

Chapter 2 EIA Methodology

INTRODUCTION

- 2.1** This chapter of the ES sets out the overall approach to and methodology for undertaking the Environmental Impact Assessment (EIA). It details the process for identifying the environmental issues (or 'topics') to be included in the EIA and the method of assessing the likely significant effects that have the potential to arise because of the Proposed Development, both during the demolition and construction works and on completion and occupation of the Proposed Development.
- 2.2** The methodology is in accordance with applicable legislation, guidance, and case law and has been tailored to each topic of the EIA using industry standard methods and criteria and professional opinion where appropriate. Further detail on how the assessment methodology is applied to each topic is presented within the respective technical chapters of Volume 1 of the ES (Volume 1, Chapters 6 - 11) and in ES Volume 2.
- 2.3** This chapter is accompanied by an appendix within ES Volume 3 which includes two annexes; these are referenced as relevant throughout this chapter and the remainder of this ES (Volume 1).

THE REQUIREMENTS FOR AN EIA

- 2.4** Despite the Town and Country Planning (Environmental Impact Assessment) Regulations 2017¹ coming into force on the 16th May 2017, this ES has been prepared under the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended 2015)². This is because a request for an EIA Scoping Opinion from the London Borough of Southwark (LBS) was made prior to the 16th May 2017.
- 2.5** Applications for development that are covered by the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended 2015) and subsequent 2017 EIA Regulations are termed 'EIA Applications'.
- 2.6** The requirement for an EIA is based on the likelihood of significant environmental effects arising from a proposed development; and it is either mandatory or conditional depending on the classification of the development project. EIA applications are divided into Schedule 1 and Schedule 2 applications under the EIA Regulations.
- 2.7** Schedule 1 developments constitute those that are likely to have significant effects on the environment, such as major chemical or petrochemical projects and construction of ground or air transport infrastructure, and for which EIA is mandatory. For all other developments which fall under Schedule 2, the need for an EIA is determined based on set criteria as follows:
- It is within one of the classes of development stated in Schedule 2; AND
 - EITHER it exceeds the applicable threshold criteria for that class of development in Schedule 2; OR it is to be carried out in part or all of a sensitive area; AND
 - It is likely to have significant effects on the environment by virtue of factors such as its nature, size or location.
- 2.8** The 2015 amendment to the EIA Regulations altered Schedule 2 Part 10(b), which states that for "urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas", the thresholds which determine the need for a development to be screened for the potential for environmental effects comprise:

"(i) the development includes more than 1 hectare of urban development which is not dwelling / house development; OR

(ii) the development includes more than 150 dwellings; OR

(iii) the overall area of the development exceeds 5 hectares".

- 2.9** Based on the above, as the Proposed Development provides over 150 residential dwellings, further consideration has been given as to the potential for likely significant environmental effects associated with the Proposed Development.
- 2.10** Given the location of the site within a densely populated area and given the site is located within an area with some local townscape value, it is considered that the Proposed Development has the potential to generate likely significant environmental effects, specifically in relation to socio-economic, traffic and transport, daylight, sunlight, overshadowing and wind microclimate, townscape and visual, air quality and noise and vibration considerations. Therefore, the Proposed Development constitutes 'EIA development' under the EIA Regulations. As such, the Applicant has undertaken an EIA and the results of this are presented within this ES (Volumes 1, 2 and 3) which has been submitted in support of the Application for Camberwell Union, Burgess Business Park (the 'Proposed Development'). Accordingly, a request for an EIA Screening Opinion was not sought from the LBS.
- 2.11** The ES has been prepared in accordance with applicable legislation, guidance, and case law for the preparation of such documents. In addition to the (2011) EIA Regulations (amended in 2015), the ES has been prepared with due consideration to:
- England and Wales: Online National Planning Practice Guidance³;
 - Department for Transport: Design Manual for Roads and Bridges Volume 11: Environmental Assessment⁴, 2008;
 - Institute of Environmental Assessment: Guidelines for Environmental Assessment of Road Traffic⁵, 1994;
 - Institute of Environmental Management and Assessment: Guidelines for Environmental Impact Assessment⁶, 2004;
 - Department for Communities and Local Government (DCLG): Amended Circular on Environmental Impact Assessment (consultation paper)⁷, 2006;
 - DCLG: Environmental Impact Assessment: A Guide to Good Practice and Procedures (consultation paper)⁸, 2006;
 - DOE Good Practice Guide - Preparation of Environmental Statements for Planning Projects that Require Environmental Assessment, 1995;
 - European Commission: Environmental Impact Assessment – Guidance on Scoping, 2002.
 - DCLG: Guidance for Environmental Impact Assessment. On-line Resource⁹;
 - Office of the Deputy Prime Minister: Environmental Impact Assessment: A Guide to Procedures, 2000;
 - Institute of Environmental Management and Assessment Shaping Quality Development, 2015¹⁰; and
 - Institute of Environmental Management and Assessment Special Report into the State Environmental Impact Assessment Practice in the UK¹¹, 2011.

CONSULTATION

- 2.12** Consultation is an ongoing process and has been fed back into the design of the Proposed Development. **ES Volume 1, Chapter 3: Alternatives and Design Evolution** provides a review of the pre-application consultation undertaken in respect of the alternatives considered by the Applicant and the design evolution of

¹ Her Majesty's Stationery Office (HMSO), 2017; The Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017.

² Her Majesty's Stationery Office (HMSO), 2011; The Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2011'. HMSO, 2015; 'The Town and Country Planning (Environmental Impact Assessment) (Amendments) Regulations 2015.

³ <http://planningguidance.planningportal.gov.uk/blog/guidance/environmental-impact-assessment>

⁴ Department for Transport, 2008. Design Manual for Roads and Bridges Volume 11: Environmental Assessment.

⁵ Institute for Environmental Assessment, 1994. Guidelines for Environmental Assessment of Road Traffic [Now the Institute of Environmental Management and Assessment (IEMA)]

⁶ Institute of Environmental Management and Assessment (IEMA), 2004, Guidelines for Environmental Impact Assessment. IEMA.

⁷ Department for Communities and Local Government, 2006. Amended Circular on Environmental Impact Assessment: A consultation paper. DCLG.

⁸ Department for Communities and Local Government, 2006. Environmental Impact Assessment: A guide to good practice and procedures – a consultation paper. DCLG.

⁹ Department for Communities and Local Government, 2014. Guidance for Environmental Impact Assessment. DCLG.

¹⁰ Institute of Environmental Management and Assessment, November 2015. Shaping Quality Development.

¹¹ Institute of Environmental Management and Assessment, 2011. The State of Environmental Impact Assessment Practice in the UK.

the Proposed Development, and notes various environmental considerations which the Applicant and Design Team have sought to address.

2.13 The Application is supported by a Planning Statement¹² and a Statement of Community Involvement¹³ which together summarise the wider consultation that has been undertaken with various consultees throughout the pre-application consultation process.

EIA Scoping

2.14 Scoping forms one of the first stages of the EIA process and it is through EIA scoping that the Local Planning Authority (LPA) (in this case the LBS) and other key statutory and non-statutory consultees are consulted on those environmental topics that should be included in the scope of the EIA.

2.15 The process of EIA scoping and consultation is important to the development of a comprehensive and balanced ES. Views of consultees have helped to identify specific issues that require further investigation as part of the EIA process.

2.16 The main purposes of the EIA scoping process include:

- Definition of the approach to the EIA;
- Identification of the availability of existing baseline data and appropriate baseline surveys to be undertaken;
- Identification of sensitive receptors;
- Identification of potential environmental considerations and potential environmental effects;
- Identification of the topics to be included within the scope of the EIA;
- Identification of any topics that can be scoped out of the EIA, with justification provided as to why likely significant residual environmental effects are not anticipated;
- Definition of the methodology for the assessment of the likely significant environmental effects; and
- Identification of other development schemes to be considered within a cumulative effects assessment.

2.17 A Scoping Report was submitted to the LBS on 15th May 2017 to request a Scoping Opinion from the LBS and statutory consultees on the scope of the EIA. The EIA Scoping Report is provided in ES Volume 3 (**Appendix EIA Methodology, Annex 1**), and sets out a description of the emerging Proposed Development at the time of writing; the potential key environmental impacts and likely significant effects to be considered as part of the EIA; as well as the proposed approach that would be adopted for the EIA including the proposed scope and assessment methodology to predict the nature and scale of effects and to assess the significance in each case.

2.18 The LBS issued their EIA Scoping Opinion on 2nd October 2017 which is provided in ES Volume 3 (**Appendix EIA Methodology, Annex 2**).

2.19 The EIA Scoping process has informed the content of the ES. The potentially significant environmental issues that were identified during the EIA Scoping process and that have been addressed within this EIA are listed below:

- Demolition and Construction (ES Volume 1, Chapter 5);
- Socio Economics (ES Volume 1, Chapter 6);
- Traffic and Transport (ES Volume 1, Chapter 7);
- Noise and Vibration (ES Volume 1, Chapter 8);
- Air Quality (ES Volume 1, Chapter 9);
- Daylight, Sunlight and Overshadowing (ES Volume 1, Chapter 10);
- Wind Microclimate (ES Volume 1, Chapter 11);
- Effects Interactions (ES Volume 1, Chapter 12); and
- Built Heritage, Townscape and Visual (ES Volume 2).

2.20 The EIA Scoping process also identified the environmental topic areas which are not likely to give rise to significant environmental effects and therefore would not need to be assessed further as part of the EIA process. Full details can be found within ES Volume 3 (**Appendix EIA Methodology, Annex 1 (EIA Scoping Report)** and **Annex 2 (EIA Scoping Opinion and Related Correspondence)**).

ENVIRONMENTAL IMPACT ASSESSMENT APPROACH

Baseline Conditions

2.21 The purpose of the EIA is to predict how environmental conditions may change because of the Proposed Development. The assessment of the nature and scale and so significance of a predicted change is undertaken against a reference condition, known as the baseline. In most cases, the baseline represents the environmental condition of the site and the surrounding area at the time of the assessment. However, the Traffic and Transport, Air Quality and Noise and Vibration assessments also include a projected future environmental condition (e.g. future road traffic flows), at 2021, which is the projected year of completion of the Proposed Development.

2.22 As discussed in **ES Volume 1, Chapter 1: Introduction**, the main part of the application site (Part A) is boarded by Parkhouse Street to the north, Wells Way to the east, Cottage Gardens to the south, and Southampton Way to the west. A small part of the application site (Part B) extends north of Parkhouse Street, doglegs east and re-joins Southampton Way. The two parts of the site are joined by Parkhouse Street.

2.23 The site is currently occupied by buildings providing office, light industrial (packaging), storage and warehousing uses and is known as Burgess Business Park. Many of the existing properties on the site are vacant or underused, and some have deteriorated.

Sensitive Receptors

2.24 The EIA process has included the identification and assessment of impacts to and effects on potentially sensitive receptors resulting from demolition and construction activities and from the completed development. The receptors which may be sensitive to the Proposed Development and for which additional mitigation and protective measures may be required, are detailed below in Table 2.1.

Table 2.1 Potentially Sensitive Receptors

Category	Sensitive Receptor
Existing	
Visitors / Pedestrians	Existing users of the surrounding area who would be present during the demolition and construction works and once the proposed development is completed. Pedestrian Delay and Amenity, Fear and Intimidation.
Residential	Existing residential properties surrounding the site.
Commercial	Commercial and industrial premises within the local area.
Leisure / Amenity	Burgess Park MOL, Benhill Road BOL and Brunswick Park BOL, Children's Playspace.
Heritage Assets	Surrounding heritage assets, listed buildings.
Townscape and Views	Surrounding townscape and conservation areas.
Traffic and Transport	Local highways and road junctions, severance and driver delay. Accidents and road safety. Hazardous loads.
Traffic and Transport	Public transport – National rail and London Underground services and bus routes – capacity.
Arboriculture	Category A London Plane tree on Parkhouse Street.
Air Quality	Local air quality – human health
Biodiversity	Burgess Park SINC, Bats.
Local Economy	Jobs / employment opportunities and local spending
Social Infrastructure	GPs, dentists, early years provision, local primary and secondary schools, A&E
Proposed / Introduced	
Residential	New residential properties introduced as part of the Proposed Development.

¹² DP9 Planning Consultants, 2017; Camberwell Union, Burgess Business Park Planning Statement.

¹³ Four Communications, 2017; Camberwell Union, Burgess Business Park Statement of Community Involvement.

Impact Assessment

2.25 Impact assessments are undertaken for the following stages of the Proposed Development:

- During demolition and construction works; and
- Once the Proposed Development is complete and operational.

Demolition and Construction

- 2.26 This ES provides details of the proposed demolition and construction programme together with specific demolition and construction activities and methods, and their anticipated duration within **ES Volume 1, Chapter 5: Demolition and Construction**. Information is provided on, but not limited to, demolition and enabling works, and construction logistics, including: site access and egress; welfare facilities; and working hours.
- 2.27 Estimates of demolition volumes are presented within **ES Volume 1, Chapter 5: Demolition and Construction** and these have been used to estimate the peak periods of daily heavy goods vehicle (HGV) movements associated with the proposed demolition works.
- 2.28 Estimates of the quantities of materials to be used throughout the construction phase are also presented within **ES Volume 1, Chapter 5: Demolition and Construction** and these have been used to estimate the peak periods of daily heavy goods vehicle (HGV) movements associated with the construction works.
- 2.29 HGV movements are presented in terms of the number of 2-way (in and out) movements per hour during the peak period of demolition and construction work, anticipated to be in 2019.
- 2.30 An outline demolition and construction programme is presented in **ES Volume 1, Chapter 5: Demolition and Construction (Figure 5.1)**. This programme represents a programme that is reasonable and achievable based on the current level of demolition and construction planning and the anticipated sequencing of demolition and construction works. This programme has been used to define the peaks in terms of level of activity throughout the duration of the 3-year demolition and construction programme so as to enable an assessment of the likely significant environmental effects at realistic worst-case points in time.
- 2.31 In relation to noise and vibration effects, this ES defines and assesses the potential impacts and resultant likely significant effects of various demolition and construction activities over the 3-year demolition and construction programme. The activities selected represent times throughout the demolition and construction programme when specific high intensity works will occur or at a point in time when the works change significantly, e.g. the completion of demolition and the start of basement excavation works.
- 2.32 **ES Volume 1, Chapter 5: Demolition and Construction** suggests that a demolition and construction Environmental Management Plan (EMP), a Construction Logistics Plan (CLP) and a Dust Risk Assessment will be prepared and implemented pursuant to relevant planning conditions.
- 2.33 The mitigation measures identified as a result of the demolition and construction assessments undertaken as part of this EIA are presented throughout the ES (where necessary) and will ultimately be included within the EMP and other Plans as relevant.

General Assessment Methodology

- 2.34 Detailed methodologies for the assessment of each of the environmental topic areas scoped into the EIA are provided within each technical chapter of ES Volume 1 and in ES Volume 2, however, in general terms, the assessments have been based upon:
- Desk-top studies;
 - Site surveys;
 - Consideration of relevant legislation;
 - Consideration of relevant planning policies (national, regional and local);
 - Consideration of potentially sensitive receptors that could be affected by the Proposed Development;
 - Identification of likely environmental impacts, with an evaluation of their likely magnitude, and resultant effects in terms of their nature, scale, geographic extent, duration and whether they are direct or indirect or transboundary;
 - Consideration of the requirement for any specific mitigation;

- Expert opinion;
- The use of technical guidance and best practice; and
- Specific consultations with appropriate organisations.

- 2.35 Mitigation is the term used to refer to the process of avoiding where possible and, if not, minimising, controlling and/or off-setting potentially significant adverse effects of a development. Mitigation measures can relate to the design stage; the demolition and construction stage; or the activities associated with the operation of the completed Proposed Development.
- 2.36 As part of the EIA, an iterative approach has been adopted where significant environmental effects have been avoided where possible in the first instance through design refinements and iterations, as reported upon within **ES Volume 1, Chapter 3: Alternatives and Design Evolution**. Where adverse environmental effects were identified through early assessment work, opportunities to reduce or control impacts and effects have been identified and incorporated into the Proposed Development. In addition, opportunities to enhance the beneficial environmental effects of the Proposed Development have also been sought and incorporated into the Proposed Development.
- 2.37 The assessment of the potential effects that are likely to arise because of a potential impact/change to receptors from the Proposed Development is initially presented. If any mitigation measures are required, further to that already integrated into the Proposed Development throughout its evolution, these are incorporated, and the Proposed Development is reassessed to ascertain the likely residual effects and any which are significant. This is reported on within each technical chapter of this ES (Volume 1) and in ES Volume 2.
- 2.38 How the Proposed Development might affect the environment relies on predictions about what effect a certain action (or impact) will have. Some predictions can be made using mathematical or simulation models. Other impacts and effects are less easy to predict in quantitative terms. In such cases, the EIA attempts to quantify the anticipated magnitude of impact and resultant effects using professional judgement.

IDENTIFICATION OF IMPACTS, EFFECTS AND EFFECT SIGNIFICANCE**Terminology and Definitions***Reference to 'Impact' and 'Effect'*

- 2.39 It is noted that the terms 'impact' and 'effect' are distinctly different. Having gained an understanding of the likely impact it is then important to know whether the change in environmental or socio-economic conditions results in a significant environmental effect. The impacts of the Proposed Development may or may not result in significant effects on the environment, depending on the sensitivity of the resource or receptor and potentially other factors (such as duration). The assessment of the likely significant effects of the development is a requirement identified by Schedule 4 of the EIA Regulations.

Receptor Sensitivity and Magnitude of Impact

- 2.40 To achieve a consistent approach across the different technical disciplines addressed within this ES (Volume 1 and 2), assessments broadly define the **sensitivity of the receptors** that could be affected by the Proposed Development and the **magnitude of impact or change from the baseline conditions** in order to derive the resultant effect.
- 2.41 Terminology to describe the sensitivity of receptors and magnitude of impact or change from the baseline conditions is broadly as follows:
- High;
 - Medium;
 - Low;
 - Very Low; and
 - No Impact (in relation to magnitude of impact or change only).
- 2.42 Each of the technical assessment chapters of this ES (Volume 1, Chapters 6–11) provides further detail on the definition of each of the above terms specific to the topic in question and also provides the criteria, including sources and justifications, for quantifying the different levels of receptor sensitivity and 'impact magnitude'.

Where possible, this has been based upon quantitative and accepted criteria (for example, national standards for air quality and noise), together with the use of value judgement and expert interpretation.

- 2.43 In relation to ES Volume 2 and the sensitivity of receptors, assessing townscape (receptor) sensitivity is generally based on a variety of factors and attributes which influence the existing townscape character and townscape value as well as consideration of the townscape (i.e. receptor's) susceptibility to change.
- 2.44 There can be complex relationships between townscape value and its susceptibility to change. For example, an internationally, nationally or locally valued townscape does not automatically or by definition have high susceptibility to change. Susceptibility to change is the ability of the townscape (receptor) to accommodate a proposed development without undue consequences for the maintenance of the baseline townscape situation and/or the achievement of planning policies.
- 2.45 For built heritage receptors, susceptibility to change also needs to consider the setting of the built heritage receptor in conjunction with its value and the particular nature of the proposed development.
- 2.46 As such, assessing townscape and built heritage receptor sensitivity is an assessment bespoke to the project that considers the specific nature of the proposed development in relation to the value of the townscape or built heritage receptor and the receptor's susceptibility to change. It is a qualitative judgement recorded in a scale (e.g. high, medium or low), although supported by a clear narrative linked to evidence from the baseline study.

Identification of a Resultant Effect

- 2.47 The basis for determining the resultant effect considers the sensitivity of the receptor and magnitude of impact or change from the baseline conditions. A generic matrix that combines the sensitivity of the receptor and the magnitude of impact to identify the resultant effect is provided within Table 2.2.

Table 2.2 Resultant Effects

Receptor Sensitivity	Magnitude of Impact			
	High	Medium	Low	Very Low
High	Major	Major	Moderate	Minor
Medium	Major	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible
Very Low	Minor	Negligible	Negligible	Negligible

Effect Scale

- 2.48 Table 2.3 provides the broad definition of the 'scale' of the resultant effect i.e. definitions of Major, Moderate, Minor and Negligible effects. The definitions in Table 2.3 may be adjusted to suit the technical topic in question; where this is the case revised definitions of effect scale are presented in the technical assessment chapters of this ES (Volume 1, Chapters 6–11 and ES Volume 2).
- 2.49 Where there is 'No Effect' this is stated.

Table 2.3 Broad Definitions of the Scale of the Resultant Effect

Scale of Effect	Description
Major	These effects may represent key factors in the decision-making process. Potentially associated with sites and features of national importance or could be important considerations at a regional or district scale. Major effects may also relate to resources or features which are unique to a receptor and which, if lost, cannot be replaced or relocated.
Moderate	These effects, if adverse, are likely to be important at a local scale and on their own could have a material influence on decision-making.
Minor	These effects may be raised as local issues and may be of relevance in the detailed design of the project, but are unlikely to be critical in the decision-making process.
Negligible	Effects which are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error, these effects are unlikely to influence decision-making, irrespective of other effects.

Effect Nature

- 2.50 Table 2.4 provides a definition of the 'nature' of the resultant effect i.e. definitions of Adverse and Beneficial.

Table 2.4 Definition of the Nature of the Resultant Effect

Nature of Effect	Description
Adverse	Detrimental or negative effects to an environmental / socio-economic resource or receptor. The quality of the environment is diminished or harmed.
Beneficial	Advantageous or positive effect to an environmental / socio-economic resource or receptor. The quality of the environment is enhanced.
Neutral	Where the quality of the environment is preserved or sustained or where there is an equal balance of benefit and harm

Geographic Extent of Effect

- 2.51 The ES (Volumes 1 and 2) identifies the geographic extent of the identified effects. At a spatial level, 'site' or 'local' effects are those affecting the application site and neighbouring receptors, while effects upon receptors in the LBS beyond the vicinity of the application site and its neighbours are at a 'district / borough' level. Effects affecting Greater London are at a 'regional' level, whilst those which affect different parts of the country, or England, are considered being at a 'national' level.

Effect Duration

- 2.52 For the purposes of the ES, effects that are generated as a result of the demolition and construction works (i.e. those that last for this set period of time) will be classed as 'temporary'; these maybe further classified as either 'short term' or 'medium-term' effects depending on the duration of the demolition and construction works that generate the effect in question. Effects that result from the completed and operational phases of the Proposed Development will be classed as 'permanent' or 'long-term' effects.

Direct and Indirect, Reversible or Irreversible Effects

- 2.53 The ES identifies whether the effect is 'direct' (i.e. resulting without any intervening factors) or 'indirect' or 'secondary' (i.e. not directly caused or resulting from something else). The ES also identifies whether the effect is 'reversible' or 'irreversible'.

Effect Significance

- 2.54 Following identification of an effect, the effect scale, nature, geographic extent and duration and whether the effects are direct, indirect or transboundary using the above summarised terminology, a clear statement is then made within the ES (Volumes 1 and 2) as to whether the effect is significant or not significant. As a general rule, the following applies:
 - 'Moderate' or 'major' effects are deemed to be 'significant'.
 - 'Minor' effects are 'not significant', although they may be a matter of local concern; and
 - 'Negligible' effects are 'not significant' and not a matter of local concern.
- 2.55 Where mitigation measures have been identified to either eliminate or reduce likely significant adverse effects, these have been incorporated into the Proposed Development, for example either through the design, or will be translated into demolition and construction commitments; or operational or managerial standards / procedures.
- 2.56 The ES then highlights the 'residual' likely significant effects (those effects which remain following the implementation of suitable mitigation measures), and classifies whether these are significant or not in accordance with the terminology defined above.
- 2.57 In all cases, the overall approach and specific methods of predicting the likely magnitude of impact and resultant scale, nature, geographic extent, duration etc and significance of an effect is set out in each of the technical assessments. Where used, recognised specific predictive methods are referenced. Any assumptions or limitations to knowledge are stated.

CUMULATIVE EFFECTS

Effect Interactions (Intra-Project Effects)

- 2.58** Intra-project cumulative effects from the Proposed Development itself on surrounding sensitive receptors during the demolition and construction works and also once the Proposed Development is completed are considered within this ES (**ES Volume 1, Chapter 12: Effect Interactions**). It is possible however, that depending on the predicted individual 'completed development' effects, only the demolition and construction work effects are actually considered as often they generate the greatest likelihood of interactions occurring and hence significant effect interactions. Indeed, demolition and construction effects are usually more adverse (albeit on a temporary basis) than effects as a result of a completed development.
- 2.59** Dependent on the relevant sensitive receptors, the assessment will focus either on key individual receptors or on groups considered to be most sensitive to potential interacting effects. The criteria for identifying those receptors which are considered to be potentially sensitive would include existing land uses, proximity to the construction works and the application site, and likely duration of exposure to impacts.
- 2.60** It should be noted that only residual effects that are minor, moderate or major in magnitude in scale will be considered within this assessment, as negligible effects are, by definition, imperceptible in their nature. The results are presented within the **ES Volume 1, Chapter 12: Effects Interactions**.
- 2.61** With regards to the potential for cumulative effects to occur, it is anticipated that standard mitigation measures as detailed in a site-specific demolition and construction EMP (such as dust suppression measures, use of quiet plant, restrictions on working hours) (as referred to in **Volume 1, Chapter 5: Demolition and Construction**) can be applied to prevent temporary unacceptable effects from the interaction of effects occurring on-site.

Cumulative Effects with Other Developments (Inter-Project Effects)

- 2.62** Cumulative effects arising from the Proposed Development in combination with other surrounding development schemes or 'cumulative schemes' during the demolition and construction works and also once the Proposed Development is complete are considered by the EIA. The EIA Regulations require an assessment of potentially significant cumulative effects of the Proposed Development along with other developments. There are no legislative or policy requirements which set out how a cumulative impact assessment should be undertaken.
- 2.63** Each individual ES technical chapter presents the assessment of combined effects of the Proposed Development with other cumulative schemes. Only cumulative schemes which are considered to be reasonably foreseeable have been considered i.e. consented and subject to a high degree of certainty of being delivered.
- 2.64** The cumulative schemes that have been considered for inclusion within the assessment of cumulative effects are generally located within a 1-kilometre (km) radius from the centre of the application site.
- 2.65** This catchment area has been set to provide a reasonable study area for the assessment of cumulative effects. It is acknowledged that for certain topics of the EIA (specifically traffic and transport and townscape and visual), there may be a need to consider more distant schemes within the cumulative effects assessment. This is entirely appropriate, given the potential for wider reaching traffic and transport effects through the highway, public transport, cycle and pedestrian networks and the view locations associated with the townscape, built heritage and visual effects assessment. This has been reviewed on a case by case basis, using professional judgement.
- 2.66** Generally, the schemes to be included within the cumulative effects assessment either have full planning consent or a resolution to grant consent. The cumulative schemes have been subject to an initial screening exercise (as part of the EIA Scoping process) to determine the schemes that, based on the scale of redevelopment (amount and mix of uses or proximity to the application site), could potentially have a cumulative effect with the Proposed Development and should be considered further within the cumulative effects assessment of the EIA.
- 2.67** By applying an initial screening exercise to the surrounding development schemes, the cumulative effects assessment of the EIA becomes more focused on the larger schemes (i.e. those with the potential to interact in a cumulative manner), rather than trying to assess all, including the smaller, domestic applications such as loft and garage conversions and changes of use.
- 2.68** Each technical assessment of the EIA has reviewed the list of cumulative schemes and defined, on a topic by topic basis, the schemes that have the potential to interact in a cumulative manner with the Proposed Development and so which have been included within the cumulative effects assessment. It is clearly stated within each technical chapter which cumulative schemes have been excluded from the assessment and why.

- 2.69** Table 2.5 and Figure 2.1 present the list of 'cumulative schemes' which have been considered throughout this the EIA as appropriate.

Table 2.5 Cumulative Schemes

Ref	Address	Scheme	Application Ref	Decision Date
1	LAND AT CAMBERWELL AREA HOUSING OFFICE, HARRIS STREET, 1-27 BENHILL ROAD AND 29-59 BENHILL ROAD	Demolition of the existing buildings to facilitate the redevelopment of the site and the provision of 54 residential units of accommodation (4x4 bed, 15x3 bed, 18x2 bed and 17x1 bed) in buildings ranging from 3 to 4 storeys in height, together with associated car parking, cycle parking and landscaping.	14/AP/3276	31/03/2015
2	LAND AT 1-20 HOUSEMAN WAY, 30-51 HOUSEMAN WAY AND 90-106 BENHILL ROAD	Demolition of the existing buildings to facilitate the redevelopment of the site and the provision of 89 residential units of accommodation (7x4 bed, 13x3 bed, 36x2 bed and 33x1 bed) in buildings ranging from 3 to 4 storeys in height, together with associated car parking, cycle parking and landscaping.	14/AP/3277	31/03/2015
3	2 HAVIL STREET, ADJACENT TO 160 SOUTHAMPTON WAY, SE5 7SD	Erection of a part 3, part 4 and part 5 storey building at the junction of Havil Street and Southampton Way comprising 17 residential units (5 x 1 bed, 7 x 2 bed and 5 x 3 bed) with associated balconies and terraces, wider landscaping and cycle / refuse stores.	14/AP/0669	14/10/2014
4	LAND AT 30-72 LOMOND GROVE, 1-20 BROOME WAY AND 1-12 FLECKER HOUSE	Demolition of the existing buildings to facilitate the redevelopment of the site and the provision of 82 residential units of accommodation (5x4 bed, 12x3 bed, 36x2 bed and 29x1 bed) in buildings ranging from 3 to 4 storeys in height, together with associated car parking, cycle parking and landscaping.	14/AP/3288	31/03/2015
5	GARAGES TO THE SOUTH OF MASTERMAN HOUSE ELMINGTON ESTATE, LOMOND GROVE	Erection of 15 affordable and 10 private ownership dwellings over three and five storeys with landscaped courtyard. Demolition of existing garages.	13/AP/2902	29/04/2014
6	240 AND 252 CAMBERWELL ROAD, SE5 0DP	Demolition of existing buildings and the partial retention and conversion of the existing warehouse in association with the redevelopment of the site to provide buildings ranging from 2 to 9 storeys in height comprising 164 residential units (Use Class C3), 1,775 sqm of flexible commercial / community floorspace (Classes A1/B1/D) together with associated car parking, cycle parking, open space, landscaping and infrastructure works.	14/AP/2948	13/01/2015
7	315-317 CAMBERWELL NEW ROAD, SE5 0TF	Demolition of the existing snooker hall and the mixed-use redevelopment of the site to involve the erection of a five-storey development with basement level to include a new snooker hall (D2 Community Use) 698 sqm, retail use (A1 Shop) 374 sqm, 31 residential units (5 x 1 bed, 20 x 2 bed & 6 x 3 bed), hard and soft landscaping, associated private and communal open space, service / delivery area, 2 no. parking spaces for people with disabilities and all other associated infrastructural works.	14/AP/0257	25/04/2014
8	FORMER FLORIAN SHOPS, 1-6 DALWOOD STREET, SCEAUX GARDENS, SE5 7DL	Demolition of existing building and construction of a five-storey building comprising 28 self-contained flats (use class C3) including alterations to existing vehicular access, associated landscaping and car parking.	16/AP/0347	13/05/2016
9	AYLESBURY ESTATE, LAND BOUNDED BY ALBANY ROAD, PORTLAND STREET, WESTMORELAND ROAD AND BRADENHAM CLOSE	Demolition of existing buildings and redevelopment to provide a mixed use development comprising a number of buildings ranging between 2 to 20 storeys in height (9.45m - 72.2m AOD), providing 830 residential dwellings (Class C3); flexible community use, early years facility (Class D1) or gym (Class D2); public and private open space; formation of new accesses and alterations to existing accesses; energy centre; gas pressure reduction station; associated car and cycle parking and associated works.	14/AP/3843	23/04/2015
10	AYLESBURY ESTATE, LAND BOUNDED BY ALBANY ROAD, PORTLAND STREET, BAGSHOT STREET, ALVEY STREET, EAST STREET AND DAWES STREET	Outline application for: demolition of existing buildings and phased redevelopment to provide a mixed use development comprising a number of buildings ranging between 2 to 20 storeys in height (12.45m - 68.85m AOD) with capacity for up to 2,745 residential units (Class C3), up to 2,500sqm of employment use (Class B1); up to 500sqm of retail space (Class A1); 3,100 to 4,750sqm of community use; medical centre and early years facility (Class D1); in addition to up to 3,000sqm flexible retail use (Class A1/A3/A4) or workspace use (Class B1); new landscaping; parks, public realm; energy centre; gas pressure reduction station; up to 1,098 car parking spaces; cycle parking; landscaping and associated works. The application is accompanied by an Environmental Statement pursuant to the Town and Country Planning Regulations (Environmental Impact Assessment) 2011.	14/AP/3844	23/04/2015
11	SITE BOUNDED BY SUMNER ROAD, DANIEL GARDENS AND GARNIES CLOSE	Hybrid application comprising residential-led mixed used development of the site comprising: 1) Full details - site bounded by Sumner Road and Garnies Close (Block A) Redevelopment of former Sumner Road Workshop site and erection of part 2, part 5 and part 6 storey building (max 22.2m AOD) to provide 70 residential units (Use Class C3) and 302sqm of community centre (Use Class D1) at ground and first floor level; a two-way road, associated landscaping, vehicular and pedestrian access, car parking and related infrastructure and engineering works (including the retention of electricity substation). Landscaped play space on corner of Cator Street and Daniel Gardens. 2) Outline - site bounded by Sumner Road and Daniel Gardens (Block B) (all matters reserved except for access and scale) Erection of building up to 6 storeys (max 23.5m AOD) to provide up to 42 residential units (Use Class C3) and associated landscaping, vehicular and pedestrian access, car parking and related infrastructure and engineering works.	14/AP/2000	07/10/2014
12	166 - 176A CAMBERWELL ROAD	Redevelopment of the site including demolition of existing buildings and erection of a residential-led mixed use scheme comprising five new buildings (Block 07: 9 storeys, Block 08: 6 storeys, Block 09: 4 storeys, Block 10: 4 storeys and Block 11: 5 storeys) containing 82 flats (16 x one bed, 46 x two bed, 19 x 3 bed and 1 x four bed), 222m ² new retail floorspace (Class A1 use) and 516m ² of artist studios and associated gallery space (Class B1 / D1 use). The development will also provide 7 disabled carparking spaces, cycle storage, refuse storage and associated landscaping.	14/AP/0175	12/05/2014
13	LAND EAST OF CROWN STREET BETWEEN WYNDHAM ROAD AND BETHWIN ROAD INCLUDING THE FORMER CROWN STREET DEPOT AND THE BETHWIN ROAD ADVENTURE PLAYGROUND CROWN STREET CAMBERWELL SE5 0UR	Redevelopment of the site including the demolition of existing depot building and erection of four new residential buildings of between six and nine storeys accommodating 69 dwellings and 137m ² of Class A1, A2 and/or A3 (retail/services/cafe) space, 9 disabled car parking spaces, cycle parking, private and communal amenity space including a new public square and landscaping, plus refurbishment and single storey extensions to the existing Bethwin Road playgroup building (Class D1 use) with associated landscaping.	13/AP/0561	04/06/2013
14	21 – 23 PARKHOUSE STREET	Demolition of existing building and erection of two blocks (Block A and Block B) of 5 and 9 storeys. Block A to comprise a 5-storey block for B1(c) commercial/employment use (1030sqm). Block B to comprise a 9-storey block with ground floor B1(c) commercial/employment use (89sqm) and 32 residential dwellings (8x1 bed, 16x2 bed, 8x3 bed). Together with associated accessible and car-club parking, landscaping, cycle parking and refuse store.	17/AP/1723	Under Consideration (Application received 28/04/2017)
15	SOUTH WEST OF BURGESS PARK, ALBANY ROAD	Re-landscaping the South-West region of Burgess Park including a new play area, new access pathways, new lighting fixtures, new surfaces, trees, shrubs, meadow and to include new park furniture.	16/AP/3165	30/11/2016

Figure 2.1 Cumulative Schemes [Not to Scale]



STRUCTURE OF TECHNICAL ASSESSMENTS

2.70 Each of the environmental topics considered in the EIA has been assigned a separate technical chapter in **ES Volume 1 (Chapters 6 to Chapter 11 inclusive)**. Within each of the technical chapters the assessment is presented and reported in the following format:

- An introductory table setting out the author of the technical topic assessment, identification of relevant appendices, key topic related considerations, relevant legislation, national, regional and local policy, other relevant standards and guidance and consultation;
- Assessment Methodology – an explanation of the approach to defining the baseline conditions, undertaking the impact assessment and the definitions of effect significance;
- Baseline Conditions – a description of the baseline conditions of the application site and surrounding area (as relevant to the technical topic in question) in addition to consideration of the future baseline conditions in the absence of the Proposed Development;
- Receptors and Receptor Sensitivity – identification of the existing and propose(new) receptors on the site and in the surrounding area that may be affected by the Proposed Development and identification of their sensitivity.
- Potential Effects – an assessment of the likely significant effects of the Proposed Development during demolition and construction and on completion of the and an evaluation of their significance against defined criteria without the implementation of mitigation;
- Mitigation and Residual Effects - a description of the mitigation measures that are being committed to and a summary of the residual effects of the Proposed Development;
- Likely Significant Effects – a short statement confirming which residual effects are considered to be significant; and
- Cumulative Effects – an assessment of any cumulative effects of the Proposed Development coming forward in conjunction with other cumulative schemes.

2.71 ES Volume 2 is structured slightly differently as follows:

- Introduction – setting out the purpose of the Volume;
- Assessment Methodology – an explanation of the assessment framework, in accordance with guidance relevant to heritage, townscape and visual;
- Legislative and Planning Policy Context – identification of relevant heritage, townscape and visual legislation and planning policy;
- Baseline: Heritage – outline of historic development of site and assessment of the value of heritage receptors and the contribution of setting towards that value;
- Baseline: Townscape and Visual – assessment of townscape and visual receptors;
- Consultation and Mitigation by Design - a description of the pre-application design process and embedded mitigation (design). The likely effects of the Proposed Development include embedded mitigation. Thus, likely residual effects will remain the same as the likely effects, unless otherwise stated;
- Assessment of Effects: Heritage – an assessment of the likely significant effects of the Proposed Development;
- Assessment of Effects: Townscape – an assessment of the likely significant effects of the Proposed Development; and
- Assessment of Effects: Visual – an assessment of the likely significant effects of the Proposed Development.

ASSUMPTIONS AND LIMITATIONS

2.72 The principal assumptions that have been made, and any limitations that have been identified, in undertaking the EIA are set out below. Assumptions specifically relevant to each technical topic have been set out in each technical chapter of the ES.

- Baseline conditions have been established from a variety of sources, including historical data, but due to the dynamic nature of certain aspects of the environment, conditions at the application site and surrounding land uses may change;
- It is assumed that information received from third parties is accurate, complete and up to date.
- The assessments presented within each of the technical chapters of ES Volume 1 and in ES Volume 2 are based on the assumption that mitigation measures set out in application drawings, through regulatory regimes or via the management controls as set out in **ES Volume 1, Chapter 4: The Proposed Development** and **ES Volume 1, Chapter 5: Demolition and Construction** are implemented;
- Demolition and construction works across the site would take place substantially in accordance with the programme of works described in **ES Volume 1, Chapter 5: Demolition and Construction**;
- The aim of the EIA is not to assess the Proposed Development's compliance/performance against planning policy as this is considered within the Planning Statement that accompanies the application. Instead reference is made to national, regional and local policy to inform the scope of the assessment, the assessment methodologies applied and the existence of any sensitive receptors to be considered;
- Where detailed information has not been available, reasonable assumptions have been made, and have been clearly set out, based on experience of developments of similar type and scale to enable assessment of likely significant effects;
- Consented or reasonably foreseeable cumulative schemes will be implemented substantially in accordance with information that is publicly available and subject to the same regulatory regimes and good practice management controls as this Proposed Development; and
- Should the design of the Proposed Development alter over the duration of the consultation process, or post planning determination, further Environmental Impact Assessment work would be undertaken as required and in consultation with the LBS and other consultees as appropriate.