

## 01 Introduction



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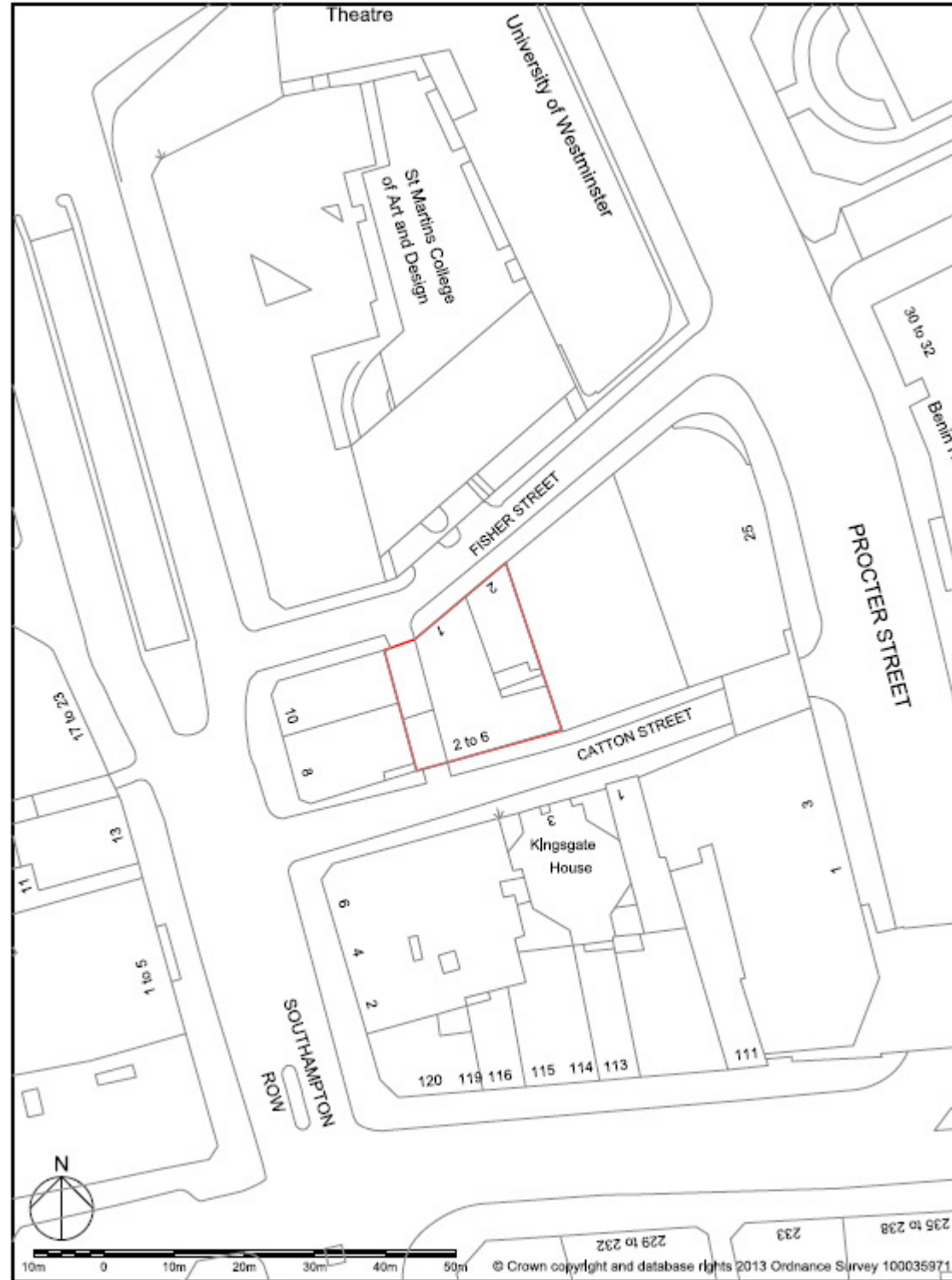
- 1.1 Crossrail Limited (hereinafter referred to as 'the Applicant') is applying for full planning permission for the construction of a residential Over Site Development (OSD) (hereafter referred to as the 'Proposed Development') at 1 and 2 Fisher Street and 2 to 6 (even) Catton Street, within the London Borough of Camden (LBC). The application site has an area of approximately 0.05 hectares (ha) and is located at National Grid Reference (NGR) 530533, 181605.
- 1.2 The application site is bound to the north by Fisher Street, to the east by the electricity substation (UK Power Networks building) on Procter Street, to the south by Catton Street, and to the west by the Grade II Listed building at 8-10 Southampton Row. A plan showing the location of the application site in the context of the local area is provided in Figure 1-1 and the application site red line boundary is shown on Figure 1-2.
- 1.3 Prior to the Crossrail works, the application site comprised of 1 and 2 Fisher Street and 2 to 6 (even) Catton Street, and was formerly occupied by a four storey building fronting onto Fisher Street and a six storey building fronting onto Catton Street. The Crossrail works comprise the construction of the Fisher Street intervention shaft and head house, which will allow maintenance access to the Crossrail tunnels between Tottenham Court Road and Farringdon. The Crossrail works are ongoing at the time of writing but are expected to be complete prior to the construction of the Proposed Development, which is currently anticipated to commence in 2015.
- 1.4 The Crossrail infrastructure works have been permitted (following Section 7 approval) under the Crossrail Act 2008. However, the Act requires that planning permission is subsequently obtained for any further development taking place over and surrounding the Crossrail works site such as the Proposed Development.
- 1.5 The Proposed Development will involve the construction of a new residential building with a total of eight storeys above the Fisher Street intervention shaft and head house. The building will accommodate a total of 22 residential units, a lobby area, electricity substation, bicycle storage and refuse storage. It will also incorporate separate accesses to the Crossrail head house and the electricity substation. The building will be constructed directly above the Fisher Street intervention shaft and head house, with the bicycle storage space located between the rear of the Grade II listed 8 – 10 Southampton Row (directly adjacent and to the west of the application site) and the proposed residential building.
- 1.6 The Proposed Development is listed in Section 14 of the Crossrail Act (Ref. 1-1) as a 'replacement development'. It therefore requires an Environmental Impact Assessment (EIA), irrespective of whether the Proposed Development would normally qualify as EIA development (under Schedule 1 and 2 of the EIA regulations) and whether or not it would be likely to result in significant environmental impacts. The EIA fulfils the requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 (Ref. 1-2). The methodology applied to the assessment is discussed in **Chapter 2: EIA Methodology**. It should be noted that the term 'impact' is used in the title of the EIA Regulations to describe the environmental outcome arising from a project, while the main body of the text of the Regulations refers to the term 'effect'. This EIA takes these two terms to have the same meaning and for consistency, the term used throughout the ES is 'impact'.
- 1.7 The EIA considers the likely significant environmental impacts of the Proposed Development during the construction and operational phases and proposes ways to remove, reduce or offset these significant impacts. The findings of the EIA are presented in this Environmental Statement (ES), which is submitted to the LBC in support of the planning application for the Proposed Development.

Figure 1-1 Application Site Location and Context



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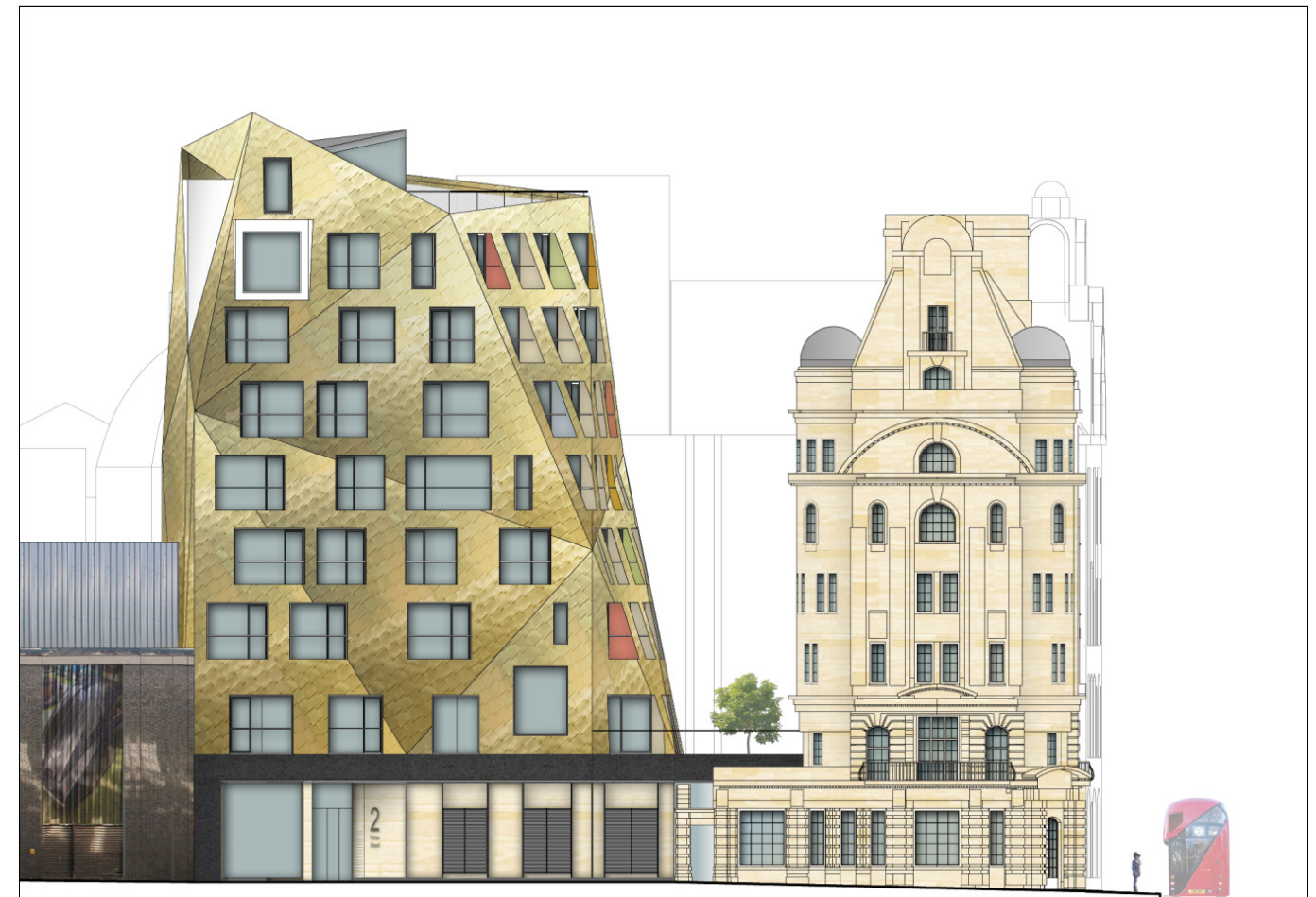
Figure 1-2 Application Site Red Line Boundary



## Description of Proposed Development

- 1.8 The Proposed Development is a residential-use scheme and has been designed for the Applicant by HOK architects. It will comprise of a single building with one lobby entrance for residents, off Fisher Street.
- 1.9 The Proposed Development will comprise of 22 residential units, including:
- Two wheelchair accessible apartments on the 3<sup>rd</sup> floor;
  - Two duplex apartments with private terrace gardens;
  - One roof top penthouse with a private terrace;
  - A bin store; and
  - A bicycle storage unit at ground floor level with a new garden terrace on the level above, between the new building and the rear of 8-10 Southampton Row.
- 1.10 Direct access to the waste bin store will be available from Catton Street and direct access to the bicycle storage space will be available from Fisher Street.
- 1.11 A conceptual view of the Proposed Development is shown in Figure 1-3 below. Further detail is provided in **Chapter 5: The Proposed Development**.

Figure 1-3 View of the Proposed Development



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## Planning Policy Context

- 1.12** The National Planning Policy Framework (NPPF) was adopted on 27<sup>th</sup> March 2012 (Ref. 1-3) which replaces the previous suite of national Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs). The policies contained within the NPPF articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.
- 1.13** At the regional level the relevant policies of the London Plan (Ref. 1-4) and a number of Supplementary Planning Guidance (SPG) documents have been considered.
- 1.14** At the local level, the LBC Core Strategy (Ref. 1-5) and Camden Development Policies 2010 – 2025 (Ref. 1-6) have been considered. These form part of the LBC Local Development Framework (LDF) which replaces the previous Unitary Development Plan (UDP).
- 1.15** An assessment of the proposed development in the context of relevant national, regional and local planning policy is set out in **Chapter 3: Planning Policy Context**. Each technical chapter of this ES also details relevant planning policy specific to their technical area, as appropriate for the consideration of environmental impacts.

## Environmental Statement Structure

- 1.16** This ES comprises the following documents / volumes:
- **Volume I: Main ES** - this is the main report incorporating the project description and description of alternatives, the impact assessment and identification of mitigation measures. It is divided into a number of informative and technical chapters supported with figures and tabular information:
    - 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** - Provides an assessment of the visual and landscape implications as a result of the proposed development; and
  - **Volume III: Technical Appendices** - Contains the background data, surveys and technical reports and information that supports selected chapters within Volume I as follows:
    - Appendix A: Scoping Report and LBC Scoping Opinion;
    - Appendix B: Construction Programme;
    - Appendix C: Waste and Recycling; and
    - Appendix D: Daylight and Sunlight.

## Non-Technical Summary

- 1.17** As required by the EIA Regulations a separate Non-Technical Summary (NTS) has been produced, providing a concise summary of the ES. It is written to be easily understood by and accessible to a wide audience.

## Location of Information within the ES

- 1.18** The EIA Regulations (Schedule 4, Part 1) identify information that is “reasonably required to assess the environmental effects of the development and which the applicant can, having regard in particular to current knowledge and methods of assessment, reasonably be required to compile” (Regulation 2(1) of Ref 1-2). This information and its location within the ES is presented in Table 1-1.

**Table 1-1 Location of Information within the ES**

	Specified Information (EIA Regs)	Location Within ES
1.	Description of the development, including in particular:	Chapter 5: The Proposed Development
a)	a description of the physical characteristics of the whole development and the land use requirements during the construction and operational phases;	Chapter 5: The Proposed Development; Chapter 6: Construction
b)	a description of the main characteristics of the production processes, for instance, nature and quantity of the materials used; and	Chapter 5: The Proposed Development; Chapter 6: Construction; Chapter 9: Waste and Recycling
c)	an estimate, by type and quantity, of expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation, etc) resulting from the operation of the proposed development.	Chapters 6 – 10
2.	An outline of the main alternatives studies by the applicant or appellant and an indication of the main reasons for the choice made, taking into account the environmental effects.	Chapter 4: Alternatives and Design Evolution
3.	A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the inter-relationship between the above factors.	Chapters 6 – 10
4.	A description of the likely significant impacts of the development on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the development, resulting from:	Chapters 6 – 12
a)	The existence of the development;	Chapters 7 – 12
b)	The use of natural resources; and	Chapter 5: The Proposed Development Chapter 6: Construction Chapter 9: Waste and Recycling
c)	The emission of pollutants, the creation of nuisances and the elimination of waste.	Chapter 6: Construction Chapter 7: Air Quality Chapter 8: Noise and Vibration Chapter 9: Waste and Recycling
5.	A description of the measures envisaged to prevent, reduce and where possible, offset any significant adverse effects on the environment.	Chapters 6 - 10
6.	A non-technical summary of the information provided under paragraphs 1 to 5 of this Part.	Non-Technical Summary
7.	An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information.	Chapter 2: EIA Methodology

## Other Documents

- 1.19** A number of other documents have been submitted to the LBC as part of the planning application. These are set out within the planning application forms and are summarised as follows:
- Planning Application Forms;

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- Site Location Plan;
- Site Block Plan;
- Pre-Demolition Site Photographs (included within Design and Access Statement);
- Proposed Elevations, Floor Plans and Sections;
- Design and Access Statement;
- Viability Assessment;
- Transport Statement;
- Planning Statement; and
- Sustainability Statement.

## Project Team

**1.20** This ES has been compiled by URS Infrastructure & Environment UK Limited (URS) and presents the results of an EIA carried out by URS and a number of specialist consultants appointed by the Applicant. Other designers and consultants have contributed to the planning application and provided information to inform the assessment. These designers and consultants are presented in Table 1-2, along with their respective disciplines and role in the project team.

**1.21** Crossrail have been consulted throughout the preparation of this ES.

**Table 1-2 EIA and Design Team**

Organisation	Expertise/EIA Input
Crossrail Limited	Applicant
HOK	Architects
GVA	Planning Consultant; Planning Policy Context Chapter of the ES
GVA Schatunowski Brooks	Daylight, Sunlight and Overshadowing Chapter of the ES; Rights of Light Consultant
Jacobs	Cost Consultant; Structural Engineer; MEP Services Engineer; Planning Supervisor; Sustainability Consultant
Robert Tavernor Consultancy	Townscape and Visual Impact Assessment; Verified Images
URS	EIA Project Management; Air Quality, Noise and Vibration, Waste and Recycling, Cumulative Impact Assessment and Residual Impact Assessment Chapters of the ES; Transport Statement

## ES Availability

**1.22** The ES is available for viewing by the public during normal office hours at the offices at the LBC's Planning Department. Comments on the planning application should be forwarded to the LBC at the following address:

London Borough of Camden  
 Planning Division  
 Culture and Environment Directorate  
 Camden Town Hall Extension  
 Argyle Street  
 London  
 WC1H 8ND

**1.23** Additional copies of the ES Non-Technical Summary are available free of charge in electronic form, while copies of the full ES (Volume I, II and III) are available for purchase from:

GVA  
 10 Stratton Street  
 London  
 W1J 8JR

## References

- Ref. 1-1 Office of the Deputy Prime Minister (ODPM), (2008); The Crossrail Act (C.18).  
 Ref. 1-2 Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 (SI 2011/1824)  
 Ref. 1-3 Department for Communities and Local Government (2012); National Planning Policy Framework  
 Ref. 1-4 Greater London Authority (2011); The London Plan – Spatial Development Strategy for Greater London  
 Ref. 1-5 London Borough of Camden (LBC), (2010); Camden Core Strategy 2010 – 2025.  
 Ref. 1-6 LBC, (2010); Camden Development Policies 2010 – 2025.