

# Environmental Scoping Report

**On behalf of Ide Real Estate**

1 Fisher Street & 8-10 Southampton Row  
London Borough of Camden

December 2016

## **Prepared by**

GL Hearn Limited  
280 High Holborn  
London  
WC1V 7EE

T: +44 (0)20 7851 4900  
[glhearn.com](http://glhearn.com)

## Contents

<b>Section</b>	<b>Page</b>
<b>1 INTRODUCTION</b>	<b>4</b>
<b>2 LEGAL CONTEXT</b>	<b>6</b>
<b>3 THE SITE, SURROUNDS AND PROPOSED DEVELOPMENT</b>	<b>8</b>
<b>4 ENVIRONMENTAL ISSUES TO BE ASSESSED</b>	<b>13</b>
<b>5 PROPOSED APPROACH TO ENVIRONMENTAL IMPACT ASSESSMENT</b>	<b>19</b>
<b>6 CONCLUSIONS</b>	<b>23</b>

### LIST OF FIGURES

<b>FIGURE 1: SCOPING BOUNDARY</b>	<b>5</b>
<b>FIGURE 2: INDICATIVE IMAGE</b>	<b>10</b>
<b>FIGURE 3: INDICATIVE VIEW FROM SOUTHAMPTON ROW</b>	<b>11</b>
<b>FIGURE 4: ENVIRONMENTAL DESIGNATIONS (ON SITE AND WITHIN 250M) (MAGIC.GOV.UK)</b>	<b>12</b>

### List of Tables

<b>Table 1: Potential Environmental Issues Summarised</b>	<b>13</b>
<b>Table 2: Proposed Content of the Environmental Statement</b>	<b>22</b>

## Quality Standards Control

The signatories below verify that this document has been prepared in accordance with our quality control requirements. These procedures do not affect the content and views expressed by the originator.

This document must only be treated as a draft unless it has been signed by the Originators and approved by a Business or Associate Director.

DATE

ORIGINATORS

APPROVED

December 2016

Chris Brake

Chris Benham

Environmental Planning Associate Director

Associate Director



### Limitations

This document has been prepared for the stated objective and should not be used for any other purpose without the prior written authority of GL Hearn; we accept no responsibility or liability for the consequences of this document being used for a purpose other than for which it was commissioned.

## 1 INTRODUCTION

- 1.1 This Scoping Report (the '**Report**') is presented to accompany a formal request for an Environmental Scoping Opinion (the '**Scoping Opinion**') as described in Regulation 13 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (the '**EIAR**'), amended by the Town and Country Planning (Environmental Impact (Amendment) Regulations) 2015 (the '**Amendment EIAR**') from the London Borough of Camden (the '**Council**').
- 1.2 The Report concerns proposals at 1 & 2 Fisher Street, 2-6 (even) Catton Street and 8–10 Southampton Row, London, WC1B 4AE (the '**Site**') for the redevelopment of an existing building and construction of an extension to the rear, for the creation of a 130 bedroom hotel with an ancillary restaurant and bar at first floor (the '**Proposed Development**'). The Site itself is referenced in Section 14 of The Crossrail Act 2008 and therefore the need for an Environmental Impact Assessment (EIA) is mandatory (see Section 2 of this Report).
- 1.3 As requested by the EIAR (Regulation 13) this Report includes as a minimum, the following:
- A plan sufficient to identify the land;
  - A brief description of the nature and purpose of the development and of its possible effects on the environment; and
  - Such other information or representation as the person making the request may wish to provide or make.
- 1.4 It should be noted that the Proposed Development continues to be the subject of consultation and design evolution and is therefore subject to change ahead of any subsequent planning submission to the Council.
- 1.5 The predictions made in this Report are based on a number of assumptions and practical experience of such projects. In the event of issues arising subsequently which have not been predicted at the stage, the Applicant will address in further work prior to submission of the planning application.

Figure 1: Scoping Boundary



## 2 LEGAL CONTEXT

- 2.1 The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (the EIAR) state at Regulation 5(1) that “a person who is minded to carry development may request the relevant authority to adopt a screening opinion”. A screening request is relevant if the project is listed in Schedule 2 of the EIAR and the Amendment EIAR and exceeds the relevant thresholds.
- 2.2 The Proposed Development in normal circumstances would fall within the Amendment EIAR at Schedule 2 Section 10(b) (*Urban Development Projects*) where thresholds for screening are:
- i) *The development includes more than 1 hectare of urban development which is not dwellinghouse development; or*
  - ii) *The development includes more than 150 dwellings; or*
  - iii) *The overall area of the development exceeds 5 hectares.*
- 2.3 With a site area of approximately 750 sq.m and a floorspace of around 5,200 sq.m the Proposed Development does not exceed any of the above thresholds. As a result the Proposed Development would not usually require the Applicant to seek a screening opinion determining whether EIA is necessary from the Council.
- 2.4 The entire Site is located wholly outside of any ecological or landscape designation or ‘Sensitive Area’ as defined by the EIAR, including:
- National Park;
  - UNESCO World Heritage List;
  - Scheduled Monument;
  - Sites of Special Scientific Interest (SSSI);
  - Special Areas of Conservation (SAC); and
  - Special Protection Areas (SPA).
- 2.5 However, the Proposed Development is located above a Crossrail emergency access shaft behind the Listed Building at 8-10 Southampton Row and is ‘over site development’ (OSD) which is listed in Section 14 of the Crossrail Act 2008 (CA2008). The CA2008 is an act of Parliament “that makes provision for a railway transport system from Maidenhead, in the County of Berkshire, and Heathrow Air in the London Borough of Hillingdon, through central London to Shenfield, in the County of Essex, and Abbey Wood in the London Borough of Greenwich, and for connected purposes” (Crossrail Bill 2006). Construction of Crossrail is in advanced stages, and is due to commence operation in late-2018.

- 2.6 Section 14 of the CA2008 relates to the EIA Regulations for Replacement Development. It suggests that where a building is demolished or substantially demolished for the purposes of the Crossrail works, future planning applications for replacement development must be accompanied by an Environmental Impact Assessment (EIA). This includes development proposals which would otherwise fall under the thresholds for EIA, as set out in the EIAR and Amendment EIAR at Schedule 2.
- 2.7 On this basis (CA2008) it is therefore considered that the Proposed Development forms part of the overall Crossrail project. It therefore falls on the Applicant to ensure that all the direct and indirect environmental effects of the development authorised by the CA2008 are robustly assessed.
- 2.8 The purpose of this Report is to ensure that agreement is reached with the Council and that the most relevant environmental effects are examined as part of the EIA process. However, given the scale and nature of the Proposed Development any impacts are likely to be localised rather than wide ranging, which will result in a reduced scope of assessment reported within the Environmental Statement (ES). For further clarification, please see Section 4 of this Report.
- 2.9 As a consequence of the above an EIA will be undertaken and ES prepared to support the planning application for the Proposed Development in accordance with the requirements of the CA2008 and the EIAR (Schedule 4).

### **3 THE SITE, SURROUNDS AND PROPOSED DEVELOPMENT**

- 3.1 The Site which measures approximately 750 sq.m currently comprises the Grade II Listed Carlisle House (8-10 Southampton Row), fronts onto Southampton Row and is currently in use as Crossrail site offices on floors two to four. At the time of drafting this Report it is assumed that the Crossrail works on the Site will be completed in late-2017. At present the Crossrail works are scheduled to be complete in late-2017. To the rear of the Site is the Crossrail emergency access shaft, beyond which sits an existing UKPN electricity substation.
- 3.2 The Site is bound to the north by Fisher Street, and to the east by the electricity substation, existing commercial floorspace and Proctor Street. The southern boundary of the Site is adjacent to Catton Street and the main frontage of the Site is Southampton Row. For the most part the surrounding area made up of existing office space, with some small residential and cultural (theatre) elements interspersed.
- 3.3 8-10 Southampton Row which fronts the Site is situated within the Kingsway Conservation Area (KCA), however the remainder of the Site is outside of the KCA. Southampton Row is an example of early 20<sup>th</sup> century commercial architecture on a comprehensive scale. Most of the ground floors are commercial with offices above, with each individual building having different details with variations in quality. The majority of the buildings within the KCA were constructed within a short period between 1900 and 1922, and development was guided by general constraints on height and material, in an attempt to introduce order and coherence.
- 3.4 The Grade II listed building (8-10 Southampton Row) is an 8-storey Edwardian Steel frame building, with two basement levels. It was originally constructed as a hotel (Tollard Royal Hotel) and Friendly Society Offices in 1905-1906. By the mid-20<sup>th</sup> century the building incorporated a bank, and then a pub/ restaurant on the ground and first floors, with nine private residential dwellings occupying the floors above.
- 3.5 In terms of planning policy the Council's website identifies the site being within the Holborn Growth Area and an Archaeological Priority Area (London Suburbs). However, there are no Scheduled Monuments on the Site, with the closest being 'Barnard's Inn Hall (Mercers' School) approximately 750m east of the Site off High Holborn. Furthermore, the Site is not in an area defined as a World Heritage Site.
- 3.6 The Site benefits from excellent transport links, and achieves the highest PTAL rating of 6b. Holborn underground station is located approximately 150m to the south, which provides access to London Underground services via both the Central and Piccadilly Lines. There are frequent bus



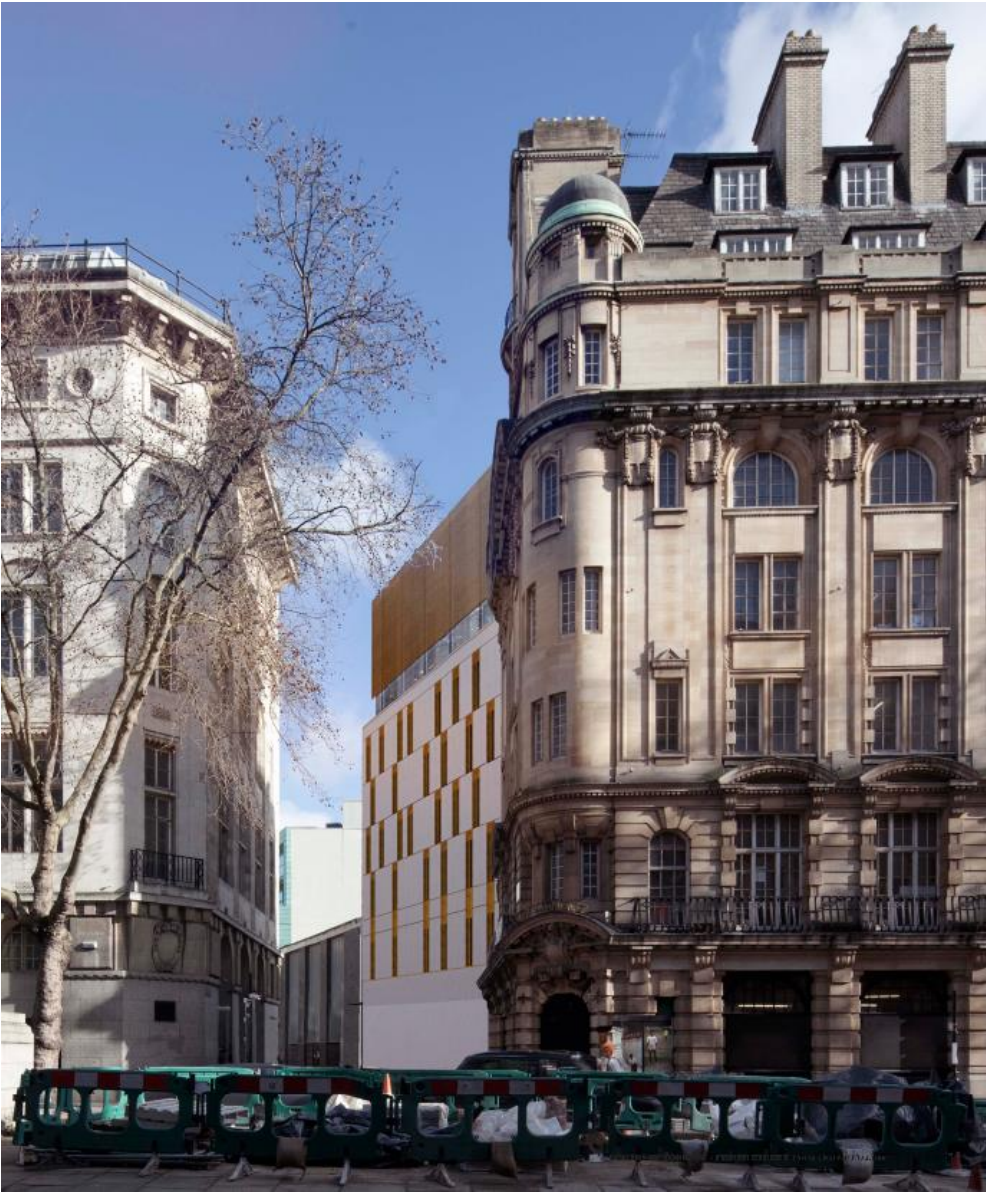
services on Southampton Row, Proctor Street and High Holborn. In addition, there a number of Santander Cycle Hire (Boris Bikes) docks within walking distance of the Site.

- 3.7 A review of the Environment Agencies Flood Map has revealed that the Site is located fully within an area defined as Flood Zone 1, which means that the Site has a low probability/ less than a 1 in 1,000 annual chance of flooding from rivers or the sea. As a result, land within Flood Zone 1 is suitable for all types of development including hotels.
- 3.8 As Figure 4 (below) demonstrates, with the exception of a number of Listed Buildings on Site and within close proximity to the Site, and Grade II Registered Garden (Bloomsbury Square) (120m to the north east), the immediate area is devoid of any significant ecological designations.
- 3.9 The development proposals seek to convert the 8-10 Southampton from Crossrail site offices to a 130 bedroom hotel and include the construction of a new building to rear of 8-10 Southampton Row, over the Crossrail shaft. The current building on the Site (8-10 Southampton) has a gross internal area of 1,544 sq.m, which will increase to 5,162 sq.m with the development of a new purpose built hotel element to the rear. The Proposed Development comprises:
- Conversion and restoration of 8-10 Southampton Row (back) to a 130 bedroom hotel, including restaurant/ bar at first floor;
  - An 8-storey extension to 8-10 Southampton Row to the rear taking in 1 Fisher Street;
  - A maximum height of 29.8m above ground;
  - An entrance from Southampton Row (northwest corner) serving the hotel and a secondary access located at the building's southwest corner, linking to the restaurant at first floor;
  - Back of house areas at ground floor in the link between the retained and new build elements;
  - A second back of house area is to be provided at the rear (east) of the new build element;
  - A service entrance from Catton Street;
  - A service bay on Catton Street;
  - Taxi drop-off on Fisher Street, close to the hotel entrance; and
  - Cycle parking to meet policy standards.
- 3.10 The Proposed Development is subject to design change as result of consultation with key stakeholders including the Council, however at the time of submitting this Report it is considered that the Proposed Development will be split at follows:
- 8-10 Southampton Row (existing) – 29 bedrooms; and
  - Fisher Street (new) – 101 bedrooms.

**Figure 2: Indicative Image**



**Figure 3: Indicative view from Southampton Row**



**Figure 4: Environmental Designations (on Site and within 250m) (magic.gov.uk)**



## 4 ENVIRONMENTAL ISSUES TO BE ASSESSED

4.1 This section of the Report identifies potential environmental effects that may arise as a result of the proposals and considers whether these effects are likely to be significant.

**Table 1: Potential Environmental Issues Summarised**

<b>Townscape, Heritage and Visual Impact</b>	
<b>Aspect Of Proposed Development Giving Rise To Potential Impact</b>	<b>Potential Impact</b>
<p>Construction Potential effects on townscape, heritage and views during construction.</p>	<p>There will be changes to views from a number of City Centre locations, given the scale of the scheme. Impacts caused during the construction of the development will be temporary in nature and will alter on a daily basis. Consideration will be given to the use of hoarding, timing of works, movement of plant and the delivery and storage of materials, plant and equipment to reduce, remove or avoid visual impacts.</p>
<p>Operation There are no protected views surrounding the site  Potential effects on townscape and local views during operation.</p>	<p>The Proposed Development will extensively alter the existing views of the Site, however the significance of change on various receptors will be established during the Townscape and Visual Impact Assessment (TVIA) that will accompany the EIA. The latter assessment will be based upon best practice and advice given in 'Guidelines for Landscape and Visual Impact Assessment Third Edition' – Landscape Institute and Institute of Environmental Management and Assessment (2013). Consideration will also be given to guidance in the London Plan, Camden Council's 'Design' document CPG1 and to relevant adopted policy such as DP24.</p> <p>Special consideration should be given to the impacts on the setting, character and appearance of listed buildings and conservation areas in the vicinity of the site. Impacts on setting will be assessed in accordance with Historic England Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets and with reference to the NPPF.</p> <p>The Proposed Development will be designed in such a way so as to make a positive contribution to the local skyline and streetscape, contrasting with rather than mimicking the existing surrounding built form, in particular that of heritage importance. Other mitigation measures such as public realm improvements will further help to lessen any perceived impact on townscape.</p>

<b>Socio Economic Effects</b>	
<b>Aspect Of Proposed Development Giving Rise To Potential Impact</b>	<b>Potential Impact</b>
<p>Construction Creation of temporary employment</p>	<p>Employment during construction will be created and will support further revenue and job creation/ safety through local expenditure from workers and via indirect or supplier effects and induced or income multiplier effects.</p> <p>There is the potential for temporary disturbance during construction, as a result of deliveries etc to nearby receptors and possibly temporary footway interruptions. However, this is unlikely to have a significant effect on local residents and business, and will be temporary in effect. Furthermore, the timings of deliveries to the Site can be controlled by the Council to further mitigate against any harm to local business.</p>
<p>Operation</p>	<p>The provision of new employment floorspace in the form of an upscale hotel will directly create jobs. The HCA Employment Density Guide (Nov '15) suggests that a hotel such as the one proposed can support 1 member of staff (full time equivalent) per 2 bedrooms (130/2 = 65). When assessing additionality, leakage and multipliers effects, it is proposed that Greater London will be used as a benchmark rather than LB Camden. Greater London is well served by public transport and it is not unfeasible for construction workers to travel across the City.</p> <p>It is also envisaged that there will be significant secondary employment benefits through the supply chain and through guests' additional expenditure locally. This expenditure will assist local businesses and support local jobs, therefore it is concluded that in terms of socio-economics the Proposed Development will have significant positive impact.</p> <p>The operator of the Proposed Development also runs a number of apprenticeship opportunities for Front of House and catering staff, so there will be scope for the Council to commit the operator through legal agreement to ensuring that apprenticeships are offered once operational.</p>
<b>Noise and Vibration</b>	
<b>Aspect Of Proposed Development Giving Rise To Potential Impact</b>	<b>Potential Impact</b>
<p>Construction Increased noise due to construction activities and traffic</p>	<p>There will be some temporary noise disturbance during the construction process. The effects will be controlled through the adoption of the CEMP and the effective use planning conditions, such as controlled</p>

	<p>working hours and using noise attenuation equipment.</p> <p>In establishing the local noise environment, an appropriate 48 hour weekday noise survey will be undertaken.</p> <p>Any assessments undertaken for the EIA will be done so in accordance with relevant guidance and British Standards including BS5228 (Noise), BS7385 and BS5228 (vibration). As a result mitigation measures will be incorporated into the design of the Proposed Development.</p> <p>Nearby properties include a hotel (currently under construction) and commercial uses such as a retail, food and offices. As a result the timing of the use of heavy machinery during construction will be considered to minimise any impact on the local area, as is standard in city centre locations.</p>
<p>Operation                  Potential change in the local noise environment</p>	<p>From existing conditions it is considered that overall changes in noise levels will not alter greatly from those associated with the existing baseline.</p> <p>Any changes in levels will be barely perceptible above the existing baseline and can be mitigated through design and landscaping.</p> <p>No significant generative operations (e.g. impact of percussive operations) are proposed during the operational phase. Accordingly, vibration during the operational phase has been scoped out of the assessment. At this stage it is considered unlikely that the Proposed Development will have noise levels below the Site's current operational use.</p>
<p><b>Air Quality</b></p>	
<p><b>Aspect Of Proposed Development Giving Rise To Potential Impact</b></p>	<p><b>Potential Impact</b></p>
<p>Construction                  Increased effects on air quality due to construction traffic</p>	<p>The Site is located within an Air Quality Management Area (AQMA), which has this designation due to exceedances in nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>), both of which are primarily associated with road traffic emissions. It is therefore proposed that the Air Quality Impact Assessment is undertaken to assess the impact on local air quality, especially during the construction period. This assessment will be undertaken in line with relevant National, GLA and Council Guidance and with Crossrail's assessment criteria where applicable.</p>

	<p>The increase in traffic movements associated with the construction phase of the Proposed Development will be short term and temporary in effect. However, the introduction and implementation of the Construction Environmental Management Plan (CEMP) and other planning conditions can be used to mitigate and minimise any potential impacts, from likely sources of dust and emissions.</p>
<p><b>Operation</b>                  It is likely that air quality will improve over time. This is as a result of improvements in vehicle and fuel technology and is expected to lead to an overall decrease in emissions</p>	<p>Occupation of the Proposed Development is not predicted to cause any significant material effects on air quality, as the scheme will be largely car free due its central London location and strong links to public transport. Furthermore, the Proposed Development will incorporate a number of cycle parking spaces, with no car or coach parking proposed.</p> <p>To operate as a functional hotel there will be a number (yet to be determined) of vehicle movements associated with deliveries and collections (e.g. waste) on daily basis. However, these will be undertaken in accordance with the servicing and waste strategies that will either be submitted with any future planning application or as a request of the Council as a planning condition.</p> <p>The position of any plant and ventilation units will be located in sensitive locations so as to ensure minimal impact on neighboring properties or public areas.</p>
<b>Sunlight and Daylight</b>	
<b>Aspect Of Proposed Development Giving Rise To Potential Impact</b>	<b>Potential Impact</b>
<p>Construction</p>	<p>Construction activities have the potential to impact on sunlight and daylight, as the location of plant and machinery may cause shadows and block natural light on neighbouring buildings.</p> <p>However, the impacts caused during construction will be temporary in nature and will change on a daily basis, due activities associated with construction.</p>
<p>Operation</p>	<p>The impacts of the Proposed Development on access to natural Sunlight/ Daylight on neighbouring properties will be considered as part of the application. Impacts from Proposed Development upon itself will also assessed, although given the various parameters it is envisaged that proposed mitigation through design will ensure that there is no significant harm either on the Proposed Development itself or on neighbouring properties.</p>



	<p>Any assessment on Daylight and Sunlight will be undertaken in accordance with BRE's <i>Site Layout Planning for Daylight and Sunlight – A Good Practice Guide (second edition)</i> and BS8206-2. The assessment will be considered against the existing baseline and in relation other consented developments. The following will be assessed:</p> <ul style="list-style-type: none"> <li>- Vertical Sky Component (VSC) for daylight;</li> <li>- No Sky Line (NSL) for daylight; and</li> <li>- Average Daylight Factor (ADF) for daylight.</li> </ul>
--	--

4.2 Given the scale of the Proposed Development, the scope of the Environmental Impact Assessment (as above) is considered to be proportionate and ensures that the focus of the assessment is on the key issues associated with the Proposed Development. This approach to the EIA is in line with the planning practice guidance for EIA (paragraph ID-4-033-20140306) which states that the “*Environmental Statement should be proportionate and not be any longer than is necessary to assess properly those effects*”. Nevertheless, any future application will be supported by the following assessments which will cover the following (outside the scope of the EIA). They include:

- *Transport Statement*: this will assess the impacts of the Proposed Development in terms of transport during both construction and operation, and will include a Travel Plan. This has been scoped out of the ES as it is considered that the impacts will be short term and only associated with construction phase of the Proposed Development, as there are no vehicular (car and coach) parking spaces proposed. The application will also be supported by a service management plan.
- *Archaeological Desk Based Assessment (DBA)*: this will provide an overview of the potential impact on archaeological (below ground) features based on documents that are publically sourced, in consultation with the Council and other statutory bodies. Given that the front part of the Site is already developed and the rear of the Site is the Crossrail access shaft, the potential to disturb below ground artefacts is low. For this reason, it is not included with the ES but as the Site is located in an Archaeological Priority Area a DBA will be undertaken.
- *Geo-Environmental Report*: The report will investigate the ground conditions on the Site and the potential for that land to be contaminated, and the risks of contamination result of the Proposed Development. As above, the Site is partially developed and the other part cleared for construction purposes, with significant quantities of material removed, meaning the chances of the Site being contaminated are considered low. As a consequence of this, it has been scoped of the EIA but will be included in the planning submission as a standalone document.
- *Flood Risk Assessment*: The Site is in a location considered to have a very low chance of flooding (Flood Zone 1). Furthermore, the Proposed Development is being constructed on brownfield and will not increase the built footprint. As a result the risk of flooding or increased surface water run-off is deemed low and it will not be considered further in the ES.

- *Wind Assessment:* The ES will not contain a full wind microclimate assessment as the Proposed Development is not of a scale, height or mass large enough to warrant inclusion in the ES. Furthermore, the Site is already partially developed meaning the change from the baseline to the proposed will be minor. However, a pedestrian comfort survey will be included with the submission to ensure public areas around the Site are not subject to unfavourable conditions in terms of wind microclimate/ down draughts.
- *Waste & Recycling:* Any subsequent application to the Council will be supported by a waste and service strategy which will detail how waste will be collected and how deliveries will be made to Site. Given the central London location and the small scale of the Proposed Development, no assessment of the waste will be included with the ES.

## **5 PROPOSED APPROACH TO ENVIRONMENTAL IMPACT ASSESSMENT**

- 5.1 The following section sets out the process which will be followed to produce the subsequent Environmental Statement (ES). Specialist consultants to the Applicant would report on a series of detailed surveys and assessments which will be carried out for the Proposed Development, the results of which will be reproduced in a form compliant with the EIA Regulations and established EIA good practice. Where appropriate, reference may be made to alternative means of achieving the Proposed Development considered by the Applicant.
- 5.2 The ES will be prepared in compliance with the EIAR and the amendment EIAR which implement European Council Directive No 85/337/EEC, as amended by the Council Directive 2011/92/EU. Reference will also be made to current EIA good practice guidance, including:
- Planning Practice Guidance; Guidance Environmental Impact Assessment (March 2015);
  - Institute of Environmental Management and Assessment (IEMA) Update to Guideline for Environmental Impact Assessment (2006);
  - IEMA 2011 'The State of Environmental Impact Assessment Practice in the UK';
  - Recent EIA Case Law (where relevant); and
  - Topic specific guidance and assessment criteria, where appropriate.
- 5.3 As required by the EIA Regulation, the ES will identify the 'likely significant environmental effects' of the Proposed Development, making use of current knowledge of the Site and its surrounding environs. Based on the findings of the studies, undertaken as part of the subsequent EIA process, methods of avoiding, reducing, offsetting any significant adverse effects (the 'mitigation measures'), and methods to enhance any beneficial effects, will be set out in the relevant technical chapter of the ES.
- 5.4 The ES will contain all necessary information prescribed in the Parts One and Two of EIAR at Schedule 4.
- 5.5 With respect to identifying the likely significant environmental effects associated with the Proposed Development, this Report gives consideration to a range of potential effects associated with the construction, occupation and operations of the Proposed Development, both beneficial and adverse, which could be deemed to be 'significant' on the basis of:
- The value/ importance of the resources and receptors that could be affected by the construction and operation of the Proposed Development;
  - The predicted magnitude of environmental change and/or impact experienced by these resources and receptors, accounting for their size, duration and spatial extent; and

- Options for avoiding, reducing, offsetting or compensating for any potentially significant adverse effects and the likely effectiveness of any mitigation measures.
- 5.6 Subsequent sections of this Report set out the range of topics and detailed environmental issues which are proposed to be considered in the EIA, whilst the principal/ common considerations of the EIA are described below.
- 5.7 In the case of each specialist assessment, baseline conditions will be defined before the potential environmental effects likely to occur are described. The ES will also explain proposed mitigation where required, along with probable residual effects, which may occur as a result of the Proposed Development.
- 5.8 For the purposes of the EIA, the ‘baseline year’ will be 2016, which is period for which the most up-to-date environmental baseline information is available for the Site and its surrounding environs. In the event that environmental information is not available (e.g. verified air quality monitoring data) it may be necessary to use 2015 data, or older.
- 5.9 Construction impacts will be assessed for key phases and activities starting in early 2018.
- 5.10 The full operational impacts of the Proposed Development will be assessed for the year of completion which is assumed to be 2020, which is when it is envisaged that the Proposed Development will be fully occupied.
- 5.11 In accordance with the EIA Regulations, the ES will consider the characteristics of the Proposed Development having regard to “*the cumulation with other development*”. The potential for cumulative environmental effects to arise from the Proposed Development, in combination with other major committed schemes in the area.
- 5.12 The lead up to the planning application and throughout the design of the Proposed Development, a programme of consultation will be undertaken with statutory and non-statutory consultees and with the members of the public. Further technical consultation will also be undertaken as part of the ongoing EIA process, including communications with the Local Planning Authority (LPA) and other statutory consultees.

#### **Structure of the ES Technical Chapters**

- 5.13 Each environmental topic proposed for inclusion with the EIA, would be assessed in a separate technical chapter which will be reported in the ES. Within each of these technical chapters, the assessment will generally be structured in the following way:

## **Introduction**

- 5.14 The introduction will provide a brief summary of what is considered in the chapter and will state the author and/or relevant contributor. Where appropriate, it will describe the assumptions and limitations related to the assessment of the topic and any constraints to undertaking the assessment.

## **Description Assessment Methodology**

- 5.15 The assessment methodology section in each chapter will provide an explanation of methods used in undertaking the technical assessment and the prediction of effects. Reference will be made to any published methodological standards, professional guideline and best practice that is relevant to the topic.
- 5.16 This section of the chapter will also describe any topic-specific significant criteria applied in the assessment, particularly where these differ from common or generic criteria applied elsewhere within the ES (e.g. those provided in the IEEM guidance on ecological impact assessments). However, wherever possible, a common scale and language for assessing impacts will be applied.

## **Policy and Baseline Conditions**

- 5.17 This section will detail the relevant planning policy, legislation and guidance that form the context for the topic. A description of the environmental conditions that exist in the absence of the Proposed Development both at the present time, and where relevant, those that are expected to exist in future will be provided. The results of the baseline surveys and desktop research will be summarised in the section of the ES chapter.
- 5.18 Relevant receptors to the specific topic-based effects (e.g. noise, air quality, visual effects etc.) will be described, together with an indication of the relative sensitivity of the receptors to such effects.

## **Assessment of Potential Effects**

- 5.19 This section will present the assessment of potential effects/impacts that are predicted to occur during the construction and operation of the Proposed Development. Potential impacts will be considered on the basis of their magnitude, duration and reversibility. The assessment will include:
- The activities and physical elements of the Proposed Development that are likely to give rise to particular effects, together with a more detailed description of such activities or elements where this would aid the readers understanding of the assessment;
  - Any specific mitigation measures that have already been incorporated in the design of the development in order to minimise the environmental effects (i.e design mitigation);
  - Any proposed additional mitigation measures, to be secured through planning conditions or other mechanisms, in order to avoid, reduce, off-set or compensate for identified impacts;

- The likely magnitude, spatial extent and duration of the residual (remaining impacts) taking account of the proposed mitigation measures; and
- A statement of the significance of each residual impact, and where relevant, a statement of the significance of the total sum of such impacts.

### Summary of Mitigation and Residual Effects

- 5.20 This section of the ES chapter will summarise the mitigation measures proposed for any likely potential significant adverse environmental effects identified through the EIA process, together with the measures that will be taken by the Applicant to enhance the beneficial effects of the scheme as they apply to the assessment topic. The potential mechanisms by which the proposed mitigation measures will be implemented (e.g. the Construction Environmental Management Plan, specific planning conditions or Section 106 obligations) will be specified, where appropriate
- 5.21 The proposed content of the Environmental Statement will be as set out in Table 1 below

**Table 2: Proposed Content of the Environmental Statement**


Chapter	Title	Comments
1	Introduction	-
2	Project Description	-
3	Project Alternatives	-
4	Potentially Cumulative Effects	The Council's guidance is requested as to which committed schemes might be assessed for these purposes. However, details of schemes we consider relevant are included at Annex 1.
5	Constructing the Development	-
6	Impact Prediction Methodology	-
7.1	Socio-Economic Effects	
7.2	Air Quality	
7.3	Noise and Vibration	
7.4	Daylight and Sunlight Effects	
8	Residual Effects	-
9	Conclusions	-
ES Volume II	Townscape, Heritage and Visual Impact Assessment	The Council's guidance is requested as to which viewpoints should be assessed for the THVIA. At present it is proposed that we follow the approach of the approved 2013 (ref: 2013/1477/P) scheme.

- 5.22 No other topics requiring study have been identified at this stage; however we would be happy to discuss the requirement for additional studies with the Council, if they are deemed to be a necessity.

## 6 CONCLUSIONS


- 6.1 This Report has described the potential environmental effects associated with other the construction and operation of the Proposed Development, as requested by the EIAR. Given the Site's location and its specific allocation within the CA2008, the Applicant has decided not to seek a 'screening opinion' in line with Regulation 5 of the EIAR and has moved straight towards a 'scoping opinion' (Regulation 13 of the EIAR). In doing so are promoting the submission of a formal Environmental Statement (ES) as a supporting document for any future application for planning permission.
- 6.2 We are therefore seeking the Council's advice and written confirmation as to the content of the Environmental Statement. It will be noted that no other significant environmental effects are currently predicted in relation to any other topics, than those listed in Table 1 of this Report. In these circumstances, it is suggested that the EIA therefore be concentrated on those topics, as set out in the Table 2 of this Report.
- 6.3 The Council's Scoping Opinion is now formally requested in accordance with the relevant Regulations, as set out in Section 2 of this Report. Additionally, the Council's guidance in relation to the following matters is requested:
- The need for modelling any schemes potentially causing cumulative impacts in the area. We have attached list of relevant schemes at Annex 1 and seek the Council's agreement on these; and
  - The approach to townscape, heritage and visual impact assessment the viewpoints requiring modelling.
- 6.4 While works proceed on the design of the Proposed Development, any further comments on EIA matters from the Council and its consultees will be welcomed and will be accommodated into the proposals as far as possible.

Annex 1: Cumulative Schemes

Reference	Borough	Address	Proposal	Decision	Construction Stage
2016/3083/P	Camden	British Museum Great Russell Street London WC1B 3DG (420m north west)	<p>External extensions and alterations including erection of a four storey extension to the existing Crawford stair within the courtyard of the White Wing Building following the removal of the existing roof of the two storey extension.</p> <p><a href="http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=PlanningApplicationsOnline&amp;TYPE=PL/PlanningPK.xml&amp;PARAM0=438482&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/xslt/PL/PLDetails.xslt&amp;FT=PlanningApplicationDetails&amp;PUBLIC=Y&amp;XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/Menus/PL.xml&amp;DAURI=PLANNING">http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=PlanningApplicationsOnline&amp;TYPE=PL/PlanningPK.xml&amp;PARAM0=438482&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/xslt/PL/PLDetails.xslt&amp;FT=PlanningApplicationDetails&amp;PUBLIC=Y&amp;XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/Menus/PL.xml&amp;DAURI=PLANNING</a></p>	Granted 19-10-2016	<p>Under Construction</p> 
2013/3983/P	Camden	262-267 High Holborn London WC1V 7EE (223m south east)	<p>Construction of a roof extension and 8 storey rear extension following demolition of existing 7 storey rear block and top floor, change of use of part of the ground floor from retail (class A1) to office use (class B1), basement and first floor of the existing public house (class A4) to office use (class B1), and basement and ground floor of existing public house (class A4) to flexible shop/restaurant/bar (class A1/A3/A4) all with associated alterations to new shopfronts; replacement windows and roof top plant.</p> <p><a href="http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=Planning">http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=Planning</a></p>	Granted Subject to a Section 106 Legal Agreement 11-04-2014	Not Under Construction



Annex 1: Cumulative Schemes

			<p><a href="#">Applications On-Line&amp;TYPE=PL/PlanningPK.xml&amp;PA RAM0=359264&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/xslt/PL/PLDetails.xslt&amp;FT=Planning Application Details&amp;PUBLIC=Y&amp;XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/Menus/PL.xml&amp;DAURI=PLANNING</a></p>		
<b>2015/4408/P</b>	Camden	Library and Under Treasurer's House Lincoln's Inn Lincoln's Inn Fields London WC2A 3TL (430m south east)	<p>Erection of three storey plus basement library and administration building following demolition of Under Treasurer's House, with two storey glazed link to existing library, installation of rooflights over existing lightwells, provision of 6 cycle spaces, provision of attenuation soakaway, and associated landscaping.</p> <p><a href="http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=Planning Applications On-Line&amp;TYPE=PL/PlanningPK.xml&amp;PA RAM0=411916&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/xslt/PL/PLDetails.xslt&amp;FT=Planning Application Details&amp;PUBLIC=Y&amp;XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/Menus/PL.xml&amp;DAURI=PLANNING">http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=Planning Applications On-Line&amp;TYPE=PL/PlanningPK.xml&amp;PA RAM0=411916&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/xslt/PL/PLDetails.xslt&amp;FT=Planning Application Details&amp;PUBLIC=Y&amp;XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/Menus/PL.xml&amp;DAURI=PLANNING</a></p>	Granted Subject to a Section 106 Legal Agreement 01-06-2016	Under Construction 
2016/0773/P	Camden	Tybalds Estate Orde Hall Street London WC1N 3JP (390m north east)	Erection of two 3 storey blocks with roof terraces on Orde Hall Street to provide a combined hostel of 21 ensuite bedrooms with communal	Application Registered: 01-03-2016	Not Under Construction


Annex 1: Cumulative Schemes

			<p>facilities (Sui Generis) for use by parents/carers of children being treated at Great Ormond Street Hospital (in place of 2 blocks of 9 self-contained flats granted planning permission dated 13/05/2014 ref 2013/1014/P).</p> <p><a href="http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=PlanningApplicationsOn-Line&amp;TYPE=PL/PlanningPK.xml&amp;PARAM0=429456&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/xslt/PL/PLDetails.xslt&amp;FT=PlanningApplicationDetails&amp;PUBLIC=Y&amp;XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/Menus/PL.xml&amp;DAURI=PLANNING">http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=PlanningApplications On-Line&amp;TYPE=PL/PlanningPK.xml&amp;PARAM0=429456&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/xslt/PL/PLDetails.xslt&amp;FT=Planning Application Details&amp;PUBLIC=Y&amp;XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/Menus/PL.xml&amp;DAURI=PLANNING</a></p>	<p>Target Decision Date: 22-06-2016</p>	
2016/5141/P	Camden	182-184 High Holborn London WC1V 7AP (410m east)	<p>Remodelling, refurbishment and extension of existing office building including formation of private terraces, rooftop plant, new entrances and all other enabling works in connection with the use of the building as offices (Class B1) with retail/office uses (Classes A1/B1) and flexible B1/A1/A3 floorspace at ground level.</p> <p><a href="http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=PlanningApplicationsOn-Line&amp;TYPE=PL/PlanningPK.xml&amp;PARAM0=444758&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/xslt/PL/PLDetails.xslt&amp;FT=Plan">http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=Planning Applications On-Line&amp;TYPE=PL/PlanningPK.xml&amp;PARAM0=444758&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/xslt/PL/PLDetails.xslt&amp;FT=Plan</a></p>	<p>Application Registered: 26-09-2016 Target Date: 23-09-2016</p>	Not Under Construction

Annex 1: Cumulative Schemes

			<a href="#">ning Application Details&amp;PUBLIC=Y&amp;XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/Camden/Menus/PL.xml&amp;DAURI=PLANNING</a>		
2016/0477/P	Camden	New Oxford Street, 10-12 Museum Street, 16A-18 West Central Street London WC1A 1AP (355m west)	<p>Refurbishment and extension of the site to provide a mixed use scheme which includes 19 self-contained units (6 x 1 bed and 11 x 2 bed and 2 x 3 bed), flexible A1/ A2/ A3 uses and/or B1 and/or D1 at basement and ground floor levels and associated works.</p> <p><a href="http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=Planning%20Applications%20On-Line&amp;TYPE=PL/PlanningPK.xml&amp;PARAM0=428148&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/camden/xslt/PL/PLDetails.xslt&amp;FT=Planning%20Application%20Details&amp;PUBLIC=Y&amp;XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/camden/Menus/PL.xml&amp;DAURI=PLANNING">http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=Planning%20Applications%20On-Line&amp;TYPE=PL/PlanningPK.xml&amp;PARAM0=428148&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/camden/xslt/PL/PLDetails.xslt&amp;FT=Planning%20Application%20Details&amp;PUBLIC=Y&amp;XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/camden/Menus/PL.xml&amp;DAURI=PLANNING</a></p>	<p>Application Registered: 05-02-2016 Target Date: 17-08-2016</p>	Not Under Construction
2015/5430/P	Camden	Travelodge Hotel 10 Drury Lane London WC2B 5RE (390m south west)	<p>Infilling of colonnade at ground and first floor level to provide 6 additional hotel rooms and separate ground floor retail unit (Use Class A1).</p> <p><a href="http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=Planning%20Applications%20On-Line&amp;TYPE=PL/PlanningPK.xml&amp;PARAM0=416815&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/camden/xslt/PL/PLDetails.xslt&amp;FT=Plan">http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=Planning%20Applications%20On-Line&amp;TYPE=PL/PlanningPK.xml&amp;PARAM0=416815&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/camden/xslt/PL/PLDetails.xslt&amp;FT=Plan</a></p>	<p>Granted Subject to a Section 106 Legal Agreement 11-03-2016</p>	Not Under Construction


Annex 1: Cumulative Schemes

			<a href="#">ning%20Application%20Details&amp;PUBLIC=Y&amp;XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/camden/Menu/PL.xml&amp;DAURI=PLANNING</a>		
2014/5946/P	Camden	21-31 New Oxford Street London WC1A 1BA	Remodelling, refurbishment and extension of existing former postal sorting office (Sui-generis use), including formation of a new public roof terrace, private terraces, wintergardens, roof top plant and new entrances in connection with the change of use of the building to offices (Class B1), retail/restaurant/doctors' surgery uses (Classes A1/A3/D1) and 21 affordable housing units (Class C3), along with associated highway, landscaping, and public realm improvement works. <a href="http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=Planning%20Applications%20On-Line&amp;TYPE=PL/PlanningPK.xml&amp;PARAM0=394709&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/camden/xslt/PL/PLDetails.xslt&amp;FT=Planning%20Application%20Details&amp;PUBLIC=Y&amp;XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/camden/Menu/PL.xml&amp;DAURI=PLANNING">http://planningrecords.camden.gov.uk/Northgate/PlanningExplorer17/Generic/StdDetails.aspx?PT=Planning%20Applications%20On-Line&amp;TYPE=PL/PlanningPK.xml&amp;PARAM0=394709&amp;XSLT=/Northgate/PlanningExplorer17/SiteFiles/Skins/camden/xslt/PL/PLDetails.xslt&amp;FT=Planning%20Application%20Details&amp;PUBLIC=Y&amp;XMLSIDE=/Northgate/PlanningExplorer17/SiteFiles/Skins/camden/Menu/PL.xml&amp;DAURI=PLANNING</a>	Granted Subject to a Section 106 Legal Agreement 30-03-2015	Under Construction 
15/07560/FULL	Westminster	Development Site at Land Bounded By Drury Lane, Dryden Street, Arne Street And Shelton Street London (390m south west)	Demolition and redevelopment of site in buildings ranging from 5 storeys to 7 storeys (excluding roof top plant enclosures), including facade retention of 30-35 Drury Lane, 2 Dryden Street, 4-10 Dryden Street	Decision: Pending, Application received 06-08-15	Not Under Construction

Annex 1: Cumulative Schemes

			<p>and 12 Dryden Street, in buildings to provide retail and restaurant/cafe uses at ground and basement level (Class A1/A3), 68 residential units (Class C3), cycle parking, basement car parking, associated landscaping works.</p> <p><a href="http://idoxpa.westminster.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=NT7RY0RP06A00">http://idoxpa.westminster.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=NT7RY0RP06A00</a></p>	<p>Target Date: 05-11-2015</p>	
14/11129/FULL	Westminster	First Chicago House 90 Long Acre London WC2E 9RA (490m south west)	<p>Demolition of existing office building (forming whole street block with frontages to Long Acre, Endell Street, Shelton Street and Arne Street) and redevelopment to provide two new buildings comprising two basements, ground and part seven to part 12 upper floors to provide a mix of uses comprising office (Class B1), 119 residential units (Class C3), retail (Class A1/A3), rehearsal space (sui generis), car parking for 30 cars accessed from Shelton Street together with new kiosk, publically accessible courtyard, landscaping works, public realm improvements, plant, cycle parking and other ancillary works.</p> <p><a href="http://idoxpa.westminster.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=NETXYFRP01R00">http://idoxpa.westminster.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=NETXYFRP01R00</a></p>	<p>Permitted subject to conditions 05-05-16</p>	Not Under Construction

Annex 1: Cumulative Schemes

14/12261/FULL	Westminster	London School of Economics & Political Science Houghton Street London WC2A 2AE (470m south)	<p>Demolition of existing buildings known as Clare Market, The Anchorage, the East Building, St Clements (partial) and Tower One (partial) and redevelopment to provide replacement interconnected academic facilities for Class D1 and ancillary uses, comprising a two storey basement, a part six storey / part 13 storey building and a seven storey core extension to the St Clements building and associated cycle parking and other works. All arranged around a new public square.</p> <p><a href="http://idoxpa.westminster.gov.uk/online-applications/caseDetails.do?caseType=Application&amp;keyVal=NGH91QRP0C400">http://idoxpa.westminster.gov.uk/online-applications/caseDetails.do?caseType=Application&amp;keyVal=NGH91QRP0C400</a></p>	Permitted 12-06-15	<p>Under Construction</p> 
---------------	-------------	---	---	--------------------	---