

CHAPTER 2

APPROACH TO ASSESSMENT



U and I (8AE) Limited and the London Fire
Commissioner (LFC)

8 ALBERT EMBANKMENT

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Assessment



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2 APPROACH TO THE ASSESSMENT

2.1 INTRODUCTION

- 2.1.1. This Chapter sets out the approach and methodology for the assessment of the likely significant effects of the Proposed Development, compliant with the legal requirements for the preparation of this ES which are governed by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') (**Ref. 2.1**). The EIA Regulations set out the types of development which must be subject to an EIA (referred to as Schedule 1 development) and other developments, which may require assessments if they give rise to significant environmental effects (referred to as 'Schedule 2' development).
- 2.1.2. The Proposed Development does not fall under the types of development set out in Schedule 1 of the EIA Regulations. However, it can be considered to constitute Schedule 2 development, as an 'Urban Development Project' in accordance with Section 10(b) of Schedule 2 of the EIA Regulations. A development is considered to fall within Schedule 2 if:
- i Any part of the development is to be carried out in a sensitive area; or
 - i Any applicable threshold or criterion in the corresponding part column 2 of the table in Schedule 2 is exceeded or met in relation to that development.
- 2.1.3. The Site is not located within a sensitive area (as defined in Regulation 2(1)). The Site area of 1.05 ha is below the Schedule 2, Section 10(b)(iii) 'Urban Development Projects' threshold of 5 ha, however the proposed number of residential units exceeds the 150-dwelling threshold in Schedule 2, Section 10(b)(ii). As such the Applicant has undertaken an EIA of the Proposed Development and prepared this ES to support the planning application.
- 2.1.4. The ES complies with the EIA Regulations and the most recent relevant best practice planning and environmental guidance including the following:
- i Planning Practice Guidance 'Environmental Impact Assessment' (2014) (updated July 2017) (**Ref. 2.2**);
 - i Amended Circular on Environmental Impact Assessment: A Consultation Paper (2006) (**Ref. 2.3**); and
 - i Environmental Impact Assessment: A Guide to Good Practice and Procedures: A Consultation Paper (2006) (**Ref. 2.4**).
- 2.1.5. This guidance provides a common governing framework and methodology for the entire environmental assessment as reported in this ES and described below. Where exceptions have been made to the adoption of the approach in a particular discipline, such as **Volume III - Heritage, Townscape and Visual Impact Assessment**, it is described and explained in the relevant chapter, as is any occasion where guidance specific to a particular technical discipline has been applied, including assumptions and / or limitations which are particular to a single assessment.

2.2 BASIS OF THE ASSESSMENT OF THE PROPOSED DEVELOPMENT

- 2.2.1. This is a detailed planning application with no reserved matters as set out in the Application Plans (those listed in Annex 1 of the planning application cover letter) submitted for approval. Relevant plans are presented in **Figures 4-7 – 4-11** and described in **Chapter 4 The Proposed Development** which

defines the principal components associated with the scale, and massing of the buildings and quantum of land uses proposed.

2.2.2. The assessment will consider effects at each of the following relevant stages of the Proposed Development which are the site preparation, demolition and construction stage and the operational stage. The definitions of these are presented below:

i *Site Preparation, Demolition and Construction:* All works associated with the Site Preparation and Demolition stage of the development including any pre-construction investigations. Subject to planning permission, this is assumed to commence in Q3 2020, with construction commencement in Q4 2020 and will extend over approximately 3.5 to 4 years.

i *Operation:* Completion and operation of the Fire Station is anticipated for Q2 2022, with completion of the Fire Museum in Q4 2022. Completion of the rest of the Proposed Development and final opening year for all three sites is anticipated for Q3 2024 as based on the details set out in **Chapter 5 Demolition and Construction**. The assessment of the likely significant effects of the site preparation, demolition and construction stage is reported in each relevant technical chapter.

2.2.3. **Chapter 4 The Proposed Development** contains a description of the Proposed Development once completed and operational, whilst **Chapter 5 Demolition and Construction** details the Demolition and Construction programme, indicative activities and logistics. The information and plans provided in these 2 chapters form the basis of the technical assessments provided in this ES. Each technical assessment includes a two-stage assessment of effects and mitigation, however for many topics the Site preparation, demolition and construction stage has been assessed qualitatively rather than quantitatively, using professional expertise to make a judgment, unlike the Operational Stage, which may draw on conclusions based on the outputs of modelling e.g. transportation and access, air quality, etc. The Operational Stage assessments assume an opening year of 2024 against the baseline year of 2016, as defined below. Effects arising at the time of demolition and construction will for the most part be short term and temporary, but others may result in lasting changes, for example in relation to positive effects from remediation of any contamination.

2.2.4. The ES reports the likely significant environmental effects as a result of construction and operation of the Proposed Development, and where such effects are identified, mitigation measures are recommended to prevent, reduce or remedy the effects. In addition, enhancement opportunities will be identified to optimise the benefits and positive aspects of the Proposed Development which may form inherent mitigation in the Application Plans to be submitted for approval.

BASELINE CONDITIONS

2.2.5. This section sets out the assumptions and justification for the baseline conditions which have been applied consistently throughout this ES.

2.2.6. The West Site is still used by the Lambeth Fire Brigade, albeit most of the operations are centred on the ground and first floor of the Former Headquarters Building with approximately 93 full time employees. The Applicant also has permission for a temporary London Fire Brigade Museum and event space in the Central Site, which was understood to expire on 31st December 2018. Several additional temporary uses exist within the Central Site, with approximately 30 full time employees and 3-part time. These temporary uses are made up of small and medium sized enterprises (SMEs), including artists and small office based companies.

2.2.7. For the purposes of the EIA and all technical assessments, the baseline scenario (against which any likely significant effects will be assessed) will be taken to be the Site as occupied in 2018 by the Lambeth Fire Brigade, the temporary museum and the temporary uses discussed above. For the purposes of this assessment, and given the uncertainty over the construction and demolition scenario, a worst-case scenario has been assessed assuming all construction on each parcel of land commencing at the same time. For further details, please see **Chapter 5 Demolition and Construction**.

2.2.8. Desktop studies, site visits and surveys of baseline information were undertaken in 2016 and 2017. The baseline scenario for the Transport Assessment (TA) is derived from 2016 traffic data, and therefore the noise and air quality assessments which rely on traffic data, is based on the 2016 Baseline and the year of completion and operation of 2024, selected in accordance with relevant standards and assessment guidelines. Despite the traffic data being based in 2016, DfT permanent traffic counters on surrounding roads indicate little change on average daily traffic flows on roads surrounding the Proposed Development over the course of 2015, 2016 and 2017. This suggests traffic is stable and not growing on the network in this location and therefore the traffic data remains robust. Development generated traffic has been calculated in accordance with the land-use area schedule for the Proposed Development which can be found in paragraph 2.2.9. This approach has been agreed with the LBL through the Scoping exercise and clarification is provided in the review and verification process for the baseline information which is explained within each technical chapter of this ES.

APPROACH TO QUANTUM OF DEVELOPMENT

2.2.9. The ES assessment for each discipline is based on the Proposed Development which comprises the following quantum of land uses and features:

- ┆ Eight main buildings will be provided, supporting largely residential, commercial and retail uses;
- ┆ A total of up to 417 residential units will be provided;
- ┆ 2,489 m² (gross external area (GEA)) fire station (sui generis) in Building A1 on the West Site;
- ┆ 1,498 m² GEA London Fire Brigade Museum (D1 use) in the West Site;
- ┆ 39,357 m² GEA residential (C3 use) across the entire Site (West, Central and East);
- ┆ 6,593 m² GEA hotel space (C1 use) in Building A3 on the West Site;
- ┆ 956 m² GEA restaurant use (A3 use) in the West Site;
- ┆ 9,606 m² GEA Corporate Office floorspace in (B1 use) within the Office Building;
- ┆ 1,373 m² GEA Medium Office (B1 use) within the ground floor level of the Office Building and the lower ground floor of the Central Site;
- ┆ 202 m² GEA Small Office (B1 use) within the Whitgift Street Building at ground floor level. (Central Site);
- ┆ 154 m² GEA Micro Office (B1 use) within the ground floor of the Eastern Garden Building (Central Site);
- ┆ 681 m² GEA retail space (A1/A2/A3/A4 use) in the Central Square Building, Eastern Garden Building and Whitgift Street Building in the Central Site;
- ┆ 2,255 m² GEA gym (D2 use) in Building B2 The Office on the Central Site; and
- ┆ 9,867 m² of ancillary servicing, parking / plant (sui generis).

2.2.10. Additional detail in relation to the Proposed Development is provided in **Chapter 4 The Proposed Development**.

SCALE DEPENDENT EIA TECHNICAL STUDIES

2.2.11. There are several technical assessments which rely on details of scale and massing as follows:

- i Archaeology (basement depth and extent);
- i Ground Conditions, Hydrogeology and Contamination (basement depth and extent);
- i Environmental Wind (building heights and massing);
- i Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution (building heights and massing); and
- i Heritage, Townscape and Visual Impact Assessment (building heights and massing).

2.2.12. In relation to these scale dependent studies of the EIA, the 3-dimensional envelope and scheme massing including depth and extent of proposed basements as applied within this ES reflect that shown on the Application Plans.

2.2.13. The assessments for the remaining EIA disciplines included in this ES, namely: socio-economics, transportation and access, noise and vibration, air quality, and water resources, flood risk and drainage, rely primarily on the quantum of development i.e. the land use class and floorspace provided in the section above. The description of the Proposed Development contained herein is consistent with the Application Plans provided by the Project Team Architects (Pillbrow and Partners) and details for which approval is sought through the accompanying Planning Application.

2.3 STAGES OF THE ASSESSMENT

2.3.1. The following stages have been followed during the design of the Proposed Development and the preparation of this ES:

- i Design and environmental interface (see **Chapter 3 Reasonable Alternatives and Design Evolution**);
- i Scoping study and agreement of assessment methodologies and approaches with LBL (**Appendix 2.1-and 2.2**);
- i Establishment of the existing baseline environmental conditions within the Site and the surrounding area (see **Section 2.2** above);
- i Identification of planning policy context and applicable guidance (as discussed in **Chapter 1 Introduction** and the **Technical Chapters 6 – 14**);
- i Consultation with statutory consultees, other organisations and the public (as discussed in the **Technical Chapters 6 – 14**);
- i Consideration of reasonable alternatives (as discussed in **Chapter 3 Reasonable Alternatives and Design Evolution**);
- i Identification of the aspects and sensitive receptors in the environment likely to be significantly affected by the Proposed Development as identified at the Scoping stage;
- i Determination of significance criteria to assess the level of any identified environmental effects of the Proposed Development;
- i Identification, prediction and assessment of the likely significance of the environmental effects, both positive and negative, of the Proposed Development (during demolition/construction and operation) including effects on socio-economics; wind; daylight, sunlight and overshadowing; transport and access; noise and vibration; local air quality; ground conditions; and townscape, visual and

heritage, and where relevant each technical discipline will consider the potential for significant effects related to climate change; and limitations and assumptions related to these assessments, including the management of uncertainty in the assessment process;

- i Identification of suitable mitigation, enhancement and monitoring measures to prevent, reduce or remedy any likely significant negative environmental effects of the Proposed Development;
- i Assessment of the significance of any residual effects remaining following the implementation of the identified mitigation measures; and
- i Consideration of in-combination and cumulative effects of the Proposed Development.

DESIGN AND ENVIRONMENTAL INTERFACE

- 2.3.2. Where relevant, the design of the Proposed Development has considered the potential significant effects, such as the impact on the levels of daylight and sunlight received by neighbouring residential properties, and has accordingly been designed to mitigate these effects where possible inherently e.g. through amended building height, massing and façade treatment. In addition, further consideration for affordable housing provision has been incorporated within the Proposed Development to meet local needs for residential accommodation in the borough.
- 2.3.3. Throughout the design process for the Proposed Development, the environmental specialists involved in the assessment and the project team have worked together to ensure that where possible, negative environmental effects are avoided through revisions to the scheme design before the Application Plans, as submitted for approval, were finalised. In addition, enhancement opportunities have been identified to optimise the benefits and positive aspects of the Proposed Development. For example, the design and layout as shown on the Application Plans was informed by ecology, acoustics, air quality, wind and daylight/sunlight and overshadowing input such that the Proposed Development as presented includes inherent mitigation measures which are described further where relevant in the relevant chapters and within **Chapter 3 Reasonable Alternatives and Design Evolution** of this ES.
- 2.3.4. The reasonable alternative scheme layouts that have been considered are discussed in **Chapter 3 Reasonable Alternatives and Design Evolution**.

SCOPING STUDY

- 2.3.5. WSP formally submitted the EIA Scoping Report to LBL on 5th July 2018 for their review and comment (**Appendix 2.1**). WSP received a formal Scoping Opinion from LBL on 31st August 2018 (**Appendix 2.2**), which has also been relied upon in producing this ES. Prior to the receipt of this Scoping Opinion a meeting was held with the LBL and their EIA advisors (Temple Group) on 19th July 2018 (**Appendix 2.3**).
- 2.3.6. A minor amendment was made to the red line boundary following the submission of the EIA Scoping Report to LBL; an extension of the West Site to the south in order to incorporate wind mitigation measures to enable acceptable wind conditions on and around the Site. It is considered that the EIA Scoping Opinion is still valid.
- 2.3.7. Each technical chapter sets out any topic-specific consultation comments received and how this has been addressed within the ES or design process.
- 2.3.8. **Table 2-1** provides a schedule of the environmental disciplines included within this ES and indicates those which have been scoped out, as agreed with the LBL.

Table 2-1 - EIA Disciplines Scoped in and Out of the ES

Title / Topic	Included in the ES	Chapter No. and Title / Location of Technical Reports
Socio- Economics	Yes	ES Chapter 6
Transportation and Access	Yes	ES Chapter 7 and Appendix 7.1 Transport Assessment
Local Air Quality	Yes	ES Chapter 8
Noise and Vibration	Yes	ES Chapter 9
Archaeology	Yes	ES Chapter 10
Water Resources, Flood Risk and Drainage	Yes	ES Chapter 11 Flood Risk Assessment (FRA) and Outline Drainage Strategy provided as Appendix 11.1 . Flood Warning and Evacuation Plan provided as Appendix 11.2 .
Ground Conditions, Hydrogeology and Contamination	Yes	ES Chapter 12
Wind Microclimate	Yes	ES Chapter 13
Daylight, Sunlight and Overshadowing, Solar Glare and Light Pollution	Yes	ES Chapter 14
Cumulative Effects	Yes	ES Chapter 15
Heritage, Townscape and Visual Impact Assessment	Yes	Volume III
Ecology and Nature Conservation	No	Extended Phase 1 Habitat Survey (2016) provided in Appendix 2.4 . Arboricultural Impact Assessment provided in Appendix 2.5
Aviation	No	See paragraph 2.3.14 below.
Telecommunications	No	TV and Radio Telecommunications Report provided as a standalone Application Report.

Title / Topic	Included in the ES	Chapter No. and Title / Location of Technical Reports
Services and Utilities	No	Utilities Statement provided as a standalone Application Report.
Sustainability and Energy	No	Energy and Sustainability Statements provided as standalone Application Reports.
Climate Change	No	Energy and Sustainability Statements provided as standalone Application Reports. Flood Risk Assessment and Drainage Strategy in Appendix 11.1 . A Transport Assessment in Appendix 7.1 .
Major Accidents and/or Disasters	No	See Section 2.3.30 below.
Waste	No	Waste Management Strategy provided as a standalone Application Report.
Health	No	See paragraphs 2.3.26 – 2.3.39 below
Basement Impact Assessment	No	Basement Impact Assessment (BIA) provided as a standalone Application Report.

TOPICS SCOPED OUT

2.3.9. As per **Table 2-1** above and in response to the points raised in Section 3.3 of the Scoping Opinion, the following topics have been scoped out of the EIA:

Ecology and Nature Conservation

2.3.10. An extended Phase 1 Habitat Survey (**See Appendix 2.4**) and ecological desk study were completed in September 2016 following the Joint Nature Conservation Committee (JNCC) survey methods (2010) and extended to include consideration of protected species and species of conservation concern in accordance with good practice guidance (**Ref. 2.5**).

2.3.11. A summary of the Phase 1 Habitat Survey and desk study is found below:

- i The Site is dominated by buildings and hard standing. No significant vegetation is present, although a small amount of introduced shrub is present in a small habitat parcel to the south-east of the Site.
- i The buildings, primarily the roof areas, have potential to support urban nesting birds. At the time of the survey the Site supported numerous pigeons which are likely to breed at the Site.
- i Habitat present on the Site has negligible potential to be used by other protected or notable species, including bats.
- i There are no statutory nationally-designated nature conservation sites within 2km of the Site.
- i Two internationally designated nature conservation sites occur within 10km of the Site: Wimbledon Common Special Area of Conservation (SAC) is approximately 9km south west of the Site and the Lee Valley Special Protection Area (SPA) Ramsar is approximately 10km north east of the Site.

- i Several non-statutory locally-designated nature conservation sites occur within 2km of the Site. These include the River Thames and Tidal Tributaries Site of Metropolitan Importance for Nature Conservation (SMINC) which is approximately 40m from the Site.

2.3.12. Due to the limited ecological potential of the existing Site and the potential for enhancement through the proposed landscaping and planting, it is considered that the Proposed Development will not result in significant ecological effects. This topic has been agreed with LBL through the Scoping Exercise to be scoped out of the ES (see paragraph 3.3.3 of the Scoping Opinion included as **Appendix 2-2**).

2.3.13. In addition, an Arboricultural Impact Assessment (AIA) has been undertaken to support the planning application. A total of three low quality trees were identified within the East Site with a further low-quality specimen identified within the adjacent public footway. The AIA identified that the Proposed Development would have a negligible impact on arboriculture, and therefore no significant effect on sensitive trees. (see **Appendix 2-5**).

Aviation

2.3.14. The London Plan defines tall buildings as those that are substantially taller than their surroundings, cause a significant change to the skyline or are larger than the threshold sizes set for the referral of planning applications to the Mayor. Such issues can be dealt with by way of formal agreement with the LBL, Greater London Authority (GLA) and Civil Aviation Authority (CAA).

2.3.15. EIA best practice recognises that aviation issues do not typically constitute environmental effects, and the criteria used by the CAA do not accord with that used in EIA.

2.3.16. Following the Scoping Response, a pre-planning request was submitted to NATS in August 2018 for the Proposed Development (**Appendix 2-6**). The report concluded that the impact of the proposal was acceptable in terms of en-route radar consultation, en-route Navigational aid consultation and en-route audio communication consultation. The impact of the proposal specific to these matters are therefore considered acceptable. Therefore, this topic has been scoped out of the EIA.

Telecommunications

2.3.17. Since the replacement of analogue TV with digital, there has been a reduced need to assess signal interference from new buildings, whilst mobile reception interference is unlikely to be affected in the Site locality due to the lack of surrounding tall buildings. In addition, EIA best practice recognises that telecommunication issues do not normally constitute environmental effects and that such issues can be dealt with by way of standard planning conditions.

2.3.18. Whilst not included in the EIA, an assessment of the impacts on interference of telecommunication services within a TV and Radio Telecommunications Interference Assessment has been undertaken and submitted with the planning application as a standalone Application Report. Therefore, this topic has been scoped out of the EIA.

Services and Utilities

2.3.19. Existing services and utilities and any required diversions or new provision are being taken into consideration as part of the design process for the Site and emerging Application Plans, and suitable solutions are being agreed with the relevant service providers such that no significant effects are anticipated.

2.3.20. A separate Utilities Statement has been submitted in support of the planning application as a standalone Application Report, therefore, this topic has been scoped out of the EIA.

Sustainability and Energy Statements

- 2.3.21. Separate application reports have been submitted with the planning application to address the relevant sustainability and energy planning policy context for the area at the national, regional and local level i.e. Sustainability and Energy Statements. Therefore, this topic has been scoped out of the EIA.

Waste

- 2.3.22. As part of a drive to cut red tape, central Government revoked the requirement for Site Waste Management Plans (which focused solely on construction waste) as of 1st December 2013 and as such, they are no longer a mandatory requirement.
- 2.3.23. The planning application has been accompanied by a concise, standalone Waste Management Strategy which includes estimated volumes of waste associated with construction activities, and details of waste minimisation. Potential increase in traffic, dust, noise and visual intrusion associated with the construction period is assessed within the technical chapters: **Chapter 7 Transportation and Access; Chapter 8 Air Quality; Chapter 9 Noise and Vibration;** and **Volume III – HTVIA.**
- 2.3.24. Waste management during the operational stage will follow a similar approach. It will be ensured that there is sufficient provision of bins for refuse and recycling to serve the Proposed Development.
- 2.3.25. Waste arisings will be minimised and managed through the design process, and is not considered to result in a significant environmental effect. Therefore, this topic has been scoped out of the EIA.

Health and Wellbeing

- 2.3.26. A Health Screening Assessment (October 2018) that follows the Healthy Urban Development unit (HUDU) health screening matrix tool is appended to this ES (**Appendix 2-7**) which determines the potentially sensitive receptors, features of the Proposed Development that might affect health and wellbeing and identified features of the scheme that are likely to cause any significant change to the wellbeing and health of the identified sensitive receptors.
- 2.3.27. In accordance with Section 3.3 of the Scoping Opinion the Health Screening Assessment the rationale for the conclusion above is provided below. The Health Screening Assessment identified the following sensitive receptors:
- ┆ Residents of 9 Albert Embankment;
 - ┆ Occupants of dwellings along Black Prince Road and Lambeth High Street; and
 - ┆ Employees at the adjacent business addresses including the International Maritime organisation, Southbank House and various businesses within 9 Albert Embankment;
- 2.3.28. In addition to the above sensitive receptors, it is noted that among the population of Prince's Ward, incidents of respiratory deaths were lower than Lambeth, London and the England average. Within Lambeth, the proportion of deaths arising from preventable respiratory disease in the population under 75 were significantly greater than in both London and England, however the proportion of deaths from respiratory disease in those under 64 were below both London and England averages.
- 2.3.29. The main features of the Proposed Development relevant to health and wellbeing include:
- ┆ Construction and redevelopment activities could lead to noise and dust nuisance to residential receptors;

- i The Proposed Development's contribution to affordable housing could lead to an improvement in local health outcomes;
 - i The Proposed Development's planned improvements in pedestrian access and permeability could lead to an indirect benefit of public safety and crime reduction; and
 - i The Proposed Development includes the provision of public realm and accessible open space, including play space, which could lead to a direct improvement to wellbeing.
- 2.3.30. The Health Impact Screening Assessment concluded that a full Health Impact Assessment was not required as any health impacts upon sensitive receptors as a result of the Proposed Development are unlikely to cause any meaningful change in health and well-being among the local population during both construction and operation. Temporarily, construction may cause the emissions of dust and noise, however, these emissions will be controlled and managed through the framework Construction Environmental Management Plan (CEMP) to avoid any likely health impacts. This will include measures relating to construction access and traffic to ensure disruption to journeys is reduced as much as possible.
- 2.3.31. Furthermore, the Proposed Development will provide several beneficial effects on health and wellbeing, such as safer walking routes from the creation of pedestrianised squares and safe and secure child play areas with natural surveillance. The Proposed Development has also considered guidelines and relevant security measures to meet the Secure by Design initiative which advocates the use of proportionate crime prevention and counter-terrorism design features for new and existing development planned for crowded public places. A provision of 10% of the new residential units will be suitable for use with wheelchairs. Further information is provided in the Design and Access Statement.
- 2.3.32. The Proposed Development is likely to lead to small increases in the overall demand for healthcare facilities, however it is anticipated that Community Infrastructure Levy (CIL) payment may be used for the provision and operation of healthcare facilities within LBL. This will be at the discretion of LBL who will assess the demand and supply for and of healthcare facilities at any given time.
- 2.3.33. Although not a requirement of the HUDU health screening checklist, consideration has been given to the potential effect of the Proposed Development on stress and anxiety, as requested in paragraph 3.3.6 of the LBL EIA Scoping Opinion. As stated in paragraph 2.3.29 above, the operational Proposed Development will result in many benefits because of the provision of new housing (including affordable housing), play spaces and public realm, and improved pedestrian routes, which will contribute to the wellbeing of residents both within the Proposed Developments and in the surrounding area. The operational proposed Development is therefore not considered to have a negative impact on stress and anxiety.
- 2.3.34. As noted above, the demolition and construction phase has the potential to result in elevated levels of dust and noise, in addition to an increase in HGV movements to the Site, which may contribute to elevated levels of stress and/or anxiety to existing residents in the locality. **Chapter 7: Transport and Access, Chapter 8: Air Quality and Chapter 9: Noise and Vibration** consider the potential effects on receptors during the demolition and construction phase and recommendation mitigation measures that will be implemented (through a planning condition) through the adoption of a CEMP and Construction Logistics Plan (CLP), prior to works starting. In addition, through the adoption of the CEMP, local residents will be kept informed of the works as they progress, so they are aware of when various phases will be starting and coming to an end. Temporary significant noise effects are predicted at those receptors closest to the noisiest works (which may be eligible for noise insulation) and

temporary (and short-term) effects are predicted in relation to severance, pedestrian amenity, pedestrian delay and driver delay. However, it is considered that a construction site of this nature is commensurate with this part of London and therefore does not present an uncharacteristic activity at this location which might otherwise have resulted in the potential to contribute to elevated levels of stress and anxiety for nearby residents.

2.3.35. Where appropriate, the following technical chapters of this ES have also considered any potential significant effects to Human Health on the existing and future residents / workers of the Proposed Development:

- **Chapter 6: Socio-Economics**
- **Chapter 8: Air Quality;**
- **Chapter 9: Noise and Vibration;**
- **Chapter 11: Water Resources, Flood Risk and Drainage;** and
- **Chapter 12: Ground Conditions, Hydrogeology and Contamination.**

2.3.36. In addition, **Chapter 6: Socio-economics** considers the potential effect of the operation of the Proposed Development on the demand for healthcare facilities.

2.3.37. Where relevant, consideration of the future baseline conditions (i.e. without the completed and operational Proposed Development in place) is given in the technical chapters, primarily in **Chapter 8: Air Quality** and **Chapter 9: Noise and Vibration**, where future projections in traffic data can be modelled to make predictions on the future baseline conditions.

2.3.38. In relation to issues around water resources, flood risk and drainage, it is likely that as other developments come forward and the local population grows, demand on water resources and infrastructure will increase, although not significantly in relation to current baseline conditions.

2.3.39. In addition, it is considered that future developments in the area could result in improved ground conditions through localised ground remediation measures required prior to developing commencing. There is likely to be increased demand on health care and community facilities in the future as a result of the growing population and future developments. However, it is anticipated that this will be dealt with on a case-by-case basis through CIL and S106 agreements, and that the baseline socio-economic conditions will not significantly alter for the Proposed Development year of opening (2024).

Climate Change

2.3.40. Where appropriate, the technical chapters of this ES and standalone application documents have considered the potential effects of climate change in terms of the Proposed Development's contribution to climate change arising from the carbon analysis and the resilience of the Proposed Development to climate change (adaptation).

2.3.41. The potential impacts of climate change will be robustly addressed as part of the design of the Proposed Development and consequently, further consideration of climate change separately is not required. The planning application will include an Energy Statement; Sustainability Statement; FRA and Outline Drainage Strategy; and the Design and Access Statement.

Major Accidents and/or Disasters

2.3.42. The EIA Regulations state that the ES should include a description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to

risks of major accidents and/or disasters which are relevant to the project. This includes both man-made and naturally occurring events.

- 2.3.43. Although there is the potential for a wide range of major accidents and disasters that could occur, the probability, likelihood and frequency is very low, often due to the management of a risk under established legislative requirements or during the design process.
- 2.3.44. The probability, frequency and likelihood of natural disasters arising from climatic occurrences (i.e. hurricanes) are considered to be very low due to the natural climatic condition of the UK within the global climate system. Specific geological events (i.e. earthquakes, tsunami, volcanic incidents etc.) are also considered to be very low due to the general absence of required geological conditions (i.e. area of tectonic plate interaction) within or in close proximity to the UK. Although earthquakes have occurred within the UK, the magnitude of such events has generally been low.
- 2.3.45. Following a qualitative appraisal of major accidents and/or disasters that were relevant to the Proposed Development, the following have been taken into consideration as being appropriate for this type of development and site location:
- i Flooding;
 - i Extreme Weather Events;
 - i Tall Building Security; and
 - i Urban fire.

Flooding

- 2.3.46. The Site is located adjacent to the River Thames within the defended Flood Zone 3, the tidal floodplain of the River Thames as identified in **Chapter 1 Introduction**. Flood Zone 3 is an area where the annual probability of flooding would exceed 0.5% (which corresponds to a 1 in 200-year return period tidal flood event) in the absence of flood defences. The risk of flooding and the susceptibility of the Site to a major flood event has been incorporated into the design of the Proposed Development and is fully considered as part of the scope outlined within **Chapter 11 Water Resources**, which is supported by a range of supporting documents including **Appendix 11.1 Flood Risk Assessment and Outline Drainage Strategy and Flood Evacuation Plan** which is appended to the FRA. It is anticipated that through a combination of flood defences and the control of land uses within particularly sensitive zones, the probability, frequency and likelihood of flooding is considered to be low and any potential impacts have been managed through design.

Extreme Weather Events

- 2.3.47. The potential for natural disasters is considered low due to the natural climatic condition of the UK. However, climate change could lead to potential increased frequency and magnitude of extreme meteorological events, such as heat waves, storms and heavy rainfall, as stated in the European Commissions' A community approach on the prevention of natural and man-made disasters (February 2009) (**Ref. 2.6**). Potential effects of climate change on the Proposed Development has been considered in line with the UK Climate Change Projections 2009 (**Ref. 2.7**), future climate change scenarios identified in the Mayor's Climate Change Adaptation Strategy (October 2011) (**Ref. 2.8**) and the aims presented in 'Chapter 5: Climate change mitigation and energy' of the recently released Mayor's Environment Strategy (May 2018) (**Ref. 2.9**). Potential effects have been considered throughout the Proposed Development's lifespan in terms of its contribution to climate change arising from greenhouse gas emissions during the demolition, construction and operational stages and from emissions arising during the production of materials.

2.3.48. Consideration has also been given to the likely emissions from the existing site as occupied by the Lambeth Fire Brigade and the London Fire Brigade Museum and the resilience of the Proposed Development to climate change (adaptation). The potential impacts of climate change have been addressed as part of the design, and is considered within Energy Statement), the Sustainability Statement, the Flood Risk Assessment and Outline Drainage Strategy (**Appendix 11-1**), and within the Design and Access Statement, which includes a section on climate change impacts and strategies for mitigation.

Tall Building Security

2.3.49. The current threat level to the UK from international terrorism is considered by the security services to be Severe (**Ref 2.10**). Safety considerations must be central to the design and operation of tall buildings. The Proposed Development has been designed in line with Policy D10 *Safety, security and resilience to emergency* (**Ref 2.11**) which provides information on how to ensure the design of buildings follows best practice to minimise the threats from fire, flood, terrorism, and other hazards. Consultation is underway with the London Metropolitan Police's Counter Terrorism Security Advisors and Designing Out Crime Officers. The Proposed Development will incorporate elements to design out crime following consultation, thereby employing elements of community safety which is resilience to terrorism.

Urban Fire

2.3.50. Development design has been reviewed against the access standards, polices and regulations that apply, as demonstrated within the Design and Access Statement, including the following: *The Building Regulations Part B (2010) Fire Safety Vol 1 Dwelling houses* (**Ref. 2.12**); *British Standard 9999:2008 Code of Practice for Fire Safety in the Design* (**Ref. 2.13**); *Regulatory Reform (Fire Safety) Order Supplementary Guidance* (**Ref. 2.14**) and also the draft New London Plan Policies D10 *Safety, security and resilience to emergency* and Policy D11 *Fire safety* (**Ref. 2.15**). The mechanisms from the guidance are effective at reducing the risks to an acceptable level, whereby the risk is unlikely and unexpected as a result. Therefore, it is considered that the potential risk of urban fire is minimised.

2.3.51. A standalone ES chapter assessing the potential effects of major accidents and/or disasters is not proposed given it is not considered that the Proposed Development possesses a high vulnerability to major accidents and/or disasters.

2.3.52. **Appendix 2.8** provides a summary of the Scoping Opinion responses from LBL and consultees and provides a response and location of the relevant information within this ES.

2.4 CONSIDERATION OF THE REASONABLE ALTERNATIVES

2.4.1. An outline of the reasonable alternatives considered by the applicant is provided in **Chapter 3 Reasonable Alternatives and Design Evolution**. This also includes a description of the main reasons for the preferred building layout and massing considering the environmental studies which informed the design.

IDENTIFICATION OF SENSITIVE RECEPTORS

2.4.2. Consistent with the EIA Regulations (Part 1 of Schedule 4), the identification of the aspects of the environment likely to be significantly affected by the Proposed Development, have been identified and include in particular; population, soil, water, air, climate factors, material assets including the architectural and archaeological heritage, landscape and inter-relationship between the above factors.

2.4.3. **Table 2-2** below confirms the sensitive receptors identified within the Site and surrounding area.

Table 2-2 - Identified Sensitive Receptors

Receptor Type	Receptor Description
Social Infrastructure	Effects of the changes to the demography, wellbeing and socio-economics in the area on education and school facilities, churches and places of worship; health and community facilities such as GP surgeries, child care facilities and local community facilities. Receptors would also include central London tourism and cultural facilities.
Transport Network	<ul style="list-style-type: none"> ∣ Existing sensitive receptors comprise: Local highway network; ∣ Users of the surrounding streets; ∣ Network of footway and pedestrian connections that serve the Site; ∣ On-street cycle routes on Albert Embankment / Black Prince Road junction adjacent to the Site; ∣ Taxi ranks situated at the Park Plaza Riverbank hotel on Albert Embankment, and the Novotel hotel on Lambeth Road; and ∣ Car clubs located on Black Prince Road close to the Site, and on Juxon Street some 300m north-east of the Site.
Heritage assets, including archaeological, heritage and landscape features	<ul style="list-style-type: none"> ∣ Conservation areas, Listed Buildings on-site, Scheduled Monuments in the locality. There are 2 Listed Buildings on-site, these are: Lambeth Fire Station (Grade II listed ref. 1392337); and ∣ Drill Tower to the East of 8 Albert Embankment (Grade II listed ref. 1392338). <p>The nearest Listed Building outside of the Site is Southbank House (Grade II listed) to the immediate south of the Site.</p> <p>The Site is also located within the Albert Embankment Conservation Area (Western Site and Central Site).</p>
Protected Views	The Site is located within protected vistas from Parliament Hill and Primrose Hill, identified by the London View Management Framework (2012). The Site is also located within locally designated views identified by Policy Q25 of the Lambeth Local Plan (2015).
Hydrological Receptors	<ul style="list-style-type: none"> ∣ The River Thames, a Main River watercourse; ∣ White Hart Dock, with connections to the TW sewerage network ∣ Thames Barrier and the Thames Tidal Flood Defences ∣ A public combined sewer within the area, whereby combined sewers run along the carriageways within proximity of the Site: to the north on Whitgift Street, to the east on Newport Street, to the south on Black Prince Road, to the west on Albert Embankment and central to the Site on Lambeth High Street.
Residential and Commercial development (See Figure 1-4 in Chapter 1)	<p>Existing surrounding residential and commercial properties, including Southbank House; future residents of the Proposed Development.</p> <p>Residential:</p> <ul style="list-style-type: none"> ∣ 44A Lambeth High Street (3 flats) – 4 storeys; ∣ 15, 16 & 17 Lambeth High Street (incl. 16 flats) – 2 storeys; ∣ Whitgift House, Whitgift Street (24/25 flats) – 5 storeys; ∣ 2 Whitgift Street (17 flats) – 7 storeys;

Receptor Type	Receptor Description
	<ul style="list-style-type: none"> ┆ 17 Newport Street (5 flats) – 5 storeys; ┆ 21-67 Newport Street (25 flats) – 3 storeys; ┆ 69-85 Newport Street (9 flats) – 2 storeys; ┆ Arden House, Black Prince Road (35 flats) – 4 storeys; ┆ 73-79 Black Prince Road (11 flats) – 4-storeys; ┆ 81 Black Prince Road (104 flats) – up to 17 storeys; and ┆ 9 Albert Embankment (196 flats) – up to c12 storeys. <p>Non-residential:</p> <ul style="list-style-type: none"> ┆ 4 Albert Embankment (International Maritime Organisation – offices) – up to 9-storeys; ┆ The Windmill PH, 44 Lambeth High Street; ┆ Beaconsfield Gallery, Newport Street – 2 3 storeys; ┆ Railway Arches 130-133, Newport Street (commercial); ┆ Arden House, Black Prince Road (retail – ground floor); ┆ The Queens Head Café Bistro, 71 Black Prince Road (restaurant, offices – ground. /1st/2nd floor); ┆ Southbank House, Black Prince Road (offices) – 5 storeys (Note: tall floors); and ┆ 9 Albert Embankment (offices, retail, college – ground. / 1st floor).

2.4.4. Further details of the likely significant effects on the above sensitive receptors are included within the technical chapters of this ES (**Chapters 6 – 14** and **Volume III**).

IDENTIFICATION OF LIKELY SIGNIFICANT EFFECTS AND EVALUATION OF SIGNIFICANCE

2.4.5. Various methodologies were applied in order to determine the potential for significant environmental effects as a result of the site preparation, demolition and construction works, and the operation of the Proposed Development. The specific methodologies for each discipline are provided in the technical chapters of this ES.

2.4.6. The build out for the Proposed Development is assumed over a 3.5 – 4-year period with site preparation and demolition beginning in Q3 2020 construction of the overall scheme to be completed in Q3 2024 (See **Chapter 5 Demolition and Construction** for further detail).

2.4.7. Several criteria have been used to determine whether or not the likely environmental effects of the Proposed Development will be deemed ‘significant’. The effects have been assessed quantitatively, where possible. Generally, the significance of effects has been assessed using international, national and local standards.

2.4.8. Where no published standards exist, the assessments presented in the technical chapters describe the professional judgements (assumptions and value systems) that underpin the attribution of significance. For certain technical topics, such as air quality, widely recognised published significance criteria and associated terminology have been applied and these are presented in the technical chapters and associated appendices where relevant.

2.4.9. The assessment of significance considers the magnitude of change from the baseline conditions (2016), the sensitivity of the affected environment / receptors and (in terms of determining residual

effects) the extent to which mitigation and enhancement measures will reduce or reverse negative effects.

2.4.10. In addition, further influences such as those listed below have been factored into the assessment using professional judgement:

- ┆ Likelihood of occurrence;
- ┆ Geographical extent;
- ┆ The value of the affected resource;
- ┆ Adherence of the proposals to legislation and planning policy; and
- ┆ Reversibility and duration of the effect.

2.4.11. The assessment of potential effects as a result of the Proposed Development has taken into account both the Site preparation, demolition and construction stage, and the operational stage. Since there are no generally accepted criteria for classifying environmental effects, each effect (and if it is considered ‘significant’ in EIA terms) has been assessed based on the magnitude of change due to the Proposed Development and the sensitivity of the affected receptor/receiving environment to change, as well as several other factors that will be outlined in more detail below. The magnitude of change and the sensitivity of the affected receptor/receiving environment are both assessed on a scale of high, medium, low and negligible, and used to classify the effect, as shown in **Table 2-3**.

Table 2-3 - Matrix for Classifying Effects

		Value / Sensitivity			
		High	Medium	Low	Negligible
Magnitude/ Scale of Change	Large	Major	Moderate to Major	Minor to Moderate	Negligible
	Medium	Moderate to Major	Moderate	Minor	Negligible
	Small	Moderate	Minor to Moderate	Minor	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

2.4.12. The following terms are used to describe effects, where they are predicted to occur:

- ┆ **Major positive or negative effect:** where the Proposed Development would cause substantial improvement or deterioration to the existing environment;
- ┆ **Moderate positive or negative effect:** where the Proposed Development would cause noticeable improvement or deterioration to the existing environment;
- ┆ **Minor positive or negative effect:** where the Proposed Development would cause perceptible improvement or deterioration to the existing environment; or
- ┆ **Negligible:** no discernible improvement or deterioration to the existing environment.

- 2.4.13. Effects that are considered to be moderate or major are deemed ‘significant’ whilst those effects that are considered to be negligible or minor are deemed to be ‘not significant’.
- 2.4.14. Specific criteria have been developed for certain technical studies and are provided in the respective technical chapters of this ES. The inter-relationship between likely significant environmental effects and residual effects following implementation of mitigation measures has also been discussed.
- 2.4.15. Tables summarising the likely significant effects associated with an environmental topic area, potential mitigation measures and residual effects are provided at the end of each technical chapter. A distinction between direct and indirect, short and long-term, permanent and temporary; primary and secondary, positive and negative effects has also been made in the summary of effects tables.
- 2.4.16. The characteristics of an effect will vary depending on the duration of the activity causing the effect, the sensitivity of the receptor and the resultant change. It is therefore necessary to assess whether the effect is short, medium or long term; temporary or permanent; positive and negative, and reversible or irreversible. Effects that are temporary are reversible and generally confined to the construction period.
- 2.4.17. For the purposes of this ES the terms used in the assessment of effects are generally defined as follows, in accordance with Part 1 of Schedule 4 of the EIA Regulations:
- **Short-term:** where the effect would be of short duration and would occur for up to 2 years;
 - **Medium-term:** where the effect occurs for a period of between 2 - 10 years;
 - **Long-term:** where the effect occurs for 10 years or more and includes permanent effects;
 - **Temporary:** where the effect occurs for a limited period of time and the change at a defined receptor can be reversed;
 - **Intermittent:** where the effect occurs for short periods of time and may re-occur occasionally at regular or irregular intervals;
 - **Permanent:** where the effect represents a long-lasting change at a defined receptor;
 - **Direct:** where the effect is a direct result (or primary effect) of the Proposed Development;
 - **Indirect:** a secondary effect which occurs within or between environmental components, may include effects on the environment which are not a direct result of the Proposed Development, often occurring away from the proposals or as a result of a complex biological or chemical pathway; and
 - **Cumulative:** the collective effects of changes that may be insignificant individually but in combination, often over time, have the potential to be significant (see section on cumulative effects below).
- 2.4.18. Where a more appropriate effect duration scale or definition of the above terms is applicable to a technical discipline this is clearly outlined with the technical chapters (**Chapters 6 – 14 and Volume III**).

IDENTIFICATION OF MITIGATION MEASURES

- 2.4.19. Mitigation measures have been identified to prevent, reduce or remedy any likely significant adverse environmental effects that remain. Such measures will be implemented during the construction and / or operation phase of the Proposed Development. Where mitigation measures are identified, they will be delivered in response to planning conditions or secured via a Section 106 Agreement as appropriate.

- 2.4.20. Each technical chapter details the measures which are recommended to mitigate any identified significant negative effects, and a summary of the recommended mitigation measures identified from within each of the technical chapters of this ES (**Chapters 6 – 14** and **Volume III**) and how they will be secured is provided in **Chapter 16 Summary of Effects and Mitigation Measures**.

RESIDUAL EFFECT ASSESSMENT

- 2.4.21. Following the implementation of mitigation measures, an assessment of the residual effects has been undertaken. The findings are presented in each technical chapter of this ES and a summary included of all residual effects for this ES are provided in **Chapter 17 Summary of Residual Effects and Conclusions**.

2.5 CUMULATIVE EFFECTS

- 2.5.1. Schedule 4 of the EIA Regulations requires that the cumulative effects of a development are considered within an ES. The Ministry of Housing, Communities and Local Government (MHCLG) published guidance for Environmental Impact Assessment in July 2017. This Guidance does not offer any definitive approach or guidance to the consideration of cumulative effects. However, for the purposes of this ES and in compliance with the EIA Scoping Report (**Appendix 2-1**) and Scoping Opinion (**Appendix 2-2**), we have considered the following types of cumulative effects for consideration.

- i **Cumulative Effects:** The combined effect of the Proposed Development together with other existing and / or approved developments (taking into consideration effects at both the construction and operational phases); and
- i **In-combination Effects:** The combined or synergistic effects caused by the combination of a number of effects on a particular receptor (taking into consideration effects at both the construction and operational phases), which may collectively cause a more significant effect than individually. An example could be the culmination of disturbance from dust, noise, vibration, artificial light, human presence and visual intrusion on sensitive fauna (e.g. certain bat species) adjacent to a construction site.

- 2.5.2. LBL have confirmed through the Scoping exercise that the ES should include an assessment of the cumulative effects of the Proposed Development and other existing approved developments (referred to as 'Committed Developments'). **Table 2-5** and **Table 2-6** provide information regarding the committed developments considered within this ES whilst their locations in relation to the Proposed Development are provided in **Figure 15-1**. The committed developments considered within this ES have been agreed with LBL through the Scoping Exercise.

- 2.5.3. The assessment of effect interactions that may occur between different environmental components (such as built heritage and townscape; and air, noise and road traffic) within the Proposed Development is inherent within the EIA process and is presented in the ES chapters specific to each topic, with cross references made between topics where appropriate.

- 2.5.4. The TA and traffic data utilised for the assessment of road traffic effects in respect of local air quality and noise includes the predicted total future traffic generation on the local highway network including relevant committed developments within the local area, thus providing a quantitative cumulative transport, air quality and noise assessment. The cumulative assessment for these topics is therefore also reported in their relevant topic chapter of the ES as it forms a modelling scenario of their impact assessment.

- 2.5.5. The committed developments in **Table 2-4** and **Table 2-5** and shown in **Figure 15-1** have been selected based on the following criteria:
- i Within 1km radius (for all ES topics except HTVIA (additional developments outside the 1km radius have been included for the HTVIA Assessment (**See Table 2-5**)); and
 - i Schemes which have the benefit of or pending planning permission (at the request of LBL) of a similar use, scale and nature (additional developments outside the 1km radius have been included following the LBL Scoping Opinion).
- 2.5.6. Cumulative effects have been identified and assessed for the majority of disciplines (**Chapter 15 Cumulative Effects**) through a desk based qualitative study using professional expertise to make a judgment as to the likely significance of changes in baseline conditions in the area surrounding the Site arising from the completion of the Proposed Development together with surrounding committed developments.
- 2.5.7. A quantitative assessment approach has been adopted where appropriate and possible, and where data is available. Consideration has been given to the timing and spatial influence of the Proposed Development and the identified committed developments.
- 2.5.8. **Chapter 15 Cumulative Effects** presents the findings of the assessment of cumulative effects arising from the Proposed Development's interactions with surrounding committed developments and provides the context for this assessment.

Table 2-4 - Committed Developments

Ref	Development	Planning Application Reference	Description	Approximate distance from the Site	Status as of January 2019
1	The Dumont, 22 – 29 Albert Embankment (St James)	14/04757/FUL	Demolition of existing buildings and redevelopment to provide a mixed-use development comprising 141 residential units and flexible commercial uses (A3, D1 and B1) together with associated access, car and cycle parking, refuse storage and landscaping.	0.2km to the south	Permission granted 18.09.2015. Under construction.
2	Parliament House, 81 Black Prince Road	08/04454/FUL	Redevelopment of the site involving the demolition of the existing building and the erection of a 23-storey building (including basement) to contain 1770 square metres (GEA) of commercial floor space (flexible use for B1 or A2) together with 101 self-contained flats (41 x 1 bed, 44 x 2 bed, 8 x 3 bed, 4 x 4 bed and 4 x 5 bed) on upper floors.	0.1km to the south east	Permission refused 04.03.2009 but Appealed. Appeal Decision and permission granted 15.09.2009. Complete.
3	8 Juxon Street	14/04769/FUL	Erection of a part four, part five storey building to provide 39 intermediate residential units including provision of cycle storage, refuse storage, communal amenity space and landscaping.	0.4km to the northeast	Legal consent granted 25.08.2015. Under construction.

4	Northern Line Extension	The London Underground (Northern Line Extension) Order 2014	Preparation works started in spring 2015. In 2017 the main tunnelling will be undertaken from Battersea to the new shafts at Kennington Green and Kennington Park.	Kennington Station 1.1km to the east	Under construction.
5	Thames Tideway Tunnel	The Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014	A 25km tunnel running mostly under the tidal section of the River Thames through central London. The Albert Embankment Foreshore site is on the southern bank of the River Thames. It comprises the foreshore under and on both sides of Vauxhall Bridge, and extends approximately 250 metres north. The site connects the existing local combined sewer overflows underneath Vauxhall Bridge, known as the Clapham Storm Relief and Brixton Storm Relief sewers, to the main tunnel.	0.5km to the south	Under construction.
6	36 - 60 South Lambeth Road London SW8	11/04181/FUL	Redevelopment of the existing site to provide a 32-storey mixed-use building comprising new leisure uses (swimming pool and gymnasium) and 553 units for student residential accommodation. Provision of refuse and cycle storage, disabled parking and associated landscaping	1km to the south	Permission granted 04.03.2013. Under construction.
7	Land Adjacent to 202 Lambeth Road	13/01343/FUL	Redevelopment of site consisting of the erection of a four to six storey building to accommodate one 143 sq. m commercial unit (Use Class A1, B1 and D1), student ancillary areas and plant at ground level and 100 student bed spaces on the upper levels; refurbishment of three existing railway arches to accommodate two commercial units totalling 210 sq. m (Use Class A1, B1 and D1) and cycle and refuse storage; and the provision of one no. disabled parking space, visitor cycle parking and landscaping.	0.45km to the northeast	Legal consent granted 30.08.2013. Under construction.
8	Plot Bounded by Parry Street and Bondway and 7 to 93 Wandsworth Road London	10/02060/FUL	The erection of two towers, Tower A rising to 41 storeys (approx..40m) and Tower B rising to 32 storeys (approx.115m), plus 3 basement levels below ground; to provide a mixed use development comprising 291 residential units (use class C3), 781sqm (GIA) of floorspace for retail commercial uses (use classes A1-A5), 2,270sqm of floorspace for employment commercial uses (use class B1), a 180 room hotel (use	0.85km to the south	Permission granted 20.08.18 following appeal.

			class C1) and 1,532sqm of floorspace for community facilities/assembly and leisure (consisting of a dentist surgery, a soft play facility, a digital cinema and a community space - use classes D1 and D2); together with 30 car parking spaces, 10 motorbike parking spaces, 490 cycle parking spaces, refuse storage facilities, the provision of a public space/landscaping at street level, the formation of a new vehicular access from Parry Street and a new vehicle egress to Bondway, and other works incidental to the redevelopment of the site.		Not under construction.
9	10 Lollard Street	14/00509/FUL	Demolition of raised podium deck, existing day nursery, management office and associated structures. Redevelopment of the site involving the creation of a replacement day nursery and external play area (Use Class D1) along with provision of 89 residential units (Use Class C3) in buildings ranging from 1 to 16 storeys in height; public realm improvements; parking and servicing space; creation of new vehicular and pedestrian accesses; and associated works.	0.7km to the east	Legal consent granted 01.09.2014 Not under construction.
10	69-71 Bondway	14/00601/FUL	Demolition of existing buildings and redevelopment of the site to provide a residential led mixed use development in building part 24/part 50 storeys in height (+ 3 levels of basement) and comprising 728.5 sqm of ground floor commercial units (flexible use class A1, A2, A3 and A4), 5,171 sqm of office floorspace (use class B1) and 450 residential units.	0.95km to the south	Permission granted 13.02.2015. Under construction.
11	6 Hercules Road	14/01960/VOC	Redevelopment of the existing site including the retention and refurbishment of the existing 9 storey building and the addition of part 5/part 1 storeys, for use as a 438-bedroomed hotel (Use Class C1) with associated restaurant, bar, conference and gym facilities, and other associated works including landscaping, works to the highway and roof top plant.	0.8km to the northeast	Permission granted 30.06.2014. Under construction.
12	Garage Block China Walk Estate	14/04767/FUL	Approval of details, pursuant to condition 7 (no above ground works shall commence until detailed drawings of the layout of the proposed roof terraces) of planning permission 14/04767/FUL (Demolition of existing garage block and erection of a part four, part five, storey building to provide a residential development of 31 residential flats including provision of cycle storage, refuse storage, communal amenity	0.45km to the northeast	Permission granted 25.08.2015. Complete.

			space and landscaping. (Amended Plans received)). Granted on 25.08.2015.		
13	111 Westminster Bridge Road	13/03409/FUL	Redevelopment of the existing office building and the erection of a part 7 / 10 storey building consisting of a 218 bed apart-hotel, offices, restaurant, retail / professional financial services unit) which was granted on 05.11.2013.	0.9km to the northeast	Permission granted 05.11.2013. 14/06350/VO C granted permission 05.10.2015. Complete.
14	Land Bounded by Wandsworth Road to the West, Parry Street to the North	11/04428/FUL	Demolition of existing buildings (except for the listed buildings on the site) to provide a mixed use scheme comprising nine blocks ranging between 3, 6, 9, 10, 11, 21, 32, 48 and 50 storeys, which includes 520 dwellings (57,244sqm Gross Internal Area (GIA)) , 22,732sqm of new office floor space (B1), 3119sqm GIA of A1-A5 retail, 278 bedroom hotel and 123 suite hotel (C1), 50 bedroom replacement homeless hostel (sui generis), 454 student bed spaces, 3,777sqm new multi-screen cinema (D2), 1,317sqm GIA Gym (D2), 67sqm Community Building associated basement car parking and servicing; new public square and children's play area and associated public realm improvements.	0.98km to the south	Permission granted 02.07.2013. Under construction.
15	One Nine Elms 1 Nine Elms Lane SW8	2014/0871 (original pp 2012/0380)	Minor-material amendments, under Section 73 of the Town and Country Planning Act, to pp 2012/0380 for demolition of existing buildings and structures. Erection of two new buildings of 58 storeys (up to 200m above ground) and 43 storeys (up to 161m above ground) high to provide up to 491 residential units, retail uses (classes A1-A4); office space (class B1); a hotel (class C1) together with a high level viewing space; provision of private and public open spaces; vehicular access and reconfigured vehicular access routes; provision of cycle, motorcycle and car parking, servicing and energy centre within the two level basement; landscaping; excavation works; and other associated works. Minor amendments include: i. removal of office floorspace and enlargement of the hotel; ii. redistribution of residential and hotel uses.; iii. reduction in the height of podium building.; iv. removal of the high	0.96km to the southwest	Permission granted 30.10.2012. Under construction.

			level 'Skybridge' and re-provision of leisure facilities in podium building v. re-articulation of the top of the towers and amendments to external facade. vi. redistribution of residential amenity areas vii. increase in size of basement level 2 from 11,331 sqm to 12,627 sqm. viii amendments to site access, servicing and drop-off arrangements. ix. changes to the landscaping strategy.x increase in car parking spaces from 109 to 124.		
16	Texaco Site, 36 – 46 Albert Embankment	16/00795/FUL	Demolition of all structures associated with the petrol filling station and redevelopment of the site to provide a residential led, mixed use development, comprising the retention and refurbishment of vintage house and development of ground plus 24 storeys in the form of two no. towers, linked at ground to fifth floor, and consisting of retail/restaurant use (Use Class A1/A3), office (Use Class B1), up to 166 residential units (Use Class C3), basement car and bicycle parking, resident amenities and all necessary ancillary and enabling works.	0.3km to the southwest	Permission granted 13.10.2017. Not under construction.
17	Merano Residences, Prince Consort House, 27-29 Albert Embankment.	13/02347/FUL	Erection of a part 9, part 23, part 27 storey residential led mixed use development comprising a ground floor cafe/retail unit (Use Classes A1,A2 and A3), office space (Use Class B1) and 47 residential units (Use Class C3).	0.2km to the south	Permission granted 26.09.2014. Under construction.
18	Waterloo Station	16/02973/FUL	Change of use of existing Waterloo International Terminal (WIT) to a mix of Class A1-A5 (retail) uses and Class D2 (assembly & leisure) use, the installation of mezzanine floorspace, external alterations, servicing and associated works.	1.2km to the north	Permission granted 19.05.2017. Under construction.
19	Arches 232, Leake Street and Addington Street	15/04713/FUL	The change of use of the railway arches beneath the Former Waterloo International Terminal from a car park and car wash facility (Sui Generis use) to provide 2,170sqm of shops, restaurants, cafes and bars (A1/A3/A4 uses); installation of glass/timber/metal facades for the arches facing Addington Street; means of enclosure, public realm improvements, a new pedestrian connection, outdoor seating, lighting, CCTV, cycle parking and other associated works.	960m to the north	Permission granted 11/11/2015. Under construction.

20	Lambeth Palace, Lambeth Palace Road	16/07054/FUL	Erection of a building up to 9-storeys in height to provide a library and archive (Use Class D1) including new public library entrance via Lambeth Palace Road, together with creation of a new pond, landscaping works, removal and relocation of existing trees plus realignment of existing path. Installation of double height gate and services access via Lambeth Palace Road together with associated highways works, plus removal of a section of a modern, Grade II listed wall along Lambeth Palace Road within the curtilage of a Grade I listed building. (Planning Permission and Listed Building Consent ref: 16/07055/LB received).	620m to the south	Permission granted 12.09.2017. Under construction.
21	Vauxhall Bus Station, Bondway	17/04741/FUL	Redevelopment of the site involving demolition of existing bus station and erection of a 3 storey building at the northern end for bus-related operational use with part retail (Use Class A1) at ground floor level, and a single storey building at the southern end for bus-related operational use. Installation of main bus station canopy; new and replacement bus shelters; alterations to existing vent shaft and lift shaft; installation of pissoir, temporary kiosk and associated works.	790m to the south	Permission granted 09.02.2018. Not under construction.
22	Gasholder Station, Kennington Oval	17/05772/EIAF UL	Demolition of existing buildings and structures including temporary disassembly of listed gas holder no.1, demolition of locally-listed gas holders 4 and 5, redevelopment to provide a mixed-use development comprising re-erection of restored gas-holder no.1, erection of new buildings ranging from 4-18 storeys to provide 738 residential units (Class C3), 10,160sqm of Class B1 office and Class B1 shared working space incorporating ancillary cafe and space for community use, 800sqm for waste management use, 148sqm of D1 community space, the provision of a new publically accessible open space, new pedestrian and vehicle routes, accesses and amenity areas, basement level car park with integral servicing areas, provision of new gas governor and substation, and other associated works of de-contamination.	840m to the south east	Permission granted 23.08.18. Not under construction.
23	Mixed Use Towers, Vauxhall	17/05807/EIAF UL	Removal of existing structures and the construction of a mixed-use development comprising two towers of 53 storeys (185m) and 42 storeys (151m), with a connecting podium of 10-storeys (49m), containing office (B1), hotel (C1), residential (C3) and flexible ground floor retail and non-residential institution (A1/A2/A3/A4/D1) uses plus	830m to the south	Awaiting decision.

			plant, servicing, parking and other ancillary space; the provision of hard and soft landscaping; the creation of a new vehicular access point on Wandsworth Road and a vehicular layby on Parry Street and other works incidental to the development.		
24	Westminster Tower	14/02756/FUL	Refurbishment and conversion of existing building to provide office (B1 Use) accommodation at lower levels; 34 residential units on upper levels; together with ancillary residential accommodation, car and cycle parking and refuse storage	0.1km to the north	Permission granted 19.01.2015. Complete.
25	Tesco Stores, 275 Kennington Lane and 145-149 Vauxhall Street	18/02597/EIAF UL	Demolition of the existing building and redevelopment of the site to provide a mixed-use development comprising the erection of 3 new buildings (Plot A, B, C) ranging from 4-17 storeys to provide 57 residential units (Class C3), a replacement Tesco store of 4,655sqm (including sales area/back of house and car parking), 2,638sqm of Class B1 office, 1,159sqm of flexible commercial floorspace (Class A1-A3, B1), 62 retail and 24 disabled residential car parking spaces with associated cycle parking and landscaping/public realm improvements along Cutlers Way and Phoenix Street.	586m south east	Permission granted 21.12.2018.

Table 2-5 - Proposed Committed Developments (HTVIA Only)

Ref	Development	Planning Application Reference	Description	Approximate distance from the Site	Status as of October 2018
26	Elizabeth House 39 York Road London SE1 7NQ	12/01327/FUL	Demolition of all buildings and structures on the site, including removal of the high level footbridge over York Road, and redevelopment to provide two new buildings of part 29 and part 14 storeys (north building) and 11 storeys (south building) respectively with a part one/part two level common basement to provide 132,127sqm of floorspace (GEA), comprising B1 offices (88,649sqm), C3 residential (comprising 142 units), areas of flexible Use Classes A1- A5 and B1 at ground level and ancillary parking and servicing space; works of hard and soft landscaping to Cab Road and Mephram Street, the provision of a new access to Waterloo Station on West Road and associated works; works of hard and soft landscaping and the provision of a single storey structure providing car lifts and Class A use on West Road; works of hard landscaping to York Road and Leake Street; plant and other associated infrastructure and works. (Conservation Area Consent for the demolition of the high-level footbridge over York Road has also been submitted (Reference Number: 12/01329/CON).	1.1km to the north	Permission granted 08.07.2015. Not under construction.
27	Shell Centre, 2 - 4 York Road, SE1	12/04708/FUL	Part demolition of Shell Centre comprising Hungerford, York and Chicheley wings, upper level walkway, removal of raised podium deck, associated structures and associated site clearance to enable a mixed use development of 8 buildings ranging from 5 to 37 storeys in height and 4 basement levels to provide up to 218,147m ² of floorspace (GIA), comprising offices (B1), residential (C3) (up to 877 units), retail (A1-A5), leisure (D2) and community/leisure uses (D1/D2), parking and servicing space, hard and soft landscaping together with the provision of a new public square, highway and landscaping works to Belvedere Road, Chicheley Street and York Road, modifications to York Road Underground station, 2 link bridges from new buildings to the existing Shell Centre Tower, reconfiguration of York Road footbridge if retained, creation of new vehicular access and other associated works.(Planning	1.1km to the north	Permission granted 06.06.2014. Under construction.

			and Conservation Area Consent Applications received and Listed Building Consent applications received.		
28	12-20 Wyvil Road	16/05114/FUL	Demolition of existing buildings and redevelopment of the site to provide a residential led mixed use development in a part three/part 33/part 37 storey building to the north; single storey building to the east; and part six/part eight storey building to the south of the site (fronting onto Wyvil Road) to provide 219 residential units, also comprising new commercial and employment floorspace (flexible use class A1, A2, A3 and B1). Provision of two levels of basement with amended vehicle access to Wyvil Road, car and cycle parking, and provision of areas of public realm.	1.28km to the southwest	Granted permission 06.09.2017. Under construction.
29	Keybridge House, 80 South Lambeth Road	17/05311/EIAF UL	Retention of double basement and erection of a ground plus 18-storey building to provide a mixed-use development comprising 125 residential units (Use Class C3); school campus (Use Class D1); residential car parking and servicing at basement level -2; associated means of access; and all associated and ancillary works and structures.	1.15km to the south	Permission granted 19.08.2015. Under construction.

2.6 STRUCTURE OF THE TECHNICAL CHAPTERS

2.6.1. Each technical chapter is generally structured as follows:

- i Introduction;
- i Legislative Policy and Guidance;
- i Assessment Methodology and Significance Criteria;
- i Relevant Elements of the Development
- i Sensitive Receptors;
- i Baseline Conditions;
- i Assessment of Potential Effects, Mitigation and Residual Effects for both stages:
 - Site Preparation, Demolition and Construction; and
 - Operation;
- i Limitations and Assumptions; and
- i Summary.

2.6.2. **Volume III: Heritage, Townscape and Visual Impact Assessment** broadly follows the same structure outlined above.

2.7 ASSUMPTIONS AND LIMITATIONS

2.7.1. The key assumptions that have been made and any limitations that have been identified in producing this ES are set out below. Assumptions specific to certain topics are identified in the appropriate technical chapters:

- i Information received from third parties is complete and up to date;
- i Impact assessments for each EIA topic are based upon current or emerging (as identified) legislative and policy framework including the latest Lambeth Local Plan (**Ref. 2.16**);
- i The scheme description is as confirmed in **Chapter 4 The Proposed Development** and assessments are based upon the application plans and schedules submitted as part of the planning application at the time of scheme freeze;
- i Construction activities will be as outlined in **Chapter 5 Demolition and Construction**; submitted as part of the planning application and undertaken during normal construction industry working hours, assumed to be 07h30 – 18h00 Mondays to Fridays, Saturdays 08h00 – 13h00 and no noisy activities to occur on Sundays and Bank Holidays (out of hours works / deliveries will be subject to prior agreement and / or notice of LBL);
- i The design, construction and completed scheme will satisfy minimum environmental standards and be consistent with contemporary legislation, good practice and knowledge;
- i Conditions will be attached to the planning permission, if approved, that will minimise disturbance during construction works including the provision of a framework CEMP; and
- i Committed Developments included with the cumulative effects assessment (**Chapter 15 Cumulative Effects**) will be implemented as per the information pertaining to the application that is publicly available. It is assumed that these developments will be subject to the relevant environmental standards, legislation, policy and good practice conditions;

2.8 REFERENCES

- Ref. 2.1 HM Government (2017), The Town and Country Planning (Environmental Impact Assessment) Regulations 2017
- Ref. 2.2 Ministry of Housing, Communities and Local Government (2014) (updated July 2017), Planning Practice Guidance
- Ref. 2.3 Ministry of Housing, Communities and Local Government (2006), Amended Circular on Environmental Impact Assessment: A consultation paper.
- Ref. 2.4 Ministry of Housing, Communities and Local Government (2006), Environmental Impact Assessment: A guide to good practice and procedures, a consultation paper.
- Ref. 2.5 CIEEM (Chartered Institute of Ecology and Environmental Management) (2013) Guidelines for Preliminary Ecological Appraisal. CIEEM, Winchester.
- Ref. 2.6 European Commission (2010) A Community approach on the prevention of natural and man-made disasters (February 2009) (2009/2151(INI)).
- Ref. 2.7 UK Climate Change Projections (2009).
- Ref 2.8 Mayor's Climate Change Adaptation Strategy (October 2011).
- Ref. 2.9 Mayor's Environment Strategy (May 2018) Chapter 5: Climate change mitigation and energy'.
- Ref. 2.10 HM Government (2018) Terrorism and national emergencies.
- Ref. 2.11 Draft New London Plan (December 2017) and published amendments released in August 2018 Chapter 3 Policy D10 Safety, security and resilience to emergency.
- Ref. 2.12 The Building Regulations Part B (2010) Fire Safety Vol 1 Dwelling houses.
- Ref. 2.13 British Standard 9999:2008 Code of Practice for Fire Safety in the Design.
- Ref. 2.14 Regulatory Reform (Fire Safety) Order Supplementary Guidance.
- Ref. 2.15 Draft New London Plan (December 2017) and published amendments released in August 2018 Chapter 3 Policy D11 Fire Safety.
- Ref. 2.16 Lambeth Local Plan (adopted September 2015).



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