Volume 3: ES Non-Technical Summary

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Prices

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DATE	ORIGINATORS	APPROVED
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1. INTRODUCTION

This document is the Non-Technical Summary (NTS) of the Environment Statement (ES), which summaries the likely the significant environmental effects of the following:

"Full Planning Application and Listed Building Consent for change of use, internal and external alterations to 8-10 Southampton Row and erection of an adjoining 8-storey extension over the existing 1 Fisher Street to provide a part 7, part 9 storey hotel (Use Class C1) with ancillary restaurant and bar and associated plant, refuse and cycle storage area".

This document summarises the main points within the ES, those with particular technical interests should consider referring to the main ES for more detailed information about the scheme.

The whole ES consists of the following separately bound volumes:

- Volume 1: Environmental Statement - Main Text
- Volume 2: Environmental Statement - Appendices
- Volume 3: ES Non-Technical Summary (this Document)

Figure 1: Site Location Plan

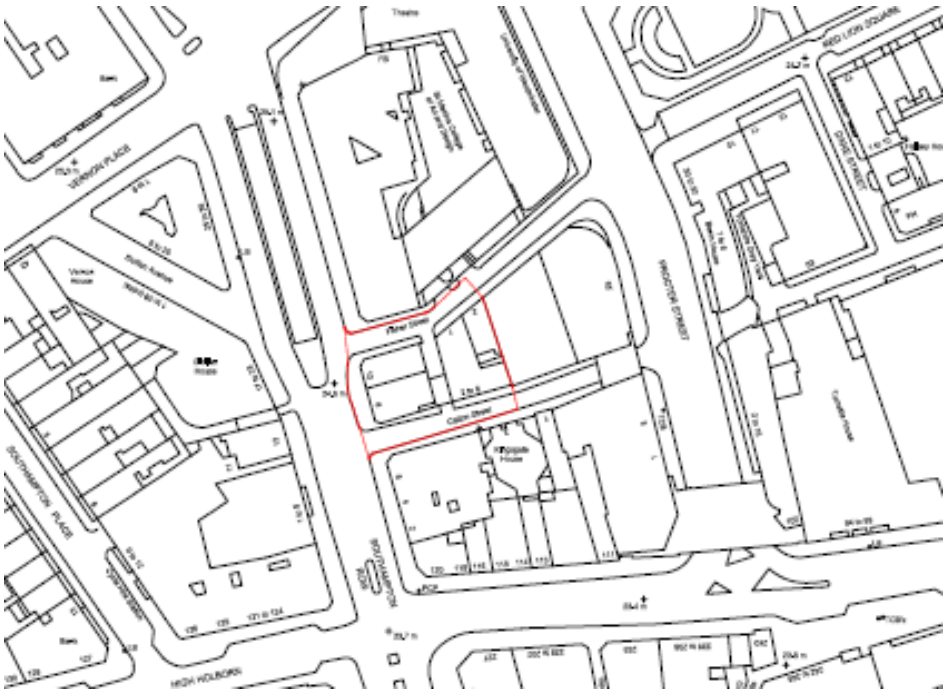

Figure 2: Proposed Development from Southampton Row (towards Fisher Street)

Figure 3: Proposed Development from Southampton Row (towards Catton Street)

Figure 4: Proposed Development from Red Lion Square (towards Fisher Street)

2. WHAT IS ENVIRONMENTAL IMPACT ASSESSMENT?

Environmental Impact Assessment (EIA) is the process used to identify the potential environmental effects of a proposed development. An Environmental Statement (ES) is the report of this process. The assessment process has involved a series of surveys, consultations and predictions that together enable the scheme to be designed to minimise its environmental effects.

3. WHY DOES THE SCHEME REQUIRE EIA?

The Site is listed at Section 14 of the Crossrail Act 2008, which relates to replacement development. Section 14 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). In normal circumstances a development of this size, scale and tenure, would not require EIA.

4. THE SITE AT PRESENT

The 1,405 sq.m Site currently comprises the Grade II Carlisle House (8-10 Southampton Row), fronts onto Southampton Row and is currently in use as Crossrail site offices on floors two to four.

The Site itself 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.

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.

5. PROPOSED BUILDINGS AND DEVELOPMENT ON SITE

The Proposed Development will comprise the redevelopment of the Site and the planning application seeks full planning permission and Listed Building Consent for the following development:

"*Full Planning Application and Listed Building Consent for change of use, internal and external alterations to 8-10 Southampton Row and erection of an adjoining 8-storey extension over the existing 1 Fisher Street to provide a part 7, part 9 storey hotel (Use Class C1) with ancillary restaurant and bar and associated plant, refuse and cycle storage areas*".

6. ALTERNATIVES TO THE PROJECT

Planning Practice Guidance for Environmental Impact Assessment states that the Applicant does not need to consider alternative locations when promoting sites for development. In accordance with Paragraph 2 of Schedule 4, Part of the EIAR, consideration has been given to alternative methods of delivering the Proposed Development.

The design has been amended a number of times through the pre-application process, with the principle concerns surrounding the relationship between the proposed extension and the existing building, the impact on the historic fabric of the building, and the overall height, bulk and massing of the building. The Council's principle concerns following the first and second pre-application submissions was that the bulk, scale and mass of the building to the rear should be refined and reduced to be more sympathetic on views to the building from the Conservation Area, and also that the link between the buildings should be more carefully considered. As such amendments were made after the first and then second pre-application incorporating the following changes:

- Massing reduced towards the existing building at 6th and 7th floors;
- Reduction of building to the rear to be sympathetic to views from the Conservation Area;

- Increased stepping of the façade at Catton Street;
- Details of the link between the proposed extension and existing listed building; and
- Alterations to the external elevations and material detailing to be sympathetic to the listed building.

The only the other alternative is a "*do nothing*" alternative, which would mean that the Site would remain vacant upon the completion of Crossrail's work.

7. OTHER DEVELOPMENTS IN THE AREA

There are currently a number of committed developments that have been identified and agreed with the Council which may generate cumulative environmental effects. A number of the developments are of a similar scale or indeed larger than the Proposed Development. The assessments produced for the purposes of this ES have included provision for these other developments as far as possible and details of the developments considered are set out in the main text volume of the ES at Section 4.

However, given the scale of the Proposed Development and its central location it's considered unlikely that there will be an interaction between impacts, which cannot be mitigated by the careful use of planning conditions.

8. CONSTRUCTING THE DEVELOPMENT

The development will be built over a period of approximately 24 months. It is anticipated that construction works on Site will commence in Q4 of 2017/ early Q1 of 2018.

Work on site will take place as follows:

- 0800-1800 hours (Monday to Friday)
- 0800-1300 hours (Saturday)

A draft Construction Management Plan (CMP) will be prepared and implemented to control activities during this period and to ensure good practice is observed at all times. These will provide for local consultation in the event of any issues arising.

9. SUSTAINABILITY PRINCIPLES

The design and configuration of the Proposed Development has been prepared to reflect sustainability principles from the outset. The sustainability principles of the Proposed Development will incorporate recognised principles of good practice, including the reflection of domesticity needs, comfort and safety.

10. PREDICTING POTENTIAL IMPACTS

Existing Environment

For each area of potential environmental effect, an assessment was undertaken to establish baseline environmental conditions.

Assessment Methodology Used in the ES

An assessment of potential environmental impacts was carried out first using recognised industry standard methodologies. A team of specialist consultants were appointed to advise further on design development and to carry out detailed assessments on the identified range of potential environmental effects. The assessments, which are reported in the ES, are based on a standard approach, as set out in the table below. It should be noted that some refinements to this methodology were however required for individual topics and these are fully explained in the main text to the ES.

Table 1: Defining the Scale of Environmental Impacts

Major (Beneficial/Adverse)	Change resulting in a high degree of deterioration or improvement
Moderate (Beneficial/Adverse)	Change resulting in a material degree of deterioration or improvement
Low (Beneficial/Adverse)	Change resulting in a low degree of deterioration or improvement
Negligible	Change resulting in a negligible degree of deterioration or improvement
Neutral	No change

The use of these terms is helpful in explaining the relative importance of issues arising, it is also essential to understand the character and context of change arising. The ES explains this in more detail than can be reproduced in the context of this Non-Technical Summary.

Table 2: Summary of the Effects on the Local Environment: Predicted Effects During Demolition and Construction Works

Topic	Environmental Effect	Mitigation
Townscape, Heritage and Visual Impact	The Proposed Development would bring about a temporary effect on the character and appearance of the townscape surrounding the site and on the visual amenity of users of the public highway and commercial properties nearby. Construction activity would be evident on the application site during the demolition and construction works. There would be movement of construction related vehicles to and from the site.	Mitigation measures would include the programming and sequencing of activities to try and ensure that visually detracting operations such as demolition work etc. will be done as quickly and efficiently as possible, the considered routing, programming and timing of vehicle movements onto and off site to avoid conspicuous amounts of work traffic passing through the surrounding townscape, the positioning of material storage areas and temporary accommodation so as to reduce the visual effect on receptors (people) living near to or passing by the application site. The siting and movement of large scale plant, such as tower cranes, to try and ensure that its visual effects are minimised if possible, the protection of retained townscape, heritage and landscape features, the use of site hoarding in key locations to reduce or remove sight of the works from nearby receptors and, the minimal use of use of external and internal artificial lighting to maintain safety standards.
Socio-Economic Effects	During construction there will be an increase in employment and expenditure in the local area, which will result in a temporary moderate beneficial effect.	There is a requirement on the Applicant to ensure the availability of apprenticeships (1 per £3million construction cost).
Noise and Vibration	Construction noise and vibration impacting on existing sensitive receptors.	Mitigation measures advised to employ “best practicable means” to control noise and vibration.
Air Quality	Construction activities including earthworks and vehicle trackout have the potential generate and/or re-suspend dust and PM_{10} although the risk to human health is considered to be low.	The construction activities will be controlled by way of planning condition and be undertaken in accordance with best practice measures, including damping down and wheel wash facilities. Further monitoring will be undertaken in line with the dust management plan.
Sunlight and Daylight	The level of effect on daylight and sunlight availability at surrounding properties and overshadowing of the neighbouring gardens and amenity	Effects due to construction will be temporary and fluctuating as the construction is undertaken. Any effects over and

Topic	Environmental Effect	Mitigation
	spaces would vary throughout the construction phase depending on the level of obstruction, following the initial clearing of the Site to create temporary unobstructed daylight and sunlight. The effects would steadily increase in magnitude as the superstructure is built. Any temporary accommodation or equipment such as cranes would have a temporary, minor effect on the levels to the surrounding properties.	above those seen in operation will be alleviated once the construction is complete. Specific mitigation measures will therefore not be required.

Table 3: Summary of the Effects on the Local Environment – Local Environment Effects Once the Development is Built and Occupied

Topic	Environmental Effect	Mitigation
Townscape, Heritage and Visual Impact	Once the Proposed Development is built and occupied there would be an inevitable but limited effect on the character of the townscape surrounding the site. The site is within an area of townscape that while containing numerous important heritage assets is also accommodating of a diverse range buildings of different architecture, heights, massing and constructed of a variety of architectural materials. In this context the proposed development would not bring about any significant effects on the character or visual amenity of the surrounding townscape or its users.	The Proposed Development represents a high quality of design. The architectural styling though contemporary makes reference to architecture in the wider townscape. 8-10 Southampton Row is retained substantially unaltered externally. The proposed developments height and massing is consistent with other existing development in the wider landscape.
Socio-Economic Effects	As a result of the Proposed Development, there will be an increase in employment (direct and indirect), significant increased local expenditure by users of the hotel. This will result in a long term beneficial impact.	None required.
Noise and Vibration	Suitability of internal spaces for future patrons of hotel with regards to operational noise and vibration levels.	The modelling process has predicted a range of noise levels for the proposed development façades. Recommendations are made for suitable sound insulation to achieve internal noise levels in accordance with British Standard Guidance (BS 8233).
Air Quality	The Air Quality Assessment indicates that the Proposed Development will not give rise to significant environmental effects either from traffic movements (minimal) or the CHP units.	The operational phase emissions assessment predicted that the impact of the CHP units and gas-fired units was not significant, and the future use of the Proposed Development

Topic	Environmental Effect	Mitigation
		were considered to be suitable with regard to air quality.
Sunlight and Daylight	An analysis of the effects of the Proposed Development shows that the neighbouring properties would receive daylight and sunlight consistent with the expectations of an urban area. The internal assessments of daylight, sunlight and overshadowing to the Development demonstrate that it would provide good levels of daylight and sunlight to the majority of future occupants and that the majority of amenity areas would be BRE Report compliant and that overall the effect of the scheme would be negligible to minor adverse.	Given the urban location of the Development, its varied building heights and the levels of daylight and sunlight amenity retained by neighbouring properties, no mitigation measures would be required apart from those developed through design.

11. CONCLUSION

This Non-Technical Summary sets out the main environmental effects of the proposals, but must not be regarded as comprehensive. Please refer to the main volumes of the November Environmental Statement, which are bound separately and contain the Main Text (Volume 1) and the Technical Appendices (Volume 2) and the documents which form part of this ES Addendum.

The Environmental Statement, which comprises this Non-Technical Summary and the separate volumes referred to above, has been prepared to comply with both European and national legislation. The ES therefore enables a decision to be made on the accompanying planning application with adequate provision to be made for environmental mitigation, where appropriate.