Non-Technical Summary

Introduction

Crossrail Limited ('the Applicant') is seeking to obtain planning permission for the construction of a residential 'Over Site Development' (the 'Proposed Development') to be constructed over and around the Crossrail intervention shaft and head house at Fisher Street. The application site is located at 1 and 2 Fisher Street and 2 to 6 (even) Catton Street, within the London Borough of Camden. The location of the application site in the context of the local area is shown in Figure 1.

The Proposed Development will involve construction of a new residential building, containing 22 residential units, above the Crossrail intervention shaft and head house which is currently under construction and due to be completed in 2015.

Prior to the Crossrail works, the application site was occupied by a four storey building fronting onto Fisher Street and a six storey building fronting onto Catton Street.

URS has been appointed by the Applicant to carry out an Environmental Impact Assessment to accompany the planning application for the Proposed Development. This document is a non-technical summary of the main Environmental Statement, which comprises of the following volumes:

- **Volume I: Main Volume of the Environmental Statement**
  - Chapter 1: Introduction;
  - Chapter 2: EIA Methodology;
  - Chapter 3: Planning Policy Context;
  - Chapter 4: Alternatives and Design Evolution;
  - Chapter 5: The Proposed Development;
  - Chapter 6: Construction;
  - Chapter 7: Air Quality;
  - Chapter 8: Noise and Vibration;
  - Chapter 9: Waste and Recycling;
  - Chapter 10: Daylight and Sunlight;
  - Chapter 11: Cumulative Impact Assessment; and
  - Chapter 12: Residual Impact Assessment.
- **Volume II: Townscape, Heritage and Visual Impact Assessment**
- **Volume III: Technical Appendices**

EIA Methodology

To focus the Environmental Impact Assessment and to identify all of the potential impacts caused by the Proposed Development, a Scoping Report was produced. The Scoping Report considered all of the potential impacts that could arise from the construction and operation of the Proposed Development.

The Scoping Report concluded that the following environmental topics associated with the Proposed Development should be addressed in detail in the Environmental Impact Assessment:

- Air Quality;
- Noise and Vibration;
- Waste and Recycling;
- Daylight and Sunlight; and
- Townscape, Built Heritage and Visual Impact.

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The following organisations have been consulted by the Applicant regarding the Proposed Development:

- London Borough of Camden;
- Environment Agency;
- Thames Water;
- Natural England; and
- English Heritage.

In addition, many other organisations and local people have been involved in the design evolution of the Proposed Development and have been invited to attend a public consultation event.

Figure 1 Application Site Location and Context

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Planning Policy Context

This chapter provides a summary of planning policy as relevant to the Proposed Development. Reference is made to national, regional and local policies.

Alternatives and Design Evolution

This chapter of the ES describes the context and background to the Proposed Development and the considerations and constraints influencing the height, layout, massing and design of the Proposed Development.

No alternative sites have been considered because the primary purpose of the Proposed Development is an Over Site Development (i.e. it is located over and around the Crossrail intervention shaft and head house at Fisher Street) and, as construction of these Crossrail works are currently on-going, the consideration of alternatives and design evolution has been based on the analysis and understanding of the integration with the Crossrail permanent structures as well as the application site and urban context.

The design evolution has involved alterations to the form, height, massing and façade of the Proposed Development since the initial design in November 2011. The listed building at 8 – 10 Southampton Row was an important consideration and has influenced the design of the Proposed Development.

The Proposed Development

This chapter of the ES describes the Proposed Development including the design, application site layout and access.

The application site is approximately 0.05 hectares and is located within the London Borough of Camden, to the north of Holborn Underground Station. The application site is bound by Fisher Street to the north, an electricity substation building on Procter Street to the east, Catton Street to the south and a listed building at 8-10 Southampton Road to the west.

The Proposed Development comprises one building of eight storeys which will be built directly above the Crossrail intervention shaft and head house which will have already been constructed as part of the Crossrail works. It comprises of 22 residential units (5 x 1- bed; 14 x 2-bed; 2 x 3-bed and 1 x 4-bed) which include the following:

- Two wheelchair accessible apartments;
- Two duplex apartments with private terrace gardens;
- One roof-top penthouse with a private terrace;
- An entrance lobby area;
- A bin store;
- A covered bicycle storage unit at ground floor level with a new garden terrace on the level above, adjacent to the rear of 8-10 Southampton Row; and
- An electricity sub-station with access via Catton Street.

The Proposed Development has been designed to be ‘car free’ and therefore does not have any parking provision.

A cross section of the Proposed Development is provided in Figure 2, which shows the relationship between the Proposed Development, the Crossrail intervention shaft and head house and the adjacent listed building at 8-10 Southampton Row. Figure 3 provides a view of the Proposed Development.

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Figure 2 Cross Section of the Proposed Development (not to scale)

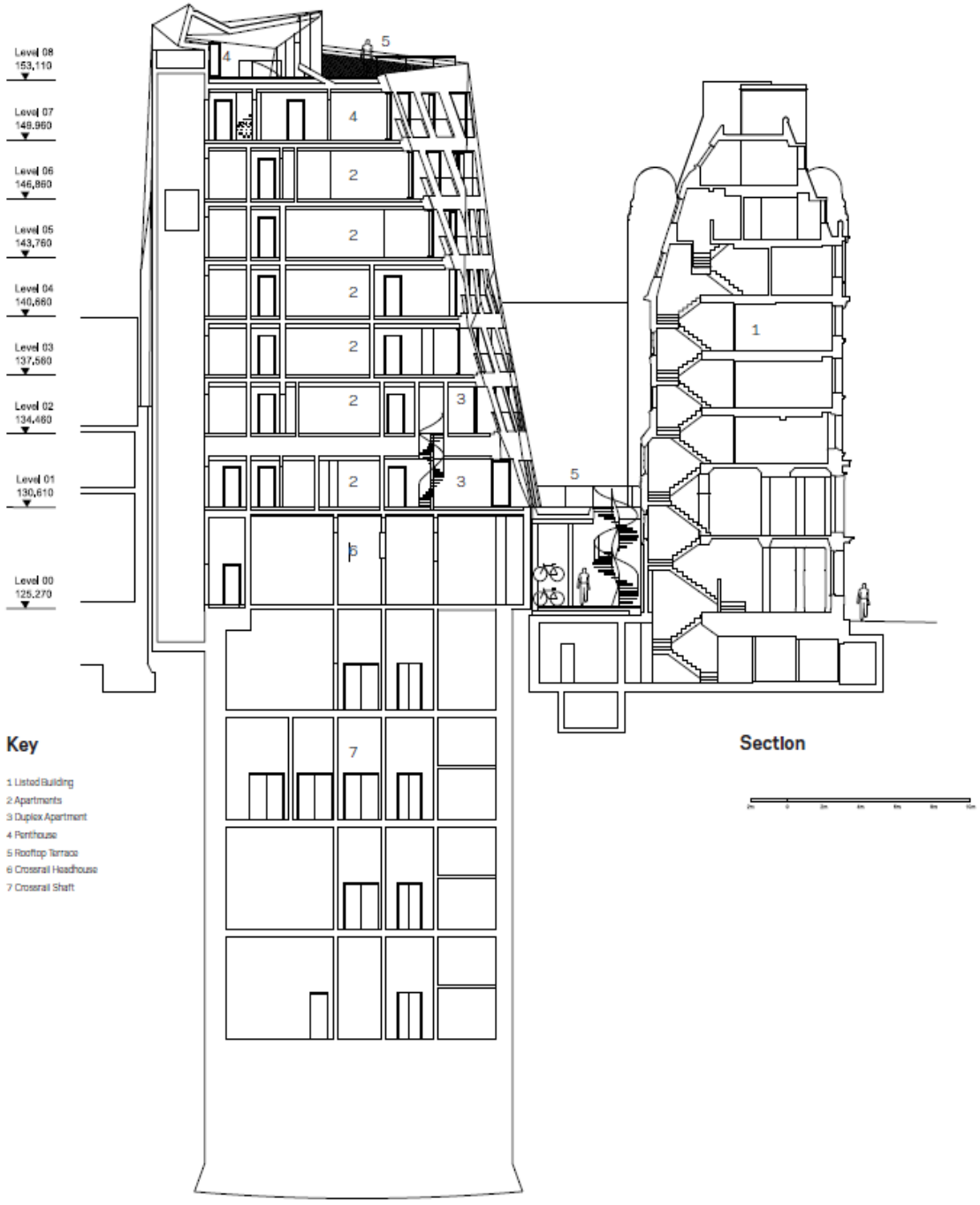
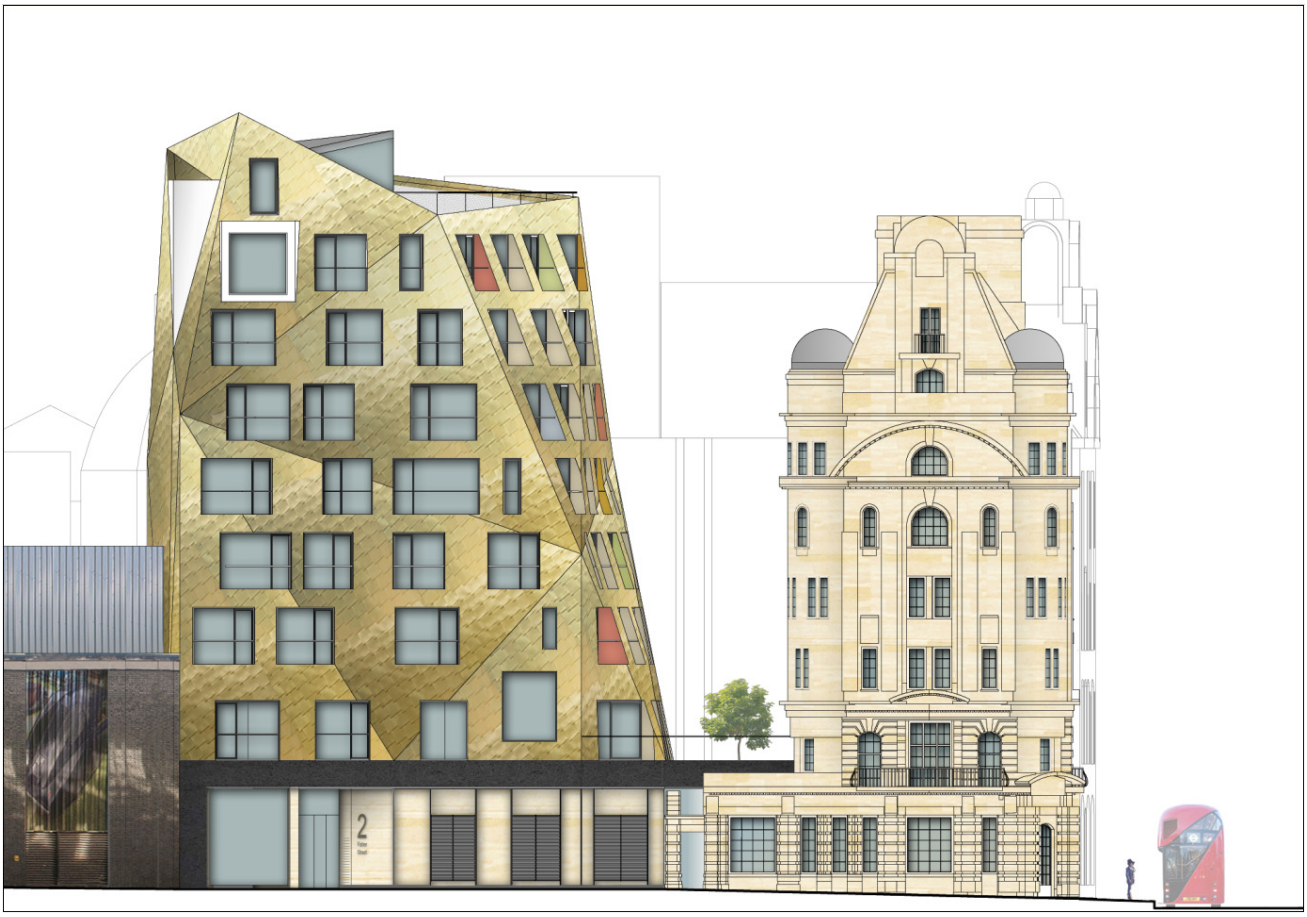


Figure 3 View of the Proposed Development



Construction

This chapter of the ES describes the proposed outline programme and key activities associated with the construction of the Proposed Development. Measures to mitigate the potential environmental impacts during construction are also provided within this chapter.

The construction programme is expected to last approximately 30 months and is due to start in 2015 once the Crossrail intervention shaft and head house have been constructed. The overall programme can be divided into the following key parts, which are listed below in order of their anticipated sequence:

- Enabling works and site setup;
- Demolition;
- Main structure construction;
- Fit-out; and
- External works.

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Air Quality

Methodology

This chapter of the ES considers the potential impacts associated with the release of pollutants to the atmosphere during construction and operation of the Proposed Development. The Chapter also discusses the suitability of the application site for the Proposed Development.

The assessment includes:

- Predicted baseline pollutant concentrations;
- The impacts upon air quality associated with emissions from the proposed heating plant; and
- A risk based assessment of the potential impacts arising from dust generation and plant exhaust emissions during construction.

Policy and Legislation

The following are relevant to this chapter:

- Air Quality Standards Regulations (2010);
- National Planning Policy Framework; and
- London Borough of Camden 2009-2012 Air Quality Action Plan.

Baseline

Local air quality is a combination of background air quality, which is representative of the general levels of pollution in the area away from busy roads and industrial activity and added emissions from local emission sources. The entire London Borough of Camden has been declared an Air Quality Management Area.

Likely Significant Impacts

The construction impacts from dust are generally considered to be not significant, localised and temporary in nature.

The impact of the heating plant associated with the operation of the Proposed Development is considered to have an adverse impact which is deemed to be significant.

Noise and Vibration

Methodology

This chapter of the ES assesses the noise and vibration impacts associated with the construction and operation of the Proposed Development. The Chapter also discusses the suitability of the application site for the Proposed Development.

The assessment considers potential impacts in terms of:

- Predicted noise and vibration levels from construction activities;
- Noise from building services plant that are part of the completed Proposed Development; and
- Any increases in road traffic noise attributed to the Proposed Development.

Policy and Legislation

The following are relevant to this chapter:

- National Planning Policy Framework;
- Noise Policy Statement for England;
- The London Plan – Spatial Development Strategy for Greater London;

- 'Sounder City' The Mayor's Ambient Noise Strategy;
- The Mayor's Supplementary Planning Guidance: Sustainable Design and Construction;
- London Borough of Camden Local Development Framework Core Strategy; and
- Camden Development Policy 28.

Baseline

The dominant noise across the application site is road traffic. It is anticipated that this will remain the case once the Crossrail works have been completed as is usual in the urban environment of central London.

Likely Significant Impacts

Through the use of appropriate design measures potential noise and vibration impacts affecting future occupants of the Proposed Development can be controlled. This will ensure the application site is suitable for the proposed uses.

Noise from construction of the Proposed Development is predicted to have significant adverse impacts at some of the surrounding sensitive receptors. Adherence to a Demolition and Construction Method Statement and the use of Best Practicable Means will reduce the impact of noise and vibration during construction on sensitive receptors.

There will be no piling or other works likely to generate vibration during construction and there will be no significant increase in road traffic noise due to construction traffic.

Building service plant will be designed and installed in a manner which will result in no significant impacts on surrounding sensitive receptors.

There are no vibration sources associated with the operational Proposed Development and operational traffic noise is predicted to be insignificant as the Proposed Development has been designed to be 'car free'.

Waste and Recycling

Methodology

This chapter of the ES is informative and does not contain an impact assessment. The chapter:

- Identifies the waste management targets the Proposed Development is required to comply with;
- Provides estimates of likely waste amounts to be generated from the Proposed Development; and
- Describes the systems for managing waste that will be considered throughout the construction and operation of the Proposed Development.

Policy and Legislation

The following are relevant to this chapter:

- Waste Strategy for England 2007;
- Government Review of Waste Policy in England 2011;
- Planning Policy Statement 10: Planning for Sustainable Waste Management;
- The London Plan 2011;
- The Business Waste Management Strategy;
- The Municipal Waste Management Strategy;
- North London Waste Plan;
- North London Joint Waste Strategy;
- North London Waste Prevention Plan;
- London Borough of Camden Local Development Framework, Core Strategy; and
- London Borough of Camden, Supplementary Planning Document: Camden Planning Guidance, Design.

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Baseline

This chapter does not provide an assessment and therefore no description of baseline condition is required.

Likely Significant Impacts

Throughout the construction of the Proposed Development, the contractor will undertake various measures to reduce waste generated on the application site.

Once operational, it is intended that the Proposed Development is a sustainable development with high standards of environmental performance, so that it contributes towards achieving national, regional and local targets for waste minimisation, recycling and re-use.

Daylight and Sunlight

Methodology

This chapter of the ES assesses the potential impact of the Proposed Development in respect of daylight and sunlight.

The assessment has regard to the likely impact of the Proposed Development on the neighbouring residential buildings. It also tests whether the residential units within the Proposed Development will achieve the required design standards in terms of availability of daylight and sunlight.

Policy and Legislation

The following are relevant to this chapter:

- National Planning Policy Framework;
- The London Plan; and
- Camden's Local Development Framework Core Strategy.

Baseline

Two baselines have been used. Firstly, the construction impact has been assessed against the situation at the application site following the completion of the Crossrail works.

Secondly, the operation of the Proposed Development has been assessed against the situation at the application site prior to the Crossrail works commencing. This represents a more realistic set of conditions against which to test the Proposed Development in terms of daylight and sunlight.

Likely Significant Impacts

The Proposed Development is not likely to have a significant impact on daylight and sunlight during construction. There will be an adverse impact upon daylight levels in 8-10 Southampton Row once the Proposed Development is operational. However, this is for a relatively small proportion of the rooms within 8-10 Southampton Row and the overall impact on the level of amenity enjoyed by the occupants will not be material.

Townscape, Built Heritage and Visual Impact

Methodology

This Volume of the ES (II) assesses the potential impacts of the Proposed Development on the townscape character of the application site and surrounding area, the setting of local heritage assets, and the visual amenity of residents and visitors to the area.

Non-Technical Summary

Policy and Legislation

The following are relevant to this chapter:

- National Planning Policy Framework;
- By Design. Urban Design in the Planning System: Towards Better Practice (2000);
- The Setting of Heritage Assets (English Heritage) (October 2011);
- The London Plan: Spatial Development Strategy for Greater London (July 2011);
- The London View Management Framework Supplementary Planning Guidance (2012);
- Camden Core Strategy 2010-2025 (2010); and
- Camden Development Policies 2010-2025 (2010).

Baseline

The construction impact of the Proposed Development has been assessed against the situation at the application site following the competition of the Crossrail works.

The operation of the Proposed Development has been assessed against the situation on the application site and in the surrounding area prior to the Crossrail works commencing i.e. against the four storey and six storey buildings that existed on the application site at the time.

As the application site conditions have changed in recent years and suitable photography is not available, current (2013) photography has been used to illustrate the baseline conditions in the Views Assessment of the completed development.

Likely Significant Impacts

The incomplete appearance of the head house structure and the presence of infrastructure associated with the construction works will result in significant townscape and visual impacts during construction. However, these impacts are temporary and will not last beyond its completion.

The Proposed Development has been designed with consideration to the local townscape character and the listed building at 8-10 Southampton Row, and as such the townscape, built heritage and visual impacts during operation would be entirely beneficial and in some cases significantly beneficial.

Cumulative Impact Assessment

This chapter looks at the combined impacts of different types of impacts, for example noise, dust and visual impacts, as well as the impacts from other developments in the area. The developments taken into consideration are either under construction at present, have planning permission, or have been submitted for planning and therefore have reasonable prospects of being undertaken in the foreseeable future.

It is anticipated that there will be no significant cumulative impacts on the closest sensitive receptors during the construction and operation of the Proposed Development.

Residual Impacts and Conclusions

This chapter assesses the residual impacts and summaries the overall conclusions of the Environmental Impact Assessment. Residual impacts are defined as those impacts that remain following the implementation of mitigation measures.

Overall the Proposed Development presents a high quality design that compliments the local townscape. There are a few residual significant adverse impacts such as the impact in relation to heating plant emissions from the operational Proposed Development and an impact in relation to daylight levels to 8-10

Southampton Row. However, overall the Proposed Development matches with the objectives of planning policies at national, regional and local levels and is in agreement with the Government's objectives for sustainable development.