed Development will have a **minor beneficial** effect upon market housing provision, with 95 units contributing 16% to the yearly housing delivery target for LBC. In addition it will have a **moderate beneficial** impact on affordable housing, through the provision of 13 affordable rental units.

78 The Proposed Development has a **negligible** effect upon education provision in close proximity to the development site, as the local schools have sufficient capacity to meet the demand arising from the Proposed Development.

79 The Proposed Development has a **negligible** effect upon Health Care provision in Camden as the net increase of 174 residents in the area due to existing provision of GPs being above the national average.

80 With regards to open space, an increase in daytime population levels places additional demand on open space, especially in those areas in close proximity to the Proposed Development. However the baseline analysis has therefore shown that there is adequate access to Small Open Spaces and Pocket Parks and to the District Park and Metropolitan Parks (St. James's Park, regents Park and Hyde Park) that are in close proximity to the Proposed Development. In addition the Proposed Development will include provision for private amenity space. This space will help mitigate any impact the new population may have on public space. As a result it is considered that there will be a **negligible** impact on open space.

81 It has been calculated that 31 children aged 0-17 will reside in the Proposed Development. The Proposed Development will not provide any on-site playspace; however following satisfactory financial agreements to contribute to playspace provision through a Section 106 Agreement, the impact of the Proposed Development will be **negligible**.

82 The Proposed Development has a **minor beneficial** effect upon retail provision, as the development will include 6,279m^2 Net Internal Area (NIA) of retail space across Centre Point Link and Centre Point House.

83 Overall, it is considered that the Proposed Development will have a positive economic impact on the Greater London economy. It is expected that as a result of the demolition, refurbishment and construction and operational phases of the Proposed Development, there will be an increased number of employees (construction workers and those employed once the Proposed Development is operational) who will potentially help to support local businesses by use of facilities in the area, for example cafes and retail outlets.

84 The residential development will have a beneficial impact by contributing towards the Borough's housing delivery target and through the expenditure of new residents in the London economy.

Traffic and Transportation

85 Chapter 7: Traffic and Transportation of the ES presents an assessment of the impact of the Proposed Development on the surrounding highway, public transportation and pedestrian footway network.

86 The chapter is based on an assessment of the interaction between future development transport demand and future background transport demand and considers the forecast changes against criteria relating to environmental impact.

87 Impacts of the Proposed Development on the transport system arise as a consequence of:

- Physical changes to the existing transport network;
- Activities associated with construction of the Proposed Development; and
- Additional demand for travel on the transport network.

88 These impacts arise as a consequence of proposed changes to highways surrounding the development site, to the need for construction works to redevelop existing land and buildings and to the new pedestrian, cycle, and public transport journeys associated with new residents, employees and visitors to the Proposed Development.

89 The assessment has therefore focused on:

- Impacts arising during the Refurbishment, Demolition and Construction of the Proposed Development; and
- Impacts arising during normal operation of the Proposed Development.

90 Volumes of construction vehicles will be generally of the order of four or fewer per hour and are not such that the operations of the roads in the area will be unduly prejudiced. It is anticipated that the estimated construction vehicle trips will have a **negligible** impact on the safe and effective operation of the road network.

91 During the operational phase, the effect upon the highway network and public transport system (i.e. bus, underground and national rail capacity) would be largely of **negligible** significance. The impact on pedestrian facilities and the cycle network caused by the Proposed Development is of **negligible** significance,

92 With regards to the new vehicle movements, the impact upon parking would be of **negligible** significance.

93 In summary the Proposed Development will:

- Result in a small (8%) reduction in LUL, Bus and, in the future, Crossrail passengers. Over 65% of trips to/from the development will be by public transport.
- Result in a slight reduction (1%) in walking and cycling trips
- Result in a significant reduction (46%) in vehicular trips to/from Centre Point.
- Result in a reduction in car parking spaces from 69 to 17 spaces. All spaces will have electric charging facilities.

Wind Microclimate

94 Chapter 8: Wind Microclimate of the ES sets out the impact of the Proposed Development on the local wind microclimate at the site. In particular, it considers the potential effects of wind upon pedestrian comfort and summarises the findings of wind tunnel testing.

95 A wind tunnel assessment was conducted using a 1:300 scale model of the existing buildings at and surrounding the development site to quantify existing and proposed pedestrian level wind environment. The results were compared with the Lawson Comfort Criteria and focused on the windiest season (which is typically representative of the winter season in the south of the UK) and the summer season.

96 The results of the wind tunnel investigation have shown that the wind environment with the Proposed Development is largely compatible with the intended usage of the site. However localised mitigation measures have been incorporated at the upper level terraces.

97 Following completion of the Proposed Development the wind impact along pedestrian thoroughfares will be **negligible** to **moderate beneficial**, and at building entrances will be **negligible** to **minor beneficial**. At the ground level amenity areas the residual impact will be **negligible.** The wind impact on the upper level terraces, will be **negligible** following the incorporation of the recommended mitigation measures.

Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare

98 Chapter 9: Daylight, Sunlight, Overshadowing and Light Pollution and Solar Glare presents an assessment of the effects of the proposed development in terms of Daylight and sunlight amenity to existing residential properties surrounding the site in the baseline and Proposed Development scenarios; Solar Glare to surrounding properties from the Centre Point tower; and overshadowing to existing and proposed amenity areas surrounding the site. The methodology adopted for the assessment of daylight and sunlight is set out in the 2011 BRE Handbook. The BRE Handbook advises that on site layout planning should achieve good sunlighting and daylighting within buildings and in the open spaces between them.

- 1-53 Matilda Apartments, 4 Earnshaw Street
- Vestry, 1-5 Flitcroft Street
- 1-3 Denmark Street
- 28 Denmark Street

- 59 St. Giles High Street

99 The assessment has considered two scenarios; the existing baseline and the proposed Development Scenario.

100 During the demolition and construction phase the level of effect in relation to the daylight, sunlight and shadow position for the surrounding properties will vary depending on the level of obstruction caused. The impact will be less than that of the completed Proposed Development and will increase throughout the construction phase, until it reaches the level of the completed development.

101 A solar glare report for the Centre Point Tower has been completed which concludes that the proposed building will not cause any instances of reflected solar glare in addition to those already existing.

102 The 184 rooms within 5 properties listed above have been assessed with regard to Daylight. Of the 184 rooms assessed, 123 rooms achieved the Vertical Sky Component (VSC) daylight level as recommended by the BRE, resulting in a **negligible** impact. A further 61 (33%) rooms did not meet the VSC daylight levels recommended by the BRE. The impact to these rooms in respect of VSC ranging from **minor adverse to major adverse**.

103 However of the 61 rooms that did not meet the VSC guidelines, 38 rooms achieved the NSL daylight level as recommended by the BRE. Therefore In total, 161 of the 184 rooms (88%) achieve the VSC and/or NSL daylight level as recommended by the BRE. Therefore, the overall impact to these 184 rooms is **negligible**.

104 The remaining 23 rooms (12% of the 184 rooms mentioned above) that did not achieve either VSC or NSL daylight levels as recommended by the BRE will incur effects ranging from **minor adverse to moderate adverse**.

105 With regards to sunlight, 457 windows serving 3 properties have been assessed. Of these 457 windows, 412 achieve the BRE recommended annual and winter Annual Probable Sunlight Hours (APSH) levels. A further 32 windows are to bedrooms and therefore not considered relevant for analysis. The impact to these 444 windows is therefore considered to be **negligible**;

106 A further 13 (2.8%) windows which do not meet the BRE recommend annual and/or winter sun levels. The impacts to these windows range from **minor to major adverse.**

107 A permanent overshadowing study has also been undertaken to assess the impact on the neighbouring amenity areas. The one amenity area considered relevant to the study was amenity area to the south-west of Castlewood House. The results showed that the Proposed Development will not change to the overshadowing level of this amenity area, and therefore eth impact is considered to be negligible.

108 As a result of the increase in building mass proposed on the site, the transient overshadowing analysis shows that there will be an increase in shadows cast from the Proposed Development when compared to the existing site. However, the site is surrounded by a number of tall buildings which currently cast a significant amount of shadow on the surrounding area. The impact is therefore considered to be **minor** adverse

Air Quality

109 Chapter 10: Air Quality of the ES provides an assessment of the potential impacts on local air quality from the on-site construction plant and associated dust generation, road traffic during both the refurbishment, demolition and construction and the operational phases of the Proposed Development, and the emissions associated with the heating and power plant for the operational buildings.

110 A review and assessment of local air quality has resulted in the entire borough being designated an AQMA, due to exceedences of the nitrogen dioxide and particulates (PM10) objectives

111 The following Residential properties were identified for the purpose of the assessment; Shaldon Mansions, residential properties at Charing Cross Road, a residential property on Oxford Street, potential future residential receptors as part of the Proposed Development (both the Centre Point Tower and Affordable Housing Block). All consented schemes of Tottenham Court Road Station Upgrade (TCRSU) works, Crossrail, and Crossrail Over Site Developments (OSDs) are included with the 2018 baseline assessment.

112 During the refurbishment, demolition and construction phase, impacts of exhaust emissions from HGVs and on-site construction plant will be of negligible significance as there will be relatively few vehicles/plant present on-site at any one time, and the total number of vehicles used will be relatively small compared to background traffic levels in the area.

113 The impacts form construction dust is assessed as being of **negligible** significance as the use of mitigation measures as described in an Environmental Management Plan will reduce these impacts.

114 Road traffic emissions are deemed to be a 'small' impact of **minor adverse** significance at specified receptor points along Charing Cross Road. All other modelled off-site receptors and corresponding road networks are considered to experience an impact considered to be of 'imperceptible' magnitude of change, corresponding to an impact of **negligible** significance upon local air quality.

115 The exhaust emissions from the Proposed Development's building plant have been assessed to provide an indication of the likely magnitude of impact associated with this activity.

116 When taking the background short term NO_2 concentration into account (twice the mean annual background concentration), and adding the plant impact, the impact is assessed as being of **negligible** significance.

117 Taking into account that the proposed plant will replace the existing plant of three oil fired and six gas fired boilers It is therefore considered the proposed development's plant will have a **beneficial** impact on air quality in contrast to existing conditions in reality.

118 In addition the selection of the new CHP, design of the exhaust flues and regular maintenance of the plant will further reduce the Proposed Developments contribution of NO_2.

Noise and Vibration

119 Chapter 11: Noise and Vibration of the ES presents an assessment of the likely significant impacts of the Proposed Development with respect to noise and vibration within the Proposed Development and to surrounding properties, in terms of:

- Predicted noise and vibration levels from refurbishment, demolition and construction works;
- Noise from building services plant associated with the Proposed Development during operation; and
- Any increases to road traffic attributable to the Proposed Development.

120 The assessment is supported by a series of noise surveys. It considers the suitability of the site for the proposed uses, in terms of existing noise and vibration, and the need to provide an adequate internal and external noise environment within the Proposed Development itself.

121 Potential sensitive receptors in proximity to the site have been considered when assessing the impacts associated with noise and vibration levels from construction and operational phases of the Proposed Development. These include:

- Commercial and office properties surrounding the site;
- Residential building 'Matilda Apartments' on Earnshaw Street to east of the site;
- Residential dwellings at Denmark Place on St Giles High Street to south of the site;
- Residential dwellings within Centre Point House;
- The affordable housing block; and
- New residential dwellings that will be provided in Centre Point Tower.

122 With regards to suitability of the site for proposed uses, the noise surveys confirmed that the existing background noise levels at the site are above those which the LBC requires attenuation measures, but below those above which the LBC will not grant planning permission. With appropriate design measures such as glazing specifications and façade insulation design, the site is suitable for the proposed intended use. In terms of existing vibration, no mitigation measures are required to make the site suitable for its intended use.

123 The construction of the Proposed Development is likely to lead to short-term periods of elevated noise and vibration impacts to the aforementioned properties, the impact of which will range from **negligible** to **moderate adverse** in significance.

124 Construction noise and vibration will be managed to reduce impacts, and mitigation measures will be documented within the CMP.

125 Construction and operational traffic noise plant is assessed as being of **negligible to minor adverse** significance. Noise and vibration from the building services plant is assessed as being of **negligible** significance. With regards to ambient noise and vibration, the site is identified as being suitable for its intended use.

Water Resources, Drainage and Flood Risk

126 Chapter 12: Water Resources, Drainage and Flood Risk of the ES presents an assessment of impact on water resources, drainage and surface water run-off associated with construction and operation of the Proposed Development. The chapter also examines the potential for flood risk.

127 Adverse impacts could arise from refurbishment demolition and construction activities including to the following: Groundwater Supply and Quality, TWUL Drainage Network and Water Supply Network, River Thames (Water Quality and Biodiversity) and Flood Risk (Surface Run-off and Drainage).

128 The assessment indicates that mitigation measures managed through the Construction Environmental Management Plan (CEMP), Site Waste Management Plan (SWMP), and Emergency Spillage Response Plans. The mitigation measures implemented will be reviewed regularly to best suit the activities being undertaken across the site and activities will be monitored in accordance with the approved CEMP meaning that **no impact** or **negligible** impacts to water resources are expected to occur throughout the construction phase.

129 Adverse impacts could also arise during the operational phase of the Proposed Development, through leaks and spillages, increase water supply/demand and wastewater drainage. Mitigation measures incorporated into the design (such as water saving fixtures and fittings) would largely result in **negligible** impacts to water resources.

130 The Proposed Development site is identified to be at low risk of flooding from the River Thames, as well as other sources, including sewers and groundwater. As the Proposed Development works do not increase the impermeable area on site, there will be no increase in surface water run-off from the site, thus the effects would be **negligible**.

Ground Conditions

131 Chapter 13: Ground Conditions of the ES addresses the impact of the Proposed Development on ground conditions, hydrology and hydrogeology of the site and surrounding area. The focus of the assessment is primarily on land contamination, though other ground related aspects have been considered, including underground obstructions, the potential for Unexploded Ordnance (UXO), underground structures and utilities, and other geotechnical considerations, such as land stability and ground gas. The assessment draws on information from a number of sources including previously produced geotechnical reports, published maps, reference materials and historical mapping.

132 Specific source-receptor-pathway linkages for the refurbishment, demolition construction and operational phases of the Proposed Development were considered with respect to the identified contamination sources and the Proposed Development itself. Potential impacts were derived by assessing the risks to human health and the environment.

133 The assessment concludes that all impacts related to ground conditions during construction of the Proposed Development can be mitigated to an acceptable level of significance through industry recognised standards and best practice measures which will be managed through the EMP, SWMP, Emergency Response Plans and Site Health and Safely Plans.

134 During refurbishment, demolition and construction, there is the potential that construction site workers could experience health impacts related to unexploded ordnance and flammables, fires and blast damage. Mitigation measures such as screening for unexploded ordnance and implementation of associated watching briefs and assessments for the potential for ground gas during intrusive site investigation work will be undertaken to keep the level of risk within acceptable limits, resulting in a **negligible** impact.

135 All impacts associated with the Proposed Development once complete and operational, will be mitigated to impacts of **negligible** significance.

Archaeology (Buried Heritage Assests)

136 Chapter 14: Archaeology of the ES assesses the impacts of the Proposed Development on archaeological remains, which for the purposes of the assessment are defined as known and unknown buried heritage assets, though also includes above ground designated heritage assets such as Scheduled Monuments.

137 The possible effects of the Proposed Development on built heritage assets (including Listed Buildings and Conservation Areas and their setting) has been dealt with separately in Volume II: Townscape, Visual Imapact and Heritage Assessment.

138 The construction of the original Centre Point complex and adjacent Tottenham Court Road London Underground Station, have resulted in extensive ground disturbance in the area of the basement and sub-basement beneath Centre Point House. The construction of the sub-basement is almost certain to have removed all potential archaeological remains, however there remains a very low potential for the survival of medieval and post-medieval remains beneath the floor slab of the existing basement.

139 The footprint of the existing pub site is only partially basemented, with the glazed entrance lobby and paved forecourt extending beyond the line of the existing basement level. Despite potential ground disturbance associated with the 19th century construction of the White Lion public house and No. 14 St Giles High Street there remains a low to moderate potential for the survival of medieval and post-medieval remains.

140 The extension of the Centre Point House sub-basement will require piling works and excavation of the terrace gravels surviving beneath the existing basement slab beneath Centre Point House. This assessment has identified a very low potential for the survival of Palaeolithic artefacts and deeply cut medieval and post-medieval features under the basement slab. The sub-basement extension would either totally remove or truncate any surviving archaeological remains within its footprint.

141 The mitigation measures outlined in the chapter would ensure that adverse effects resulting from the Proposed Development identified by the assessment are appropriately managed and reduced.

142 Despite a comprehensive assessment of baseline archaeological conditions, there remains the potential risk that construction works could reveal as yet unidentified or unexpected archaeological remains within the application site. However with mitigation, the residual impact of the Proposed Development would be **Minor Adverse**.

Townscape, Visual Impacts and Heritage Assessment

143 Volume II: Townscape, Conservation and Visual Impact Assessment of the ES assesses the impact of the Proposed Development on the townscape, built heritage and visual environment of the site and within the wider areas and views affected by the Proposed Development.

144 The Proposed Development has been assessed in relation to relevant national, regional and local planning policy and guidance. Its impact on relevant heritage assets has also been assessed.

145 The suitability of the design of the Proposed Development in its location has been tested using 10 viewpoints including:

- **View 1**- Outside 106 New Oxford Street
- **View 2-** North-West Corner of Central St Giles along Bucknall Street
- **View 3**- Gates of St Giles Churchyard
- **View 4-** 66 Oxford Street Outside Body Shop
- **View 5-** North East Corner of Tottenham Court Road and Oxford Street
- **View 6-** The Phoenix Garden
- **View 7-** St Giles Churchyard
- **View 8–** High Holborn Earnshaw Street
- **View 9**- Denmark Street looking east
- **View 10-** Earnshaw Street Looking South

146 The most significant effects due to construction activities generally arise from hoarding and presence of construction related plant and materials. These effects will be temporary and will be reduced where possible through good site management (i.e. following the CMS and EMP) to an impact of minor adverse significance.

147 Of all the views assessed, with just under half of the views having been assessed to have a beneficial impact with view 9 being major beneficial and views 2,3 and 10 being moderate beneficial.

148 Views 1, 4, 6, 7 have been assessed as having minor neutral impact, and view 3 being moderate netural as a result of the Proposed Development.

149 View 5 has been assessed as either minor neutral or major beneficial This is because the works to the listed Centre Point building will have only a very minor effect on its appearance when seen from this view; (involving the changes to the Centre Point Link). When the Crossrail works are completed, however, the new entrances to Tottenham Court Road Station will be visible from this view and the public realm works will mark a major improvement; the new plaza will be clearly visible.

150 There is only one view which has been assessed as having minor harm and this due to the proposed affordable housing building which would have a major impact on this view, rising at its centre and obscuring the view of the Centre Point Tower to some extent. However it would have the advantage of replacing a run-down unattractive building with a striking and well-designed new one and would also reinstate the historic streetline.

151 The overall conclusion of the assessment is that the appearance and visual impact of the Centre Point Tower would be unchanged by the proposals and the appearance of Centre Point House would be improved by the proposals and brought closer to its original aspect. The changes to Centre Point Link would not cause harm and the addition of a terrace to that building would improve its amenity;

152 The public realm works envisaged as part of the application and those that will be the subject of a separate application would produce a publicly accessible space for residents, visitors and customers of the newly extended retail and for those passing by;

153 The replacement of the existing pub site by a taller affordable housing block would have an impact on the listed building and its setting but would not cause significant harm: its high quality of design would fit it well into its context.

Cumulative Impact Assessment

154 Typically, cumulative impacts are those that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the development. It is recognised that cumulative impact interactions occur as either interactions between impacts associated with just one project or between the impacts of a number of projects in an area. As a result, two types of cumulative impact interaction have been considered for the construction and operational phases of the Proposed Development within Chapter 15: Cumulative Impacts of the ES as follows:

- Type 1: The combined effect of individual impacts arising as a result of the Proposed Development, for example impacts in relation to noise, airborne dust or traffic impacting on a single receptor; and
- Type 2: The combined impacts of several development schemes (see Table 1 for the schemes included in the cumulative impact assessment and Figure 5 for their location) which may, on an individual basis be insignificant but, together (i.e. cumulatively), have a significant effect.

155 During the refurbishment, demolition and construction phase, Individual impacts that have the potential to interact are related to construction noise and vibration and the beneficial socio economic impact of employment creation. However, the two impacts do not interact as they are completely unrelated.

156 Whilst the identified noise and vibration impacts do not interact with the beneficial socio-economic impact of employment creation, the impacts still need to be managed.

The different stages of the works i.e. refurbishment, demolition and construction stages will generate different impact magnitudes. For example, noise impacts are potentially more significant throughout the construction specific stages than throughout the site preparation stages of the works.

157 These impacts will be temporary in nature due to the transient nature of the works which generate the individual noise and vibration related impacts. Also, some impacts from refurbishment, demolition and construction works are localised, such as noise from plant and equipment. As a result these impacts are likely to be temporary not just by development phase but on a development plot basis as well.

158 Furthermore, it is considered that the benefits to the local community and wider area once the Proposed Development is complete will outweigh the adverse combined nuisance effects experienced through the refurbishment, demolition and construction programme of works.

159 The mitigation commitments stated within Chapter 5: Refurbishment, Demolition and Construction and within the relevant technical Chapters of the ES will be incorporated into a Construction Management Plan (CMP) for the Proposed Development. An outline of the suggested contents of the CMP is presented within Chapter 5: Refurbishment, Demolition and Construction of the ES.

160 During the operational phase, there is also potential for adverse and beneficial combined effects on receptors associated with individual impacts.

161 On completion and occupation of the Development Proposals, one of the identified receptor groups are potentially subject to more than one impact during this stage of the Development Proposals as follows:

- Future Residential Occupants of the site and Residents of the neighbouring properties surrounding the site.

162 There is potential for cumulative impact interactions to occur between traffic and transport, daylight and sunlight socio-economic and wind microclimate impacts to future residential occupants of the site and residents of neighbouring properties. These impacts relate to a negligible to minor adverse traffic noise impact, a negligible to major adverse daylight and sunlight impact, a minor beneficial socio economics impact to retail provision and a minor to moderate beneficial wind impact along pedestrian thoroughfares and at building entrances.

163 Whilst it is shown that there is a potential adverse traffic noise impact for future residents of the site and surrounding properties, the residents will also benefit from a minor to moderate beneficial wind microclimate at building entrances and along pedestrian thoroughfares. Further to this, it is anticipated that only 4 windows or 0.08% of total windows assessed will be affected by a significant daylight and sunlight impact and the residents will also benefit from the provision of a high quality retail provision at the site.

164 The provision of new retail and an improved wind microclimate at the site is considered to counteract the adverse traffic noise and daylight and sunlight impact. So whilst there is the potential for combined cumulative effects, the combined effect themselves are not considered to be significant.

165 The combined impacts of several development schemes together with the Proposed Development is as follows:

166 **Socio-Economics:** If all the development schemes are built, there will be substantial new commercial, retail, and leisure space created that will help meet policy aspirations and the needs of existing and new residents, office workers and visitors. The new employment space could provide job opportunities. However, this may in turn increase demand for local open space. It is assumed that each of the other development schemes has mitigated for any adverse socio-economic impacts, resulting in **negligible** cumulative impacts on services in the area and **beneficial** impacts in relation to employment and additional local spending.

167 **Traffic and Transportation:** There are a number of other construction projects taking place within close proximity of the Proposed Development. Several of these projects are already under construction and will be operational prior to the commencement of the Proposed Development. However, some of these projects are to be constructed at the same time as the Proposed Development. The major construction site in the area is TCRSU/Crossrail and some of the construction traffic will use the same route as the Proposed Development. However it is considered that the small numbers of additional construction vehicles serving the Proposed Development will not adversely affect access to TCRSU/Crossrail. With regard to the cumulative impacts when the scheme is complete and operational the future impact on the local transport network is considered to be **negligible**.

168 **Wind Microclimate:** The cumulative impact assessment considered the effects of the Proposed Development alongside the neighbouring Crossrail scheme together with the consolidated scheme directly to the south of Centre Point Tower. The wind tunnel texting concluded that the pedestrian thoroughfares were suitable for their intended use, with impacts ranging from **negligible** to **moderate beneficial**. The entrances of the proposed Development will also be suitable for use, with impacts ranging from **negligible** to **minor beneficial**. For the new amenity areas (the terraces and central plaza), **negligible** impacts have been identified. The wind tunnel testing also revealed that there is potential for strong winds between the proposed development and the consolidated scheme to the South of Centre Point Tower during the windiest season, however

these are similar to the baseline conditions and landscaping would disrupt the winds blowing through this space.

169 **Daylight, Sunlight, Overshadowing and Solar Glare:** None of the identified cumulative schemes are considered relevant for daylight and sunlight analysis as they are too far from the site or too far from the relevant surrounding properties to impact upon the daylight and sunlight results. As such, no cumulative analysis has been undertaken.

170 **Noise and Vibration**: Construction of the Consolidated Scheme could potentially give rise to a noise effects should demolition and construction works take place simultaneously as the Proposed Development. The introduction of site hoardings and compliance with the mitigation measures detailed within this chapter will reduce as far as possible these effects. Additionally, the contractors will liaise with the LBC to establish a traffic management plan in order to reduce the effects of cumulative construction traffic noise along surrounding roads. Both Noho Square (former Middlesex Hospital) and The Odeon West End Site schemes are located approximately 730 m from the site of the Proposed Development. Given the attenuation that will occur over such a distance it is not considered that construction noise will contribute to the impact of the construction works during any stage. It is not considered that demolition and construction works carried out for Application 2 will be relevant or give rise to cumulative impacts in combination with the Proposed Development. It is expected (through planning conditions) that building services noise from the other development schemes will be designed to achieve appropriate operational noise limits at their most affected residential receivers and hence results in a **negligible** impact.

171 In order for the effect of the cumulative impact schemes to change the operational traffic noise levels by 1 dB would require a 25% increase in the traffic flows around the proposed development. Given the distance from the cumulative impact schemes the expected change is significantly less than this the cumulative impact is expected to remain of **negligible** significance on all roads.

172 **Air Quality:** It is considered that the refurbishment, demolition and construction and operational phases will not have a significant overlap with other cumulative schemes. All consented schemes of Tottenham Court Road Station Upgrade (TCRSU) works, Crossrail, and Crossrail Over Site Developments (OSDs) are included with the 2018 baseline assessment. Given that the operational impacts are predicted to be negligible it is not anticipated that any of these developments, either individually or in combination, will lead to a significant cumulative impact

173 **Water Resources, Drainage and Flood Risk**: Cumulative impacts to water resources during construction processes can be controlled through a Construction Management Plan at each of the Cumulative Development Sites, resulting in an impact of negligible significance. An impact on water supply could be anticipated, however, this is expected to be appropriately managed by TWUL who have responsibility for providing water to all developments within the region. The overall impact on water resources has therefore been assessed as **Negligible** to **Minor Adverse**. During operation, it is possible that there will be an increase in foul drainage from the other development schemes combined with the Proposed Development, due to the provision for residential use on the sites. In the long-term, it is the responsibility of TWUL to extend and maintain the drainage network to cope with the additional loads. It is also possible that TWUL may require that surface water and foul water flows are balanced from the developments so that there is no overall increase in peak loads on the drainage network. If this is the case then the impact on the network will be of **negligible** significance. An increase in water supply requirements may lead to a minor adverse impact to any sources of water supply. It is the responsibility of Thames Water Utilities Limited to accept flows from schemes given planning consent and arrange additional resources to supply, thereby resulting in a **negligible** to **Minor Adverse** cumulative impact. The area of the LBC where the cumulative schemes are located is identified to be at low risk of flooding from the River Thames, as well as other sources, including sewers and groundwater. The schemes considered in the cumulative impact assessment do not provide any more hard or impervious surfaces than the existing developments and all the schemes will be required to control surface water runoff. The Proposed Development does not lead to increases in flood risk to other areas. The other development schemes will also be required to control surface water runoff and so the cumulative flood risk impact is considered to be of **negligible** significance.

174 **Ground Conditions:** Noho Square, Odeon West End and the Consolidated Scheme have been considered for the cumulative impact assessment. Application 2 has also been considered as a cumulative scheme however it is not brought forward into the assessment as described below as it is not considered to cause a cumulative impact in combination with the Proposed Development. Cumulative impacts for the other cumulative schemes are most likely to occur in the demolition and construction phases and are most likely to be associated with the use of plant on site potentially resulting in spills of oils and fuels, and the disturbance of any contaminated soils impacting on groundwater. In each case it is anticipated that these will be mitigated through the implementation of the Construction Management Plan (CMP) and the Site Specific Code of Construction Practice (COCP) and through regular liaison

meeting and reviews with neighbouring sites. With these measures applied the overall the cumulative impact is considered to be **negligible**.

175 **Archaeology**: Following the successful implementation of an agreed programme of mitigation by all other development schemes (reviewed and agreed by the LBC, GLAAS and EH) The developments identified within the vicinity of Centre Point will have no direct impacts on the potential archaeological assets within the application site. There may be impacts to the wider archaeological resource of the St Giles and Soho area, however, following the successful completion of any required archaeological mitigation measures the cumulative effects of the above scenarios are considered to be **Negligible**.

Figure 5 Location of Schemes Considered in the ES

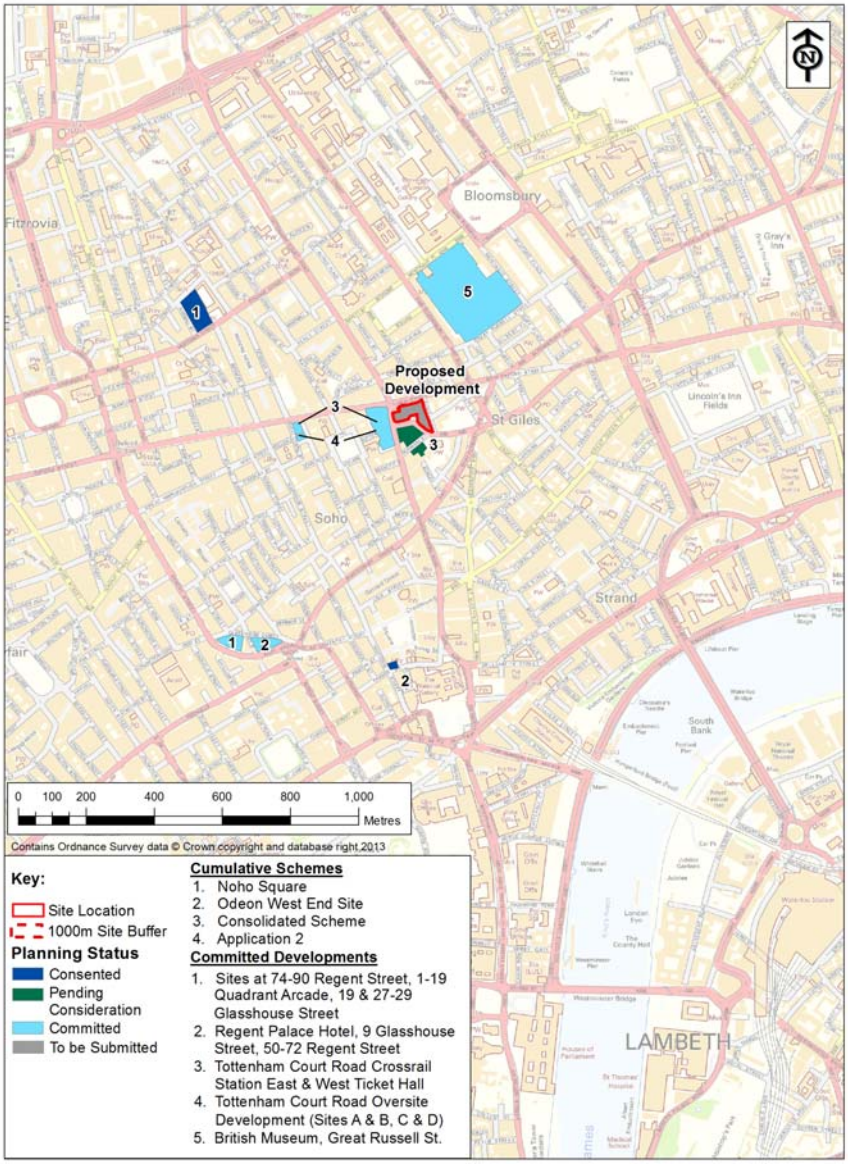


Table 1 Schemes Included in the Cumulative Impact Assessment

Scheme	Description of Scheme	Status	Application Ref.
Noho Square (former Middlesex Hospital)	Partial demolition and redevelopment for ten storey buildings for mixed use purposes comprising 261 residential units (Class C3), office (Class B1), retail (Class A1), financial and professional services (Class A2), restaurant (Class A3) and community/health uses; creation of new public open space; new vehicular and pedestrian accesses; works to the public highway; basement car and cycle parking; associated works including landscaping, servicing areas and plant; retention and repair of existing chapel, No.10 Mortimer Street and Nassau Street facades.	Consented	11/08831/FULL
Odeon West End site	Demolition of existing buildings and redevelopment of the site to provide two-screen cinema (Class D2), hotel (Class C1), residential dwellings (Class C3) (33 units), restaurant/cafe accommodation (Class A3), with associated access and servicing, and hard and soft landscaping.	Consented	08/03016/FULL
The Consolidated Scheme	Redevelopment involving the erection of three buildings (5 and 7 storey buildings facing Centre Point Tower and a 4 storey building on Denmark Place).	Pending consideration	2012/6858/P
Application 2	1) The erection of a ground floor extension partially infilling under the bridge link for flexible retail (Class A1/Class A3/Class A4) use. 2) Closing the northern end of St Giles High Street 3) Landscaping, public realm, highway works associated with the creation of a new piazza.	Pre-Application	-

Summary & Conclusions

176 The ES has concluded that the majority of environmental effects of the Proposed Development will be of **minor** or **negligible** significance taking into account the application of appropriate mitigation measures.

177 As discussed in Chapter 5: Refurbishment, Demolition and Construction of ES Volume I, a principal contractor will be appointed by the Applicant to develop and implement a site-specific CMP through which mitigation measures will be implemented. Subject to the implementation of the CMP, the residual impacts resulting from the site refurbishment, demolition and construction stages of the Proposed Development are considered to have been reduced as far as reasonably practicable.

178 The refurbishment, demolition and construction phase also generates minor beneficial impacts for employment creation.

179 It is recognised that the Proposed Development will result in some adverse impacts during the operational phase. In particular the daylight and sunlight levels and a negligible to minor adverse operational traffic noise impact. The operational traffic noise is anticipated to be minimal and the daylight and sunlight impact is limited to a very small number of surrounding rooms (4 windows or 0.08% of total windows assessed). The wide-ranging benefits of bringing the Proposed Development forward are considered to far outweigh the adverse impacts.

180 The EIA has demonstrated that the Proposed Development will lead to a number of beneficial impacts. These include employment creation, additional local spending, the provision of market and affordable housing and retail provision. Further to the predicted socio-economic benefits, beneficial impacts are also expected for the cycle network and facilities, pedestrian and cycle routes and the wind environment at building entrances and along public thoroughfares.

181 The Proposed Development addresses sustainability through the approach to the facade which seeks to improve the sustainability of the building by improving energy performance whilst maintaining or restoring the original clarity of Richard Seifert's design.

182 The Proposed Development has been developed in consultation with the LBC Planning Department and EH with periodic presentations and updates to advise on the development of the scheme towards a Planning Application stage. The Proposed Development is assessed as appropriate in terms of local, regional and national policy and is considered to be of a design that addresses and responds to environmental considerations.

Contacts and Availability of the Environmental Statement

183 The ES is available for viewing by the public during normal office hours at the LBC's Planning Department. Comments on the planning application should be forwarded to the LBC at the following address:

London Borough of Camden

Planning Division

Culture and Environment Directorate

Camden Town Hall Extension
Argyle Street
London
WC1H 8ND

184 Additional copies of the NTS (this document) are available free of charge in electronic form, while copies of the full ES (Volume I, II and III) are available for purchase from:

Gerald Eve LLP

72 Welbeck Street

London

W1G 0AY