

Delegated Report		Analysis sheet		Expiry Date:		16/12/2011	
		N/A / attached		Consultation Expiry Date:		09/12/11	
Officer				Application Number(s)			
Sara Whelan				2011/5407/P			
Application Address				Drawing Numbers			
Fisher Street Shaft Site 2-6 Catton Street & 1-2 Fisher Street London WC1R				Please see draft decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Submission under Schedule 7 of the Crossrail Act 2008 for erection of head house building, installation of cladding to form screening to north and south of site, installation of artificial lighting equipment, and associated works (CAM/3/4).							
Recommendation(s):		Grant					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	00	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		Site notice 18/11/11 – 09/12/11 No responses received					
CAAC/Local groups* comments: <small>*Please Specify</small>		Kingsway CAAC – no comments received					
Site Description							
The Fisher Street shaft is bounded by an existing UKPN substation building along the eastern boundary, Fisher Street, Southampton Row and Catton Street lie along the sites North, West and South boundaries respectively. The site is in close proximity to a Grade II listed Building, 8-10 Southampton Row and is included in the Kingsway Conservation Area.							
Relevant History							
2011/4778/P Submission under Schedule 7 of the Crossrail Act 2008 for the construction of a roof extension to house electrical switchgear on the roof of the UKPN Fisher Street substation site (CAM/3/11) – approved							

2011/4111/P Submission under Schedule 7 of the Crossrail Act 2008 for the weatherproofing specification for exposed areas of wall between Fisher Street shaft site and UKPN building (CAM/3/12) - approved

Assessment

Context

This application is submitted as a schedule 7 application to the Crossrail Act 2008. Consent is sought for the erection of a head house building, erection of a visual screen adjacent to the head house and installation of artificial lighting equipment. The Crossrail act states that the only grounds on which the local authority may refuse to approve a schedule 7 is on the grounds that the external appearance of the works ought to be modified, a) to preserve the local environment or local amenity, b) to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area, c) to preserve a site of archaeological or historic interest or nature conservation value, and is reasonably capable of being so modified. The issues of noise will be discussed later in this report, however during the Crossrail bill process; assurances relating to noise from fixed plant were given to Parliament and petitioners.

Proposal

The application site is presently under construction, this application seeks consent for the head house which will form part of the overall shaft complex. The head house will be a utilitarian structure with a metal cladding, screening either side of the head house in the same colour and a green sedum roof. Louvers will be positioned at various points on the elevations to vent the shaft.

Underneath the head house would be approximately 23m below track level. The total floorspace of the head house will be 258sqm. The majority of plant rooms will be located underground within the shaft structure so only equipment that would be at ground level will be located within the head house. It should be noted that the head house would be in its current form for approximately five years. It is likely that a over site development proposal will be constructed above the head house. At present the Councils is discussing a residential proposal above the head house at pre-application stage. In any case the head house would be incorporated to any development above and vitality would be added to the street scene by including entrances to the accommodation above.

The head house would reach a maximum height of 7.05m; it would be located between the 8-10 Southampton Road and the EDF building. Access to the shaft would be provided from Fisher Street and Catton Street. A ramp will be provided within the head house structure itself in order to access equipment rooms.

External lighting shall be provided to the Fisher Street head house external areas in accordance with Crossrail Standards and the Chartered Institution of Building Service Engineers Code for Lighting for the maintained luminance levels and with luminaries of a type approved for use by Crossrail. For security purposes, vandal resistant external bulkhead lighting will be installed near the installation and maintenance access, and louver doors. The lights would be placed on the external elevations fronting Fisher Street and Catton Street.

Assessment

Design

The works result in a permanent structure but one which is only likely to be in place for approximately five years due to the requirement to gain approval for development over the site within two years of commencing construction. Considering the context of the site including the EDF sub station and that the head house is likely to be included within a comprehensive over site development, the utilitarian nature of the structure in principle is considered acceptable in terms of design and materials.

However, the ground floor cladding is proposed to use brightly coloured green-blue aluminium panels.

This is considered to draw undue and unnecessary attention to the cladding and structure. A condition would be attached to any permission granted stating that the metal panels are installed as a single, neutral and subdued colour, such as dark grey to match the existing adjoining sub station building. A condition would require a sample of the proposed panels to be submitted to the council and agreed in writing prior to the commencement of development.

Transport

The emergency exit from the shaft will be through double doors, which will open onto Fisher Street. Considering these doors will only be used in emergencies it is considered acceptable to allow the double opening doors onto Fisher Street.

Noise

During the Crossrail Bill process, Assurances relating to noise from fixed plant were given to Parliament and petitioners. These assurances, recorded in the Crossrail Register of Undertakings and Assurances, form part of the Crossrail Environmental Minimum Requirements (EMR) and, as such, are binding on Crossrail Limited (CRL) and any other nominated undertaker. In submitting this Schedule 7 Plans and Specifications request for approval without further environmental information (i.e. an ES), CRL is confirming that the proposed design is within the scope of the impacts reported in the Crossrail Environmental Statement.

Plant and machinery is explicitly excluded from the plans and specifications approval process in Schedule 7 para 37 (p156) of the Act. However, as explained above, the proposed development is, in effect, already subject to binding noise 'conditions' in the form of the specific assurances given by the Secretary of State to Parliament (see below) relating to noise from fixed plant. For both of these reasons, therefore, the issue of noise from the shaft cannot be subject to conditions on a plans and specification approval. This principle has already been accepted by other local authorities.

Crossrail is required to report on its compliance with the Undertakings and Assurances to The Secretary of State so that he/she can monitor and take such action to enforce compliance as he/she sees fit. It is therefore this mechanism rather than the Schedule 7 process through which compliance with undertakings and assurances is enforced.

Crossrail Information Paper D25 *Noise from Fixed Installations*, prepared in support of the Crossrail Bill, explains the measures agreed with the local authorities that will be put in place to control the effects of noise from the operation of fixed installations designed and installed by the nominated undertaker as part of the Crossrail scheme. Fixed installations include the type of mechanical equipment proposed in the Fisher Street shaft design.

Assurances given in the Information Paper D25 are included in the Crossrail register of Undertakings and Assurances (<http://www.crossrail.co.uk/railway/getting-approval/crossrail-act-registerundertakings-assurances>). The relevant assurances are numbers 461, 462, 463, 464, 465, 517 and 518, and set out the requirements with which CRL must comply in relation to fixed plant noise.

The detailed design of the mechanical equipment contained within the shaft is ongoing as part of the detailed design process with the objective of meeting LA90,T -5, provide the mechanism, binding on CRL, by which the operational noise impacts from plant will be controlled and mitigated such that there will be no significant impact on nearby residents.

Preliminary discussions have already taken place between LB Camden officers and Crossrail environment / noise colleagues to explain the design development process and demonstrate how the current design is compliant with the Assurances. The Councils Environmental health Officer has commented on this application and has confirmed that the noise issues concerning this site is being dealt under the assurances recorded in the Crossrail Register of Undertakings and Assurances which

form part of the Crossrail Environmental Minimum Requirements.

Moreover, the Approved Document D25 Noise from Fixed Installations explains the measures to be in place to control the effects of noise and vibration from the operation of fixed installations designed and installed as part of the Crossrail. This document is of particular relevance to those in close proximity to Crossrail ventilation shafts. However, an issue has arisen in relation to establishing the background noise when assessing Noise from Fixed Installations has proved to be contentious and this is still in discussion. In addition the contractors are being required to obtain agreements under the Control of Pollution Act 1974 in advance from London Borough of Camden. This agreement will control working methods, times and on site mitigation impacts. These discussions will continue outside of the planning process.

Amenity

The proposed head house would be 7m high, it would be adjacent to a EDF sub station and set back from the rear elevation of 8-10 Southampton Road. The adjacent building in Southampton Road is currently in office use and occupied by Crossrail Ltd. Its lawful use prior to this was residential. In any case it is not considered that the proposed heads house would have any detrimental impacts of overshadowing or loss of daylight upon the surrounding area. In addition it should be noted that the head house is replacing a recently demolished four storey building. The proposed lights are not considered to result in any detrimental impacts upon the amenity of the wider area.

Recommendation

The proposed head house shaft is considered to be acceptable and accordingly this schedule 7 application should be approved.

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