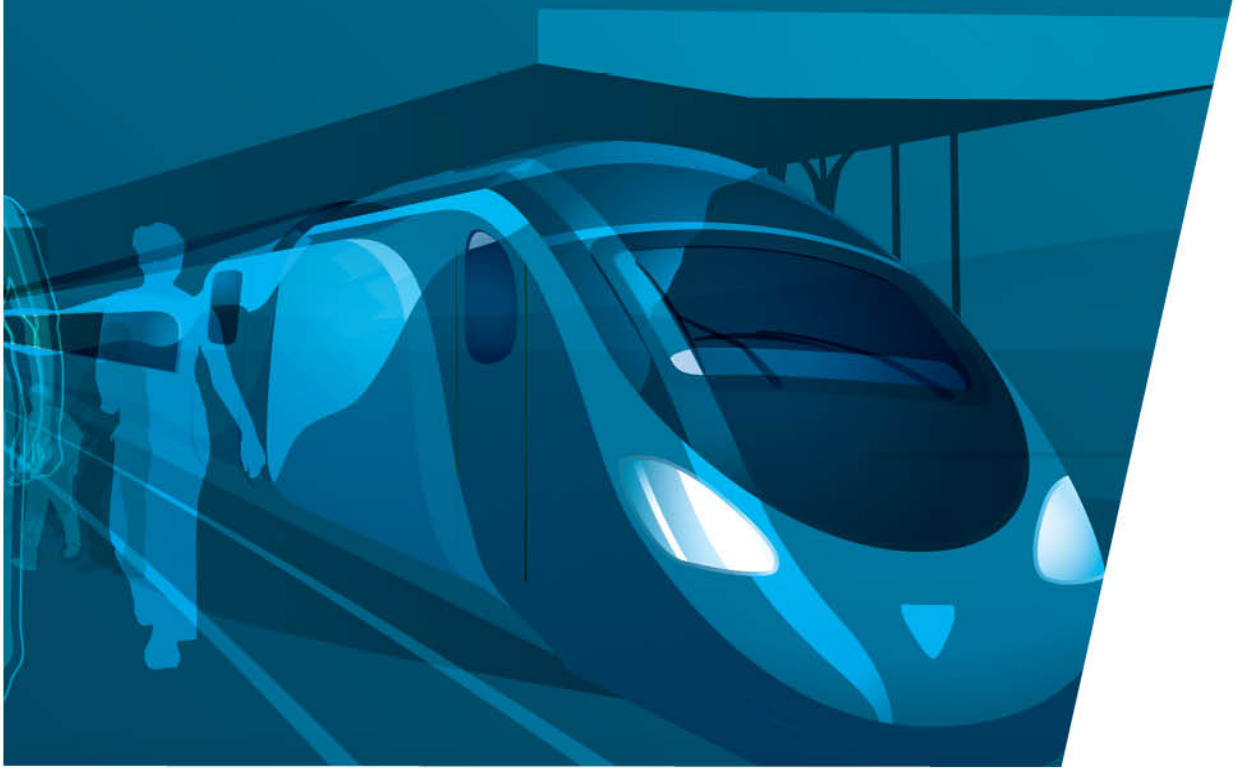
East Cost Main Line:
Kings Cross Re-signalling Project

Environmental Impact Assessment
Screening Opinion Request

Our Ref: 2017 - 106

October 2017



Contents

1. Introduction

1.1 This report supports Network Rail's request for an Environmental Impact Assessment (EIA) screening opinion, from Camden Borough Council and Islington Borough Council, for a re-signalling proposal at Kings Cross Station extending to the north portal of Copenhagen Tunnel. The proposed works include the renewal of existing rail track; the reinstatement of track in the east bore of Gas Works Tunnel, new track layout into Kings Cross Station with associated alterations to equipment and alterations to platform alignments and temporary compounds during the construction period. The details are shown on the attached supporting drawings.

1.2 This request for an EIA Screening opinion is made in accordance with the procedures set out in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. As required by regulation 6 (6) of the regulations this screening request includes the following:

(a) a plan sufficient to identify the land;
(b) a description of the development, including in particular—
(i) a description of the physical characteristics of the development
(ii) a description of the location of the development
(c) a description of the aspects of the environment likely to be significantly affected by the Development;
(d) to the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from—
(i) the expected residues and emissions and the production of waste, where relevant; and
(ii) the use of natural resources, in particular soil, land, water and biodiversity (Section 5); and
(e) other information including features of the proposed development and measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment

2. Environmental Impact Assessment Screening (EIA)

Permitted Development Rights

2.1 Network Rail benefit from the use of permitted development rights through Schedule 2, Part 18, Class A of the Town and Country Planning (General permitted Development) Order 2015 (GPDO). Part 18a grants consent for work that is authorised by a Private Act or Order. For the purposes of Part 18a the enabling Act in this instance is the Great Northern Railway Act 1846 and the Great Northern Railway (Further Powers) Act 1874. The acts allow development within the limits of deviation that in general effectively grants permitted development rights up to 100 yards either side of the centre of the railway.

2.2 In the case of Schedule 2 development authorised by an Act of Parliament, or order approved by both Houses, under Part 18a, it will be necessary to carry out screening at the stage when the authority is asked to approve detailed plans and specifications, to check whether any Environmental Statement considered during the course of the passage of the Bill needs to be revised or updated. For this development the works would not require any prior approval and therefore can be implemented. However some temporary works and elements of the scheme in the station may rely on Part 4 'Temporary Buildings and uses' and Part 8 rights 'Transport Related Development' of the GPDO where it will be necessary for screening to be in place.

2.3 Projects listed in schedule 2 of the EIA Regulations 2017 require EIA only if they are likely to have significant effects on the environment by virtue of facts such as their size, nature and location. Three broad criteria (as set out in regulation 3) should be considered in order to determine whether a scheme will have significant effects and therefore whether EIA is needed for schedule 2 development:

2.4 The Proposed Works comprise works identified in Schedule 2 of the EIA regulations, namely:

"10 Infrastructure projects (d) Construction of railways not included in schedule 1

2.5 Projects listed in schedule 2 require EIA only if they are likely to have significant effects on the environment by virtue of facts such as their size, nature and location.
Three broad criteria (as set out in schedule 3) should be considered in order to determine whether a scheme will have significant effects and therefore whether EIA is needed for schedule 2 development:

- **Characteristics of the development** – EIA is more likely to be required for major developments which are of more than local importance;
- **Location of the development** – EIA is more likely to be required for developments which are proposed for particularly environmentally sensitive or vulnerable locations; and

- **Types and Characteristics of the potential impact** – EIA is more likely to be required for developments with unusually complex and potential hazardous environmental effects.

Indicative criteria and threshold set out in the National Planning Practice Guide (NPPG) refers to new development over 2 km in length. Key considerations are identified in the NPPG as estimated emissions, traffic, noise and vibration, the degree of visual intrusion and the impact on the surrounding ecology. These items are covered in this screening request.

2.6 EIA is more likely to be required for any development that is located wholly or in part in a sensitive area. Sensitive areas include; Sites of Special Scientific Interest (SSSI), National Parks, the Broads, World Heritage Sites, Scheduled Monuments (SM), Areas of Outstanding Natural Beauty (AONB), Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites (sites designated under the "*Convention on Wetlands of International Importance Especially as Waterfowl Habitat*").

2.7 This document aims to supply the necessary information to enable the Local Planning Authority to provide a screening opinion on the need to an EIA of the proposed works.

2.8 Table 1 provides a description of the development site ('the Site'), an explanation of the need for the scheme, and a detailed description of the Proposed Works. The accompanying plans illustrate the extent of the Proposed Works.

Table 1: Description of Site, Need and the Proposed Works

Site	The site of the re-signalling project encompasses operational railway land located between Kings Cross Station and Hornsey Street. The development is located within the administrative areas of Camden and Islington Borough Councils whose boundaries are defined at this point by York Way. All the land which forms part of the screening request is Network Rail operational railway land. The railway line displays various characteristics along its length; from Kings Cross Station heading north the line enters Gas Works Tunnel emerging into a cutting with vehicular access track and vegetation within the railway boundary and adjacent industrial and residential uses (set higher than the line). The line enters Copenhagen tunnel and re-emerges roughly at grade adjacent to wider scrub verges with line side access road. Access to track side is via a vehicular access from Hornsey Street located between an existing waste recycling centre and existing commercial and residential buildings. Various residential and commercial buildings face Hornsey Street and sit adjacent to Network rail land. Kings Cross Station is a grade I listed building and is within Kings Cross

Need	Conservation Area The temporary works will be accommodated on two sites; Network Rail's existing compound located on the corner of Goods Way and York Way (Known as Compound Z) and Hornsey Street. Compound Z is surrounded by commercial and railway land uses and is currently close to the Google development site the development of which obscures the land from Goods Way. It is located within Kings Cross Conservation area. Hornsey Street is a mixed use area which also provides an existing access to the railway which serves the railway siding and access maintenance track. The driver for the project is the need to renew life expired switches and crossings (s&c) in Kings Cross throat and Belle Isle (north of Gas Works Tunnel). The signalling and existing track layout is over forty years old and is becoming difficult to maintain reliably. The new signalling will result in a simpler layout significantly reducing the number and complexity of points. The re-opening of the third Gasworks tunnel will mean that train routing into platforms does not have to happen in the immediate station throat area.
The Proposed Works	The proposal is essentially a re-signalling project that will rationalise the existing life expired signalling system on the approach to London Kings Cross Station and create an interlocking system that will be centrally controlled from York Railway Operating Centre (ROC). The proposals include the following: - New signalling and renewal of rail track along the length of the line from the north portal of Copenhagen Tunnel to the buffer stops within Kings Cross Station - New slab track, OLE and signalling in the east bore of Gas Works Tunnel (currently a vehicular access track) - Realignment of existing platforms to accommodate new 12 carriage trains including the removal of a short section of block work wall on the eastern side adjacent to the existing signal box - Welfare facilities and related office and storage to be located at compound Z and operational railway land at Hornsey Street (see detailed description below)

	- The new permanent works will take place within the railway corridor and in the main consists of replacement track; new track through Gas Works Tunnel existing east bore and an area of extended track joins to the existing line between Copenhagen and Gas Works Tunnels (known as Belle Isle). The land area also includes Kings Cross Station where on the north side it is proposed to make alterations to the end of platforms, renew track and signalling and alter track alignments to accommodate longer trains and the new signalling design.
Temporary Works	It is anticipated the following temporary facilities will be required to support the construction activities. See attached plans for an indicative location of these facilities. ■ A main compound located on Network Rail land located on the corner of York Way and Goods Way. The proposal is to construct a 5 storey pre-fabricated structure to house mess and office facilities needed for the duration of the project. ■ A secondary compound is proposed at Hornsey Street. This location will house a mess facility for track side workers and the adjacent land will be used for storage of materials during the construction period. The existing access from Hornsey Street will also provide access to track side for the vehicular movements associated with the proposed works.
Construction Environmental Management	The construction of railway projects is governed by the GRIP (Governance of Railway Infrastructure projects) Process. This is a design process incorporating the following stages: ■ GRIP 1 – Output Definition ■ GRIP 2 – Feasibility Stage ■ GRIP 3 – Option Selection ■ GRIP 4 – Single Option Development ■ GRIP 5 – Detailed Design ■ GRIP 6 – Construction Test and Commission ■ GRIP 7 – Scheme Hand Back ■ GRIP 8 – Project Close Out A Construction Environmental Management Plan (CEMP) will be developed during grip stages 4 and 5 and will identify appropriate management practices for all key environmental aspects including: ■ Traffic management ■ Noise management ■ Air quality: dust management, materials handling, soil storage plan – including agricultural soils management ■ Ecology: invasive species management and protected species and habitat management The contractor's Construction Project Manager, supported by specialist environmental staff, will be responsible for implementation of the CEMP. The project will liaise with the appropriate departments at the Council where

	appropriate and local residents will be informed of the details of the project as appropriate.
Construction Activities	There will be some initial enabling works over the next 12 months followed by a Construction period which is predicated to last for approximately 18 months with the scheme fully operational by March 2020. The construction is likely to include the following activities: ■ Site set up ■ vegetation clearance ■ Civils Works – Earthworks OLE Gantry installation ■ Track bed construction and track re-laying and drainage. ■ Switches and Crossing installation and connection to existing ECML Main Line ■ Signalling, Telecoms, E&P and Overhead Line Installation?? ■ Commissioning ■ Demobilisation

3. Consideration Against Schedule I and 2 of the EIA Regulations

3.1 As set out above the EIA regulations identify types of development where the need for EIA must be considered. Development that is listed in schedule I always needs EIA. For schedule 2 developments, EIA is required only if the project is judged likely to give rise to significant environmental effects in consideration of size, nature and location.

3.2 Table 2 addresses the thresholds and provides a summary of the issues identified in the regulations.

Table 2: Assessment of Proposed Works against EIA thresholds

Is the proposal listed in schedule I?
No. The Proposed Works would not involve a form of development listed in schedule I of the EIA regulations.
Is the proposal listed in schedule 2?
Yes. The Proposed Works involves a form of development covered by one of the categories listed in schedule 2, namely: '10 (d) Construction of railways (unless included in Schedule 1)
Is the proposal in or adjacent to a sensitive area?
No
Is the proposal in or within 2.5km of a Natura 2000 area – a site designated under the Bird Directive (SPA), the Habitats Directive (SAC), or the Ramsar Convention?
No
Is the proposal in or adjacent to other potentially sensitive areas, such as local designations, protected species, contaminated land etc.?
Yes. The National Planning Practice Guide advises that in certain cases local designations which are not included in the definition of 'sensitive areas' but which are nonetheless environmentally sensitive may also be relevant in determining whether an EIA assessment is required. The proposed scheme affects the platform layout at the northern end of Kings Cross Station. The alignment of platforms will be amended. Kings Cross Station is a grade 1 listed building and is located within the Kings Cross Conservation Area. The appraisal and management statement for the conservation area was last updated in 2004. The conservation area was originally designated in 1986. Listed building consent will be sought for the works. The Station is covered by a conservation strategy which sets out the significance of the station. The proposed works, which relate to the area of the station which is at the extremity of the train shed, will not have significant adverse effects on the listed structure. Local effects, if any, can be controlled through the listed building application. The existing Network Rail compound located on the corner of York Way and Goods Way will be

used during the construction phase of the development. The site is known as compound Z. Compound Z is located within the north-eastern extremity of the Kings Cross Conservation Area. The site is currently obscured along Goods Way for the duration of the construction of the Google building. There is an existing access to the compound from York Way. The proposal is to construct a five storey temporary building on the compound to be used for welfare and office facilities for the re-signalling project. In the context of its immediate surroundings; that is the modern signal box facility to the south, the existing high rise structures to the east of York Way and the adjacent railway and development sites, the compound will not have a significant adverse effect on its immediate surroundings. The temporary use of Compound Z during construction will be controlled through a CEMP which will manage the operation of the site including traffic movement and waste disposal. Given the existing construction operations around the site the use of compound z during the construction and implementation of the re-signalling scheme (to be fully operational by early 2020) will not have a significant adverse effect on the surroundings.

Copenhagen Junction is a locally designated SINC site located 0 miles and 60 chains from Kings Cross Station. The environment of Copenhagen junction will not be altered once the re-signalling project has been implemented.

3.3 The site is not in a sensitive area as defined in the EIA Regulations. The local designations identified above will not be significantly affected by the development.

4 Receiving Environment and Potential Effects – Consideration Against Schedule 3

4.1 A preliminary appraisal of the environmental effects of the Proposed Works has been carried out. The baseline environment has been identified based on desk-top studies, supplemented by walkover site visits and protected species surveys. The characteristics of the proposed works have been considered with regards to the receptors identified in the following sub sections.

4.2 Potential significant environmental effects have been evaluated in terms of the perceived sensitivity of the local environment and with regard to the criteria set out in schedule 3 of the EIA regulations.

Environmental Aspect	Receiving Environment	Potential Impacts - Construction	Potential Impacts - Operational	Measures, which form part of the proposal, designed-in, to avoid environmental impacts	Residual Effects
Landscape & Visual Amenity	***Landscape:*** The Site is not within an Area of Outstanding Natural Beauty (AONB), National Park, or an Area of High Landscape Value. The whole of the development including the extended track and compound areas are located within operations railway land. The site is surrounded by residential and commercial receptors to varying degrees along the line of the railway the relationship to these receptors will be unchanged by the development. There are no public rights of way through the site.	The railway is an established feature in the landscape Minor vegetation clearance may be necessary in the course of the construction works. The construction compounds may temporarily impact the landscape and visual amenity of the immediate area. However the compound Z area is already affected by the development of the Google building and this area is already in operational railway use Temporary lighting may be used during construction. Fleeting, partial views	The scheme is within a disused track bed area and on existing operational railway land and will not alter the existing character of the area. Rationalisation of the signals along the length of the line will improve the complicated appearance of the throat area and benefit the views from the station to the north. The details of the platform alterations will be the subject of a listed building consent application.	Temporary compounds will be reinstated following completion of construction. Best practice construction methods, such as downward directional task lighting will be employed to minimise temporary construction light spill.	No significant environmental effects

		from vehicles using local roads and from trains on the ECML			
Noise & Vibration	The existing railway corridor	Temporary activities, including excavation and vehicle movements will temporarily increase noise levels in the surrounding area. It is likely that some construction activity will be carried out while trains are not running during possessions at night time for safety purposes. Under the licence conditions Network Rail is contractually obliged to work, whenever possible, at times that cause the least disruption to train services. This means that it will be necessary to carry out certain construction work during the night and at weekends. Blockades may be needed when there will be partial shutdown of the station.	Operation of new fleet of trains will result in quieter trains. More straight line running and acceleration of trains will reduce noise in throat area	**Operational Effects** Noise environment Improvements are anticipated by virtue of new track, improved signalling, quieter trains and reduced need for maintenance of signalling equipment. **Construction Effects** Potential noise effects from construction will be managed in accordance with a CEMP The contractor's CEMP will include details of working hours and resident notification procedures for works required outside of these hours. The layout of temporary compounds will be planned to take account of noise emitting activities, the directional propagation of noise and the location of receptors. Noise control measures identified in the CEMP will include:	No significant environmental effects. Residual construction risk is managed through the implementation of CEMP.

				. • Vehicle movement management. • Planning of vehicle movements, as far as is reasonably practicable, to avoid reversing and associated safety claxons. • Switching off machinery when not in use. • Avoidance of unnecessary revving of plant. • Management of the timing of deliveries. • Vehicle movements within the site will be managed. • Comprehensive letter drops to explain the works	
Air Quality	The Proposed Works are within an Air Quality Management Area.	Construction has the potential to temporarily increase air pollution in the immediate area. Dust will be generated by earth excavation, soil storage, vehicles movements	Increased capacity on the rail network new trains with improved facilities.	The following measures will be included in the CEMP to minimise and manage the potential generation of dust during construction: • Seeding and/or dampening down soil storage areas, haul routes, and site roads to prevent dust dispersion. • Covering loads. • Enforcing speed limits on site. • Monitoring dust generation and keeping the effectiveness of the	No significant environmental effects. Residual construction risk is managed through the implementation of CEMP

				management measures under review. • Cleaning road surfaces where necessary. • Burning of material will not be permitted on site.	
Traffic & Transport	**Existing vehicular access from Hornsey Street to the side of the railway utilised for maintenance access.** **Rail services:** Passenger and freight services using the ECML. Wide range of public transport facilities in the area.	Temporary increase in traffic generation during construction. We will actively seek advice from Camden and Islington Council to agree traffic management measures Transfer of construction debris, such as mud could spread from access haul roads to the public highway. It is intended that at least 80% of the spoil from the construction works will be taken away by train. Some of the spoil from the construction of track will be taken away by road via Hornsey Street Waste removed by train goes to Whitemoor Rail Facility between Peterborough and	Improvement in passenger service for users of the ECML. There are no other operational effects.	Use of planned night-time possessions will avoid impacts on passenger and freight services using the ECML. A CEMP will include a Construction Traffic Management Plan (CTMP) which will be prepared in consultation with the local Highways Authority and implemented. The CTMP will: • Define haul routes; identify the recommended construction routing to avoid impacts on local communities, • Set out signage proposals to warn other road users of the construction site entrance and to assist delivery drivers to the site. Construction vehicles will not be permitted to park or queue on the public road entering the site;	No significant environmental effects are predicted. Residual risks are managed through the implementation of a Traffic Management Plan

		Cambridge. It is cleaned and reused by Network Rail or in the community. Materials for the construction works will be brought in by road		• Set out a delivery schedule, which will avoid busy periods on local roads wherever possible; • Set out measures to avoid and manage mud on the public highway. This will include monitoring construction vehicles and road sweeping if necessary; • Provide details of staff parking facilities within the temporary compound. Where possible be advised of how to travel to the site on public transport	
Land Use	**Existing Land Use**: The Site comprises Network Rail operational land. There will be no change in land uses as a result of the development	During construction local residents close to Hornsey Street will be aware of the development	No operational effects anticipated.	The proposals have been designed to minimise the footprint of the permanent and temporary works as far as is reasonably practicable. The CEMP will protect residents during the construction period. Post construction the land use will be the same. The new scheme will however bring the benefits outline above	No significant environmental effect

Biodiversity	**Protected Habitats:** There is no internationally or nationally designated site within 2km of the Site. There are three locally designated Nature Reserves within 1 km of the site. • Camley Street Nature Park – 240 m west • Bamsbury Wood- 560 m east • Gillespie Park – 425 m north There are Seven SINC sites under three different designations within 500 metres of the site which are afforded protection under policy DM6.3 of the Islington Local plan (June 2013) and policy A3 of the Camden Local plan (July 2017). The sites are:- • Regents Canal –flows over Gas Works Tunnel • Gillespie Park – 425 m north of 2MP • Holloway Road to Caledonian Road Railsides – runs above the ECML at 1 mile 6 chains	Habitat loss, degradation and fragmentation. Potential disturbance of species and habitats Vegetation within the works area will require removal as part of the construction works.	No operational effects anticipated.	Network Rail commissioned a preliminary ecological appraisal in July 2016. The reports included a desk study and field survey The findings of the report are discussed below and a copy of the report is attached. The report confirms that there will be no adverse impacts on statutory designated sites The report also confirms that non-statutory designated SINC's are assessed as posing no constraints to the project. Potential construction effects on the locally designated sites will be managed through inclusion of appropriate measures within the CEMP. Areas of land disturbed by temporary works will be replanted / reseeded as appropriate. A Japanese Knotweed Management plan will be	No significant environmental effect

	• Copenhagen Junction – ECML at o miles and 60 chains • Market Road Gardens – atop Copenhagen Tunnel • Thornhill Square – 480 m east • Bingfield Park – 65 m east **Site Habitats:** The Site is composed of railway tracks, rail track sidings and Gasworks Tunnel east bore. The site has ecologically variable habitats comprising areas within the tunnel which are devoid of vegetation because of the absence of light, dense bind weed and buddleia scrub dominates the east of the line whilst to the west habitat is comprised of tall grass, herb and wildflower verge. North of Copenhagen tunnel the habitat atop the retaining wall becomes young oak and ash woodland with the lineside habitat further north comprised of tall grasses and herbs. One stand of Japanese Knotweed has been			written to manage the Japanese knotweed located at 0 miles 50 chains. The CEMP will cover identification and simple biosecurity measures to prevent the spread of Knotweed.	

	identified within the Site.				
	Birds: Birds may nest in trees and shrubs requiring removal.	Killing and injury of protected species. Disturbance of protected species.	No operational effects anticipated	Vegetation removal will be completed outside of the bird nesting season (between September and February inclusive). Should unforeseen circumstances require works to trees or vegetation between March and August (inclusive) a trained ecologist will visit the site prior to removal to survey the area for nesting birds. Clearance works will only take place once it has been confirmed there are no nesting birds in the affected area or in accordance with the ecologist recommendations.	No significant environmental effect
	Reptiles: Due to the location in central London and the fragmentation of suitable lineside habitat reptiles will not pose a constraint to the development	No construction effects anticipated	No operational effects anticipated.	No measures are anticipated to be needed.	No significant environmental effect
	Great Crested Newts (GCN):	Killing and injury of protected species	No operational effects anticipated	Due to the poor connectivity of potentially suitable GCN	No significant environmental

	All ponds and ditches without flow within 250m of the project extent have been identified and connectivity to the railway assessed	Disturbance of protected species		and the intrusive works areas of the project it is assessed that GCN's will not pose a constraint.	effect
	Badgers: No signs of badger were recorded during the survey.	No construction effects anticipated.	No operational effects anticipated.	No measures are anticipated to be needed.	No significant environmental effect
	Otters and Water Voles : Despite the potential for suitable foraging and commuting habitat regents canal is highly unlikely to support Otters or Water Voles due to its situation in central London and near constant disturbance to the watercourse.	No construction effects anticipated.	No operational effects anticipated.	Though the risk is considered minimal as best practice as part of the CEMP A means of escape for wildlife from excavations will be provided.	No significant environmental effect
	Bats: Two areas within the site have been identified as having moderate or excellent bat roost potential. A site within Gasworks Tunnel and brick work on top of the retaining wall to compound Z	No construction effects anticipated. Disturbance of protected species.	No operational effects anticipated.	Bores which are to be subject to intrusive works will be subject to an assessment of their bat roost potential. Directional lighting will be used for night time working between March and September to avoid light causing disturbance.	No significant environmental effect
	Other protected species				

	including Dormice and Invertebrates The ecology walkover survey did not identify potentially suitable habitat for other protected species or recommend further surveys to those identified above.	No construction effects anticipated.	No operational effects anticipated.	The phase 1 habitat survey of spring 2018 will refresh the data of the walkover survey. The contractor must comply with Network Rail's Species Guidance Sheet 1: Protected Animal Species	No significant environmental effect
Trees	***Trees:*** There are no TPOs affecting the site. There are no trees located within the conservation area.	Vegetation within the works area may require removal as part of the construction works.	No long term effects anticipated	No measures are anticipated to be needed.	No significant environmental effect
Heritage	Kings Cross Station is a grade 1 listed building. The site area is partly within Kings Cross Conservation Area. There are a number of listed buildings adjacent to the railway corridor. There is a Conservation plan for Kings Cross Station. Historic England are in the	All permanent works are within Network Rail operational boundary wherein there has been much land disturbance. Land will not be disturbed that has not previously been affected by rail use and it is unlikely that archaeological remains will survive. The construction compounds are on	No operational effects anticipated. The consideration of the alterations to platforms and changes to signalling within the station will need listed building consent.	There are no previously undeveloped areas affected by the proposed works Therefore no impact is expected to archaeology. We have liaised with Historic England Clare Brady who is fully aware of our proposals in principle. Further consultation will be undertaken prior to the submission of listed building consent. The alterations to platforms	No significant environmental effect

	process of drawing up a heritage partnership agreement for Kings Cross Station	existing Network Rail land and have been used previous railway Infrastructure projects. Minor impacts on the appearance of the conservation area due to the construction of temporary buildings on compound Z.		will be considered through a listed building application. Any detailed concerns about the impact of the development on the station can be resolved through the listed building submission.	
Flood Risk and Drainage	***Surface Water Run-off:*** To existing chambers on the track. New proposals go to existing. Chambers will be renewed as part of the track renewal Sewerage: There is an existing third part sewer under the railway located in the throat area. We are working with Robert Ashiley of Thames Water to agree the details of the relocated sewer	Surface water run-off from construction areas. Spills of fuel or other pollutants. .	No additional run off; improvements to existing infrastructure.	Appropriate control measures will be included within the CEMP to provide adequate drainage to temporary buildings during the construction period. There will be renewal of existing drainage chambers but the scheme will not result in any additional surface water run-off.	No significant environmental effects are identified.
	Flood Risk: The majority of the site is within Flood Zone 1, which comprises land assessed as having a less than 1 in 1000 annual probability of flooding.	No Construction effects anticipated	No operational effects anticipated.	During construction no temporary works or compounds will be located on any areas other than Flood Zone 1.	No significant environmental effects are predicted.

Use of Natural Resources & Waste Management	A range of natural resources will be utilised in the construction of the Proposed Works including; water, energy and construction materials. Waste material will also be generated the majority of this is expected to comprise spoil material from the replacement of existing track facilities and lying of new track within Gas Works Tunnel.	Contaminated material could be encountered. Where possible spoil from the site will be recycled	No operational effects anticipated	Network Rail's Whitemoor depot will recycle contaminated materials and look to reuse the material as part of local community schemes or on other railway projects.	No significant environmental effects.
Socio-Economic	Network Rail have undertaken a diversity impact assessment in July 2016 to consider Network Rail's duty to promote equality, tackle discrimination and foster good relations. The majority of the works relates to railway infrastructure and not the station itself. The proposed works are within the existing railway environment where one would expect works of modernisation and improvement of rail facilities.	The project during the construction period may alter walking routes, however step free access will be maintained at all times, clear signage utilised and greater assistance offered to all passengers regarding directions to trains and help getting to and from the trains.	The passenger environment will not discernibly change following the completion of the project and the passenger will see very little difference from the station.	The area where the project will affect passengers after completion will most noticeably be platform heights and stepping distances. The project is being designed and delivered to comply with Network Rail group standards, this will see stepping distances between trains and platforms reduced allowing easier access boarding and alighting from trains.	No significant environmental effects

Cumulative Impacts	The works of re-signalling coincide with the construction of the Google building on the west side of the railway	Potential for cumulative constructive effects with the Google development.	No operational effects anticipated.	. Network Rail will liaise with the respective developers and to appropriately time construction to avoid potential cumulative effects arising from overlapping construction periods and to incorporate measures in the CEMP.	No significant environmental effect is predicted. All cumulative impacts from a concurrent construction programme can be managed during implementation.

5. Conclusions

5.1 The Proposed Works, including temporary construction areas, are located within the railway corridor between Kings Cross Station and Hornsey Street. The whole of the development will be on existing Network Rail infrastructure and land. Railway track will be reinstated in the eastern bore of Gas Works Tunnel however following construction, the extent of the railway will not be changed.

5.2 The site is not located within a sensitive area. The characteristics of the project are understood and the characteristics of the potential effects of both the construction and operation of the proposed re-signalling, which are not unusually complex or hazardous, have been carefully considered.

5.3 A comprehensive package of management measures during construction is proposed and would be implemented with environmental protection addressed through compliance with Network Rail's Contract Requirements including a comprehensive Construction Environmental Management Plan. This will effectively reduce and manage the potential impacts.

5.4 The information provided in Section 4 of this report demonstrates that the proposals are not anticipated to give rise to significant environmental effects during construction and operation. Based on this assessment, Network Rail concludes that no significant environmental effects are likely to arise and therefore EIA is not necessary.

5.5 Should Camden and Islington Council's conclude that EIA is not required, Network Rail intends to deliver the works using a combination of permitted development rights under the Town and Country Planning (General Permitted Development) Order 2015.

5.6 Should you require any further information about the proposals then please contact:

Diane Cragg
Town Planning Team
Network Rail
GSH
Toft Green
York
YO1 6JT