
TWICKENHAM STATION

EIA SCOPING REPORT

prepared for: Solum Regeneration

27.04.2010

1.0 INTRODUCTION

- 1.1 This Environmental Impact Assessment Scoping Report has been prepared on behalf of Solum Regeneration in respect of the redevelopment of Twickenham Station in the London Borough of Richmond upon Thames. The location of the site and redline boundary is shown in Figure 1.
- 1.2 The development will comprise a residential led redevelopment of the site to provide up to 170 dwellings, a new transport interchange, commercial units, landscaping and open space provision.

REQUIREMENTS OF AN ENVIRONMENTAL IMPACT ASSESSMENT

- 1.3 The Environmental Impact Assessment (EIA) process is the mechanism by which development proposals are appraised in terms of environmental and socio-economic criteria, in addition to the engineering and technical considerations. The EIA process defines the context of the proposed development and examines the issues considered significant.
- 1.4 The purpose of the EIA is to establish the nature of development, to identify likely 'significant effects' that may arise, by comparing the existing situation (baseline) with the situation once the proposals are in place. The significance of effects during construction will also be considered. The document produced as a result of the EIA process is the Environmental Statement (ES).
- 1.5 The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 require that any proposed development falling within the description of a 'Schedule 2 development' within the meaning of the Regulations, is required to be subject to an Environmental Impact Assessment where such development is anticipated to have 'significant' effects on the environment by virtue of such factors as its nature, size or location (Regulation 2(b)). As confirmed by the London Borough of Richmond upon Thames' screening opinion the proposed development is considered to fall within Schedule 2 Section 10 (b) with respect to Infrastructure Projects. Part 10 (b) states; "*(b) Urban development projects, including the construction of shopping centres and car parks, sports stadium, leisure centres and multiplex cinemas*".
- 1.6 The relevant EIA threshold for an 'urban development' project is where "the area of the development exceeds 0.5 hectares". In considering if Schedule 2 development requires an EIA the following criteria are important (as discussed in Schedule 3 of the Regulations):
- The characteristics of the development
 - The environmental sensitivity of the location
 - The characteristics of the potential impacts
 - If the development is in, or partially in, a 'sensitive area' e.g. an Area of Outstanding Natural Beauty or Site of Special Scientific

1.7 Having taken into account the selection criteria in Schedule 3, the London Borough of Richmond upon Thames' screening direction (letter dated 30th March 2010) believes the development could have significant effects on the environment due to the size of development (being significantly greater in scale than the existing or previous use of the land), with regard to the following:

- Visual Impact
- Transportation impact - Rail and Bus Services, Traffic Generation
- Air Quality and Noise Pollution
- Land Contamination
- Wildlife Corridor/Habitat Impacts
- Cumulative impact with other development proposed within the surrounding area

PURPOSE OF THE SCOPING REPORT

1.8 The primary purpose of scoping is to achieve a consensus of opinion over potentially significant environmental impacts and the content of the ES. The issues are presented as a scoping report, which is undertaken in order to ensure a thorough assessment. Regulation 10 of the EIA Regulations details the requirements in gaining a scoping opinion from the Local Planning Authority.

1.9 This scoping report sets out the framework within which the ES will be produced including topic areas and information that will be contained within the ES. Through the local authority, Statutory Consultees are invited to express their views on the proposed scope of the EIA, and/or suggest additional issues which may be considered to be of significance.

1.10 In terms of the context of this report:

- **Section 2** describes in broad terms, the nature of the proposals
- **Section 3** sets out, under a series of headings, the key issues which the EIA will address
- **Section 4** details potential key issues
- **Section 5** details the non significant issues
- **Section 6** identifies the proposed structure of the Environmental Statement
- **Section 7** identifies the statutory consultees and other parties which will be consulted concerning the Environmental Statement

2.0 DEVELOPMENT PROPOSALS

BROAD SITE DESCRIPTION

- 2.1 The site area is approximately 0.6 hectares (ha) and is located to the north of Twickenham Town Centre at National Grid Reference TQ 161 738. The site is designated for redevelopment within the Local Plan and Core Strategy and is shown as Site T17 on the current Proposals Map. The site is outlined in red below.

Figure 1 – Site Location

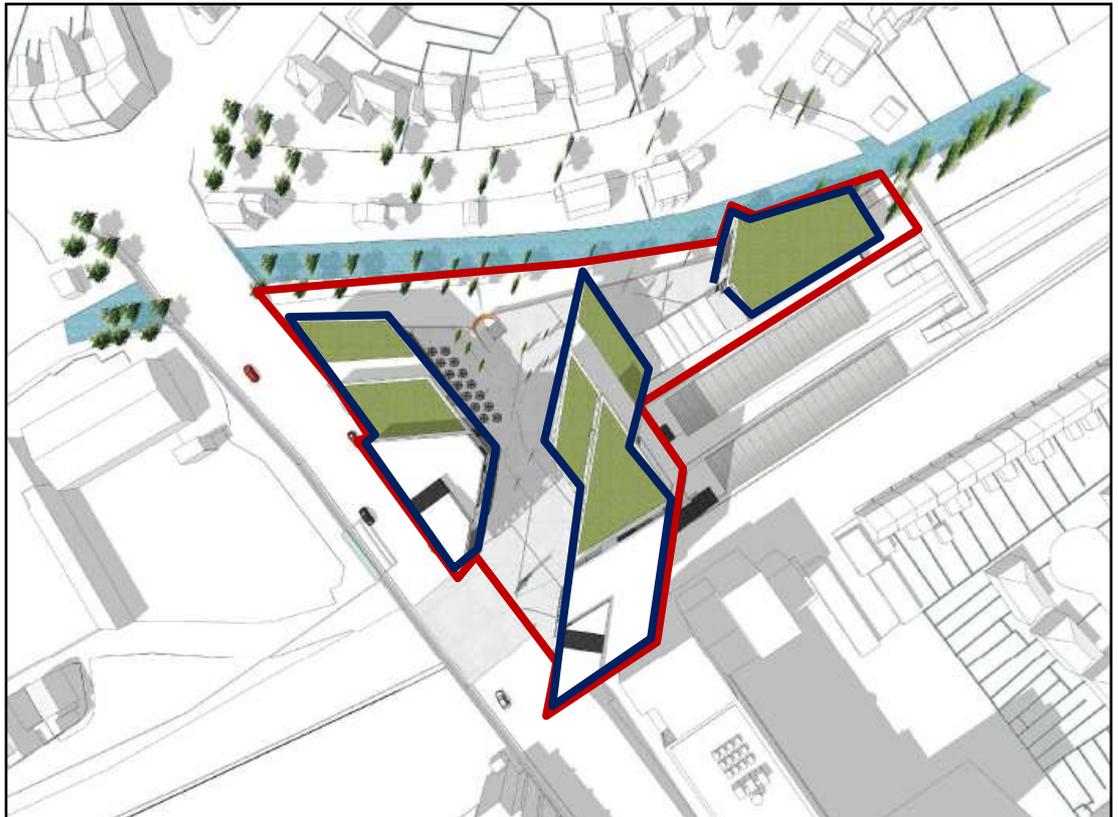


- 2.2 The site is occupied by Twickenham Railway Station, with the ticket office located to the west of the site and car parking occupying the northern part. The ticket office fronts onto London Road to the west and is single storey at road level. There are approximately 48 car parking spaces. Twickenham Station occupies an important location in the town, strategically situated to serve the town centre and Stadium.
- 2.3 The site is bounded by the River Crane to the north, railway tracks to the east, office units to the south and London Road to the west. The site lies approximately 1km to the south of Twickenham Rugby Football Union Stadium and experiences high footfall on match days.

DEVELOPMENT PROPOSALS

- 2.4 The proposed development is for a new station ticket office and concourse, approximately 170 residential units with elements of retail at the ground floor, improved public realm and open space provision. The development comprises three blocks, ranging in height from 5 to 10 storeys, with the highest element to the south west of the site on London Road. Key aspects of the design involve stepping the scale of the buildings to provide an appropriate balance of mass and materials in the site context.
- 2.5 The proportions of the buildings aim to be appropriate height for the situation, responding to the large bulk of Regal House and pin-point the station at the centre of the site. The main block achieves the same height as Regal House at the corner feature. The scale then cascades down towards the north, dropping down to create a series of pavilion type buildings against the River Crane. The proposed site layout is shown below.

Figure 2 – Proposed Site Layout



2.6 Vehicular access for the site is proposed from London Road to the north of the site. A replacement number of parking spaces will be provided for commuters (approximately 48), and car club spaces for the future residents. No additional residential parking is proposed. Other features for the development include:

- Improved cycle parking facilities
- Taxi rank
- Amenity space
- New pedestrian footpath along the River Crane linking to the River Crane Walk

POTENTIAL SENSITIVE RECEPTORS

2.7 The following potential sensitive receptors to the proposed development have been identified:

- Residents of the surrounding area including Cole Park Road and Mary's Terrace
- Biodiversity and habitat currently found on-site
- River Crane Corridor Site of Important Nature Conservation
- Users of the transport interchange
- Users of the surrounding highway network
- Occupants of Regal House (70 London Road)
- Surrounding infrastructure including schools, health care facilities and community facilities

3.0 ENVIRONMENTAL ISSUES

NEED FOR SCOPING

- 3.1 This section provides a brief summary of the general requirements of the ES, and sets the parameters for research and assessment to be undertaken during the EIA process in order to provide the ES.
- 3.2 The information presented in the ES will be in accordance with Schedule 4 of the 1999 EIA Regulations and will include:
- A description of the proposed development
 - A description of the aspects of the environment likely to be affected
 - The data required to identify and assess the likely effects of the development on the environment
 - A description of the mitigation measures
 - Consideration of alternatives
 - A non-technical summary

SCOPE OF THE EIA

- 3.3 The pertinent issues considered appropriate for assessment in the EIA process include:
- Socio-economics
 - Transport (incl Transport Assessment, Green Travel Plan)
 - Air Quality
 - Noise and Vibration
 - Ground Conditions (incl Contaminated Land and Geology Report)
 - Water Resources (incl Flood Risk Assessment)
 - Ecological Assessment
 - Rights of Light, Daylight and Sunlight and Overshadowing
 - Wind Analysis
 - Landscape and Visual Assessment
- 3.4 The ES will be prepared with reference to the following material:
- The Department of Environment (now the Communities and Local Government) "Preparation of Statements for Planning Projects that Require Environmental Assessment a Good Practice Guide 1995".
 - The Department of Transport Design Manual for Roads and Bridges, Volume 11: Environmental Assessment.
 - The Department of Environment, Transport and the Regions (now the Communities and Local Government) "Environmental Impact Assessment – A Guide to Procedures 2000"
 - IEMA 'Guidelines for Environmental Impact Assessment' 2004

SOCIO ECONOMIC ISSUES

- 3.5 This section of the ES will examine the socio economic issues arising from the proposed development and, in particular, the effects upon the locality having regard to specific indicators such as the local employment market, education provision, healthcare provision, the requirement for affordable housing, public open space and the need for further facilities.
- 3.6 The socio-economic impact of the proposed development will be examined by:
- Assessing requirement for housing in the area, including affordable housing needs
 - Assessing the impact of additional economically active residents on the labour market and their prospects for employment
 - Assessing the impact of the development on primarily public services including education, social services, and health facilities
 - Considering the requirement for and impact on public open space
 - Seeking the views of Stakeholders and Service Providers
 - Consulting the local authority, community groups and business representatives as appropriate
- 3.7 The potential significant effects of the proposed development primarily relate to the increase in population and changes to the existing demographic profile of the area. The calculation of the population increase and changes to the local demography will therefore be used as the basis for assessment. The impact of the proposal upon the existing situation and facilities will then be tested and mitigation measures will subsequently be proposed as necessary.
- 3.8 An overview of potential impacts and benefits to the socio-economic environment will be included within the ES document. It is proposed to include a summary of the following issues:
- Housing – a summary will be provided on the role of this scheme in the provision of private and affordable housing
 - Jobs and investment – based on an estimated capital cost, an assessment can be made on the number of construction jobs such a development is likely to support, as well as suitable multipliers for calculating indirect and induced employment
 - Community benefits – the ES will consider the potential impacts on public amenity and access, and the options for providing additional community benefits to the local area.
 - Public services – a review of potential impacts to existing public services including accessibility and public transport, health provision, security and education

TRANSPORT

- 3.9 Twickenham Station is a busy transport hub that is strategically situated to serve the town centre and Stadium. A comprehensive Transport Assessment (TA) will be undertaken in line with local and national planning policy. This study, which will be a stand-alone document, will be submitted in support of the planning application. The ES will provide a summary of the key issues, the conclusions of the TA and the likely significance of identified impacts.
- 3.10 The proposals include a replacement provision of parking currently on-site and will not result in a net increase in parking space provision. Therefore, it is anticipated that the traffic impact associated with the redevelopment is likely to be minimal. Despite this however, it is accepted that measures should be implemented within the development to discourage use of the private car and encourage sustainable travel.
- 3.11 The EIA for the scheme proposals will address the following issues in relation to transport:
- Effects on local pedestrians, cyclists, buses, trains and other vehicles during the demolition and construction works
 - Effects on the public transport interchange
 - Effects on traffic flow and the local road network including any proposed modifications to the adjacent highway layout around the completed development
 - Effects on walking and cycling accessibility through the Proposed Development area and on the public highway in the adjacent area
- 3.12 The transport chapter within the ES will consider all modes of travel and the likely demands on the existing transportation network for public transport, walking, cycling and vehicular traffic to determine both base flows and assessment year flows.
- 3.13 An assessment year will be identified as the appropriate assessment year for the transport impacts on the development, dependent on the phasing and completion of the development. To ensure that the potential impacts of the development remain within acceptable parameters, mitigation measures may be necessary which will be determined having regard to the assessment of the operation of the transportation network.

AIR QUALITY

- 3.14 An air quality assessment will be undertaken and the baseline air quality will be determined using data from nearby automatic monitoring stations, supplemented by local authority diffusion tube data and reports, if necessary. Further baseline monitoring is not proposed.
- 3.15 The methodology and site monitoring protocols to be employed for the Air Quality Assessment will be agreed in consultation with London Borough of Richmond Upon Thames, prior to assessment taking place.

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- 3.16 The Air Quality assessment is anticipated to include the following elements;
- Identification of air quality and emission sources, (during the demolition, construction and operation phases)
 - Consideration of the context of air quality management in the borough, as the borough has been declared an Air Quality Management Area
 - Consideration of the potential impacts of the development on the Council's Air Quality Action Plan (AQAP)
 - Qualitative and quantitative evaluation of existing air quality
 - Identification of sensitive receptors to air pollution
 - Modelling of air quality with and without the development (including committed development in the area) and comparison with current air quality and national air quality objectives
- 3.17 Mitigation measures will be developed as appropriate to minimise potential adverse impacts to air quality from demolition, site preparation, construction activities and operational traffic. It is anticipated that these measures would be part of any Construction Environmental Management Plan.
- 3.18 In addition, potential impacts and nuisance from construction dust and site plant exhaust emissions generated during the construction phase will be considered in a semi-quantitative context (i.e. basic screening assessment using estimated emissions data and worst-case assumptions), and where appropriate mitigating measures recommended to minimise, or remove, the potential impacts.
- 3.19 All plant equipment associated with the completed development (e.g. Combined Heat and Power (CHP) or low NO_x boilers for heating and hot water provision) will be assessed either qualitatively if data is sparse, or quantitatively using the ADMS-4 atmospheric dispersion model if sufficient data is available to estimate the pollutant flux and likely stack parameters.
- NOISE*
- 3.20 The noise and vibration assessment will examine both the potential suitability of the site for residential development as well potential noise and vibration impacts arising from construction of the development. A baseline noise survey will be undertaken to detail the prevailing acoustic environment including ambient noise sources such as the rail and road traffic noise. Baseline measurements will be recorded at secure locations identified around the site for comparison and assessment against current guidelines for proposed residential use.
- 3.21 The EIA will investigate any other significant developments or proposed developments close to this site which might either affect the proposal, or be affected by the proposal or cause a cumulative noise impact to be generated.

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- 3.22 The proposed development will be affected principally by general urban noise with a predominant contribution from rail use and road traffic noise. The control of potential noise impacts upon new residential development is principally controlled by Planning Policy Guidance Note 24 (PPG 24) "Planning and noise". This requires assessment of the suitability of the site for residential development based upon measurement or calculation of the existing ambient noise climate affecting the proposed development site. Additional reference will be made to British Standard (BS) 8233: 1999 "Sound insulation and noise reduction for buildings" with regard to achieving suitable internal noise levels within buildings according to their use and Approved Document E of The Building Regulations 2000, with regard to the control of noise and vibration propagation between adjoining occupants/uses within buildings.
- 3.23 A site preparation and construction phase impact assessment will be undertaken based on construction activity and traffic movement information. From the results of the construction noise impact assessment, construction noise control measures will be developed in accordance with BS5228: 1997 "Noise and Vibration Control on Construction and Open Sites".

GROUND CONDITIONS (INCL CONTAMINATED LAND AND GEOLOGY REPORT)

- 3.24 The EIA will make an initial assessment of the Site's ground conditions through undertaking a Phase 1 desktop study for potential soil contamination in-line with the regime for contaminated land set out in Part IIA of the Environmental Protection Act (1990). The desktop study will refer to a site specific Envirocheck Report and will take account of historical and existing operations/services within the Proposed Development boundary. This will be supplemented by a site walkover. This information will be used to assess the potential for contaminative activities which may have taken place on site.
- 3.25 The results of the studies will be presented in a chapter of the ES, together with an assessment of the potential for the Proposed Development to impact upon the underlying ground conditions and other sensitive receptors. Mitigation measures will be suggested to reduce the risk of mobilising contaminants during demolition/construction (if considered necessary) and an assessment of the residual impacts provided.

WATER RESOURCES INCLUDING FLOOD RISK ASSESSMENT

- 3.26 The ES chapter will look at the site drainage, flood risk and will also investigate the adequacy of the water supply and existing water infrastructure. A drainage strategy for the new development will be prepared which, where possible, will adopt Sustainable Urban Drainage Systems principles, in order to control run-off at source or restrict surface water discharge, without detrimental impact upon the wider receiving catchment.

3.27 The assessment will look at:

- Control of discharges to water bodies
- Changes to hydrology (surface and underground water), characteristics and effects of pollutants, waste, etc. on water quality and potential discharges to water bodies
- Impacts on any water courses, aquifers, surface and groundwater abstractions and impoundment, boreholes, soakaways, groundwater flooding, underground structures, dewatering and land-filling, and consider issues such as depth, flow direction, velocity, physical chemical conditions, quality, contamination, beneficial uses, proximity of nearest water bodies, surface discharge licenses, impact of building foundations and creating pathways for contamination from near surface to reach groundwater, flow of underground water. An assessment of the interaction between any identified aquifer(s) and surface water bodies
- Impact of building foundations upon groundwater flow
- Water efficiency measures to be included to minimising piped water demand / use within the buildings
- Water supply and impact on existing infrastructure

3.28 A Flood Risk Assessment (FRA) will be undertaken in accordance with PPS 25 to determine the implications of the proposed development in terms of flood risk. The FRA will be appended to the ES and the findings will provide the majority of the input to the Flood Risk and Drainage Chapter. The ES chapter will consider PPS 25 and will seek to address any potential impacts of the proposals, including the change on the flows in existing watercourses and mitigation methods proposed.

ECOLOGY

3.29 The EIA will assess the potential significant effects to the ecological receptors as a result of the proposed development. The ES Chapter will consider:

- any direct loss of habitats and associated flora and fauna
- indirect impacts around the site
- potential impacts upon protected and scare species
- construction impacts

3.30 Subsequently proposed mitigation strategies to deal with these potential impacts will be outlined. The assessment will also give consideration to the feasibility of creating new habitats as part of the proposed development, specifically within a green infrastructure network and other landscape proposals.

3.31 An extended Phase 1 Habitat survey and Arboricultural Survey has been undertaken and identifies the following features:

- The River Crane Corridor Site of Importance Nature Conservation
- Bat roost potential of buildings
- Japanese knotweed identified within the car park area
- Trees on site collectively have a high conservation value due to their ability to support breeding birds and/or bat roosts

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- 3.32 This information will be used to enable a strategy for their protection and where possible enhancement, during construction of the proposed development and in the long term.
- 3.33 The construction activity has the potential to affect retained trees if appropriate protective measures are not adopted. If adequate precautions are taken to protect the retained trees, the development proposal will have no significant adverse impact on the retained trees.
- 3.34 Protection measures will be discussed in the ES following confirmation of the final layout. All retained trees will require crown reduction in order to minimise damage during demolition and construction.
- 3.35 The EIA will confirm the overall ecological value of the Site and will include an Ecological Impact Assessment following the guidance set out by the Institute of Ecology and Environmental Managers (IEEM) in 2006. Once complete any relevant mitigation and/or enhancement measures will be identified and where possible incorporated into the design and landscaping strategy.

RIGHTS OF LIGHT, DAYLIGHT AND SUNLIGHT AND OVERSHADOWING

- 3.36 The existing environment is relatively open with low height buildings and open spaces. Neighbouring properties have very good levels of daylight at present. This does mean that any development of reasonable density may have the potential to reduce the daylight to the neighbouring properties by a noticeable amount. The average daylight factor to the neighbouring residential properties will be calculated in order to determine whether they will be left with more than the minimum adequate levels of internal illumination as advised by the Building Research Establishment
- 3.37 A daylight and sunlight study will be undertaken to assess the following issues:
- Impact on daylight to main habitable rooms of neighbouring residential properties
 - Impact on sunlight to main habitable rooms of neighbouring residential properties that face within 90° of due south
 - Shadow assessment to determine permanent shadow on 21 March to garden and amenity areas. As this is the spring equinox, the area in permanent shadow on 21 March will be in permanent shadow all winter
 - Shadow assessment to amenity areas to be constructed within the new development
 - Daylight assessment to identify that the new dwellings within the development will have adequate internal illuminates
- 3.38 The study will be carried out in accordance with the recommendations of the Building Research Establishment Report “site layout planning for daylight and sunlight 1991”. A 3D model will be constructed in AutoCAD and specialist computer software will help to calculate the daylight and sunlight assessments. The results will be reported within the ES.

WIND ANALYSIS

- 3.39 A study will be undertaken to assess the wind microclimate affecting the proposed Twickenham Station redevelopment. The ES will consider the potential for changes to the wind environment in terms of pedestrian amenity and public open space. The assessment will include a desk study assessment as an initial phase to inform the design team. It is then proposed that a quantitative assessment undertaken to develop detailed mitigation where necessary.
- 3.40 The need for such a quantitative study will be discussed with the London Borough of Richmond upon Thames, as there may be a preference for either a wind tunnel assessment or a computational fluid dynamics (CFD) study.
- 3.41 A quantitative study would measure mean and peak wind speeds around the base of the Proposed Development and existing buildings for all wind directions. These results will be combined with long-term meteorological statistics for the area. The results of this analysis will then be compared with the well established Lawson Comfort Criteria to determine the suitability of the different areas for sitting, standing, entering a building, leisure walking, business walking or crossing the road.
- 3.42 The proposed assessment will demonstrate the changes in levels of windiness associated with the scheme, but also the suitability of the wind microclimate for the intended pedestrian use of the Site. Should mitigation measures be required, the areas requiring mitigation will be identified and the mitigation measures will be developed and tested through additional rounds of wind tunnel studies. The residual impacts will be provided and the assessment summarised within a chapter of the ES.
- 3.43 The assessment will include:
- Full analysis of the macro and microenvironments within the development
 - The effect on pedestrian comfort and building operation
 - Determination of the frequency of conditions, comfort map
 - The effect of proposed structures on surrounding buildings
 - Analysis of wind effects due to massing

LANDSCAPE AND VISUAL IMPACT

- 3.44 The ES will include an assessment of the landscape resources, landscape character and visual amenity. A landscape strategy and masterplan will be produced which will seek to introduce a series of new landscape features and elements that address the loss of any existing ones, and where possible develop and enhance a strong green infrastructure network and the existing landscape character. The strategy will also address the visual assessment with respect to screening and containment where necessary. The principles of the strategy will be incorporated into the parameters assessment plan accordingly.
- 3.45 The methodology proposed will conform to the Guidelines for Landscape and Visual Impact Assessment, produced by the Landscape Institute and the Institute of Environmental Management and Assessment (2002), adapted for townscape analysis.

3.46 Assessment work will include the following elements:

- Review of an historic analysis of the site and its surroundings
- Baseline study of the existing townscape character and visual quality of the site, the surrounding area and its cultural heritage through desk study and field survey
- Identification of visual receptors and key views to be used for assessment, to be agreed in consultation with London Borough of Richmond Upon Thames
- Qualitative assessment of potential impact of the proposed development on the setting of designated and undesignated cultural heritage assets around the proposed development site
- Visual impact assessment of townscape and key views, taking account of changes in visual quality, building height, massing, scale and views of the site
- Preparation of appropriate visualisations (method to be agreed) to demonstrate the significant viewpoints and the effect of the proposed scheme on the existing townscape
- Where necessary, the identification of mitigation measures to address any adverse impacts
- Consideration of these issues is likely to influence elements of the proposed development including building layout, configuration, height, massing and materials

OTHER ELEMENTS OF THE ES

3.47 Also to be included within the ES will be an assessment of alternatives considered, details of the planning policy context, details of the demolition and construction phasing and a cumulative impact assessment. Further details for these are set out below.

ALTERNATIVES AND DESIGN EVOLUTION

3.48 The EIA process provides an opportunity to consider alternative development options, as well as their respective environmental, social and economic implications, before a final design freeze is fixed. In accordance with EIA regulations and statutory guidance, the ES will describe those alternatives, which were considered by the Applicant and design team, including:

- 'Do nothing scenario' – the consequences of no development taking place
- 'Alternative designs' – the ES will summarise the evolution of the current design proposal, the modifications which have taken place to date and the environmental considerations which have led to those modifications. A summary of the main alternatives considered, such as alternative mixes of use; floor heights and bulking; and materials used will be presented, together with a justification for the final design

PLANNING POLICY CONTEXT

3.49 A summary of the Planning Statement (a separate document to be submitted in support of the planning application) will be provided within an ES chapter. It will have regard to national Planning Policy Guidance (PPG) Notes and Planning Policy Statements (PPSs) alongside Regional and Local Planning Policy. Relevant policy guidance and legislation relating to each technical aspect will be discussed specifically within each technical chapter of the ES.

DEMOLITION AND CONSTRUCTION

3.50 The ES will provide details of the proposed programme together with specific demolition and construction activities and methods. A chapter describing the likely content of the Demolition and Construction Method Statement (DCMS) will be provided as part of the ES, which will detail the specific mitigation measures to be followed to reduce nuisance impacts from:

- Construction traffic
- Changes to access and the public rights of way
- Noise and vibration
- Utilities diversion
- Dust generation
- Soil removal
- Waste generation
- Lighting

CUMULATIVE IMPACT ASSESSMENT

3.51 Schemes in the surrounding area which have the potential to result in cumulative impacts with the Proposed Development will be set out in the Cumulative Effects Chapter.

3.52 Cumulative impacts can result from impacts from other developments in the surrounding area, with the Proposed Development and combined impacts from a number of difference environmental aspects. The section will include a summary of the methodology proposed and suggests potential mitigation measures where appropriate. There is no accepted methodology for cumulative assessment although guidance is available in the form of:

- EC (May 1999): Study on the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions
- Council on Environmental Quality (January 1997): Considering Cumulative Effects Under the [US] National Environmental Policy Act
- Town and Country Planning (Environmental Impact Assessment) Regulations as amended
- Circular 02/99 Environmental Impact Assessment (Office of the Deputy Prime Minister) 1999
- Preparation of Environmental Statements for Planning Projects that require Environmental Assessment. A Good Practice Guide (Department of the Environment) 1995

3.53 For the purposes of this assessment, schemes have only been considered if they meet the following criteria:

- If they have planning permission or resolution to grant; and/or
- Are defined as major development; and
- They are within 1km of the proposed development site.

4.0 SUMMARY OF KEY ISSUES

- 4.1 The following provides a summary of potential key environmental issues that will be assessed as part of the EIA.
- 4.2 **Demolition and construction:** Hazards associated with the removal of contaminated material; potential nuisance to local residents, workers and pedestrians; short-term increase in waste generation, litter and visual intrusion
- 4.3 **Socio-economics:** Provision of new residential infrastructure; provision of affordable and private residential units; potential investment and employment opportunities; increase in local expenditure
- 4.4 **Transport:** Potential beneficial impacts from improved transport interchange; potential short-term changes to local traffic flow patterns during demolition, construction and possible disruptions; long-term impacts on the public transport system
- 4.5 **Air quality:** Short-term increase in atmospheric emissions from construction traffic; increase in emissions from future residential road users; short-term increase in airborne dust and general nuisance to local residents and pedestrians during demolition and construction
- 4.6 **Noise and Vibration:** Short-term increase in noise emissions from demolition and construction activities; potential vibration impact on proposed development from train movements
- 4.7 **Ground conditions and contaminated land:** Creation of pathways for any potential existing contaminants; contamination of soil and groundwater during construction and demolition
- 4.8 **Water Resources:** Changes in surface run-off rates, drainage and flood risk
- 4.9 **Ecology:** Potential impacts on local flora and fauna, including on-site trees; accessibility improvements to River Crane SINC
- 4.10 **Daylight, sunlight and overshadowing:** Potential changes to daylight and sunlight to neighbouring properties
- 4.11 **Wind:** Changes to the speed and direction of the local wind patterns
- 4.12 **Townscape and visual assessment:** Short-term visual intrusion during demolition and construction; long-term changes to views, townscape character and local settings; potential improvements to public amenity space

5.0 NON-SIGNIFICANT ISSUES

- 5.1 The aim of this Scoping Report is to focus the EIA on those environmental issues that may be significantly affected by the development proposals.

ARCHAEOLOGICAL ASSESSMENT

- 5.2 A desktop archaeological assessment has been undertaken. The assessment confirms that the sites do not contain any Scheduled Ancient Monuments but lies within an 'Archaeological Priority Area' as defined by LB Richmond. This priority area follows the floodplain of the River Crane. A further priority area, which covers the historic core of the early Twickenham settlement, is located approximately 200m to the south of the subject site.
- 5.3 The impact of previous and existing buildings across the study site can be considered to have a cumulative negative impact on any archaeological deposits likely to be present. However, the initial assessment has concluded that the site has a low to medium potential for the prehistoric and Roman periods. Also it is concluded that the site has low potential for the Saxon, mediaeval and post mediaeval periods.
- 5.4 Given the low potential for archaeological deposits and the previous development of the site, further archaeological assessment is not proposed for the ES. If necessary, fieldwork, in the form of a targeted evaluation exercise (i.e. trial trenches) could be undertaken through the construction phase in order to establish the presence or absence of archaeological deposits, and subsequent mitigation measures may then be recommended should such remains be found. It is anticipated that this can be conducted after planning consent is achieved, as a planning condition.

WASTE

- 5.5 Waste generation will be increased on site through the demolition and construction and operational phases. This will include construction waste, municipal household waste and commercial waste generation, however these increases in waste are not considered to be of a hazardous nature. A dedicated Waste chapter is not proposed as the impacts of waste generation will be considered within other areas of the ES and the proposed Sustainability Statement.
- 5.6 The demolition and construction phase has the potential for significant waste arisings. In accordance with the Site Waste Management Plan Regulations 2008 the principle contractor will be responsible for producing and implementing a Site Waste Management Plan (SWMP). A principal aim during construction will be to reduce the amount of waste generated and exported from site. This will be dealt with in the Demolition and Construction Chapter of the ES.

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- 5.7 The Sustainability Statement submitted in support of the planning application will contain details of waste minimisation measures including internal and external waste segregation and recycling storage facilities. The principles of waste minimisation will be integrated into the development through the Code for Sustainable Homes and BREEAM methodologies. Code for Sustainable Homes and BREEAM pre- assessments will be undertaken and submitted as appendices to the Sustainability Statement. The access arrangements for collection of waste from the development will be detailed within the Description of Development Chapter.

INFRASTRUCTURE SERVICES

- 5.8 The new development will require the provision of water, sewerage (foul water and surface water drainage), electricity, gas and telecommunications infrastructure. The relevant statutory undertaker will be contacted to establish the availability of the respective services and to discuss the means of supplying the site, including the consideration of upgrades if necessary.
- 5.9 The provision of new services on site is unlikely to give rise to any environmental or highway issues with the new supplies connecting onto the existing infrastructure on the site boundary. Therefore an ES Chapter and assessment of the infrastructure services is not proposed.

6.0 STRUCTURE OF THE ENVIRONMENTAL STATEMENT

6.1 The structure of the Environmental Statement is likely to comprise three volumes; the first of which would set out the main reports and findings of the studies; the second would be the Landscape and Visual Assessment; and the third would include all of the other technical appendices which support Volume 1. A non-technical summary would also be provided as required by the Regulations.

6.2 Each key issue will form a discrete chapter in the Environmental Statement (Volume 1), which will be arranged as follows:

- Introduction
- EIA Methodology and Cumulative schemes
- Description of Development
- Alternatives and Design Evolution
- Planning Policy Context
- Demolition and Construction
- Socio-economics
- Transport (incl Transport Assessment, Green Travel Plan)
- Air Quality
- Noise and Vibration
- Ground Conditions (incl Contaminated Land and Geology Report)
- Water Resources (incl Flood Risk Assessment)
- Ecological Assessment
- Rights of Light, Daylight, Sunlight and Overshadowing
- Wind Analysis
- Cumulative Impact Assessment
- Conclusions

6.3 The structure within each technical chapter will be:

- Introduction
- Planning Policy
- Assessment Methodology
- Baseline Conditions
- Assessment of Impacts (construction and operation)
- Mitigation (construction and operation)
- Residual Effects
- Cumulative Impacts
- Conclusions

7.0 STATUTORY AND OTHER CONSULTEES

7.1 The following statutory and other consultees will be invited to comment on the proposed scope and contents of the Environmental Statement, where appropriate, through the Local Planning Authority as set out under Regulation 13 of the Environmental Impact Assessment Regulations 1999:

- Environment Agency
- Natural England
- English Heritage
- Local Authority (Environmental Health)
- Greater London Authority
- Transport for London

7.2 This will also include any other consultation bodies that the Planning Authority nominates, as required under Regulation 13. It would be useful if the Planning Authority could provide a list of those consultees they intend to invite to comment on the scope of the ES.