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10. Camden Route Section – Environmental Baseline and Assessment of Impacts

10.1 Overview of Camden Route Section

- 10.1.1 The Camden section of the Crossrail route comprises the tunnelled section between Tottenham Court Road and Farringdon Road near Smithfields Market.

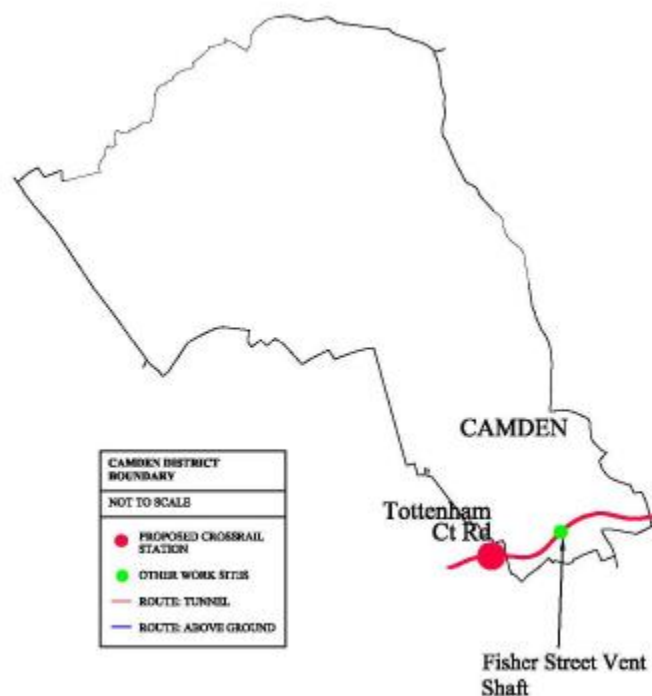


Figure 10.1: Crossrail route through L.B. Camden

- 10.1.2 A new station and interchange with the Northern and Central Underground lines is proposed at Tottenham Court Road. Most of this lies to the west of Charing Cross Road and within the City of Westminster. The only parts lying within Camden are two new station entrances for the eastern or Astoria ticket hall at Centre Point and the Dominion Theatre.
- 10.1.3 As well as the new Crossrail station and interchange with the Underground lines, the Hybrid Bill seeks the powers to implement a congestion relief scheme for the Central and Northern lines.
- 10.1.4 From Tottenham Court Road, the tunnels would run in an easterly direction beneath St Giles High Street before turning in a north-easterly direction beneath Southampton Row, Grays Inn Square and Hatton Garden to a new station at Farringdon. All of the works associated with Farringdon station lie outside Camden and within Islington and the Corporation of London.

- 10.1.5 The Camden route section includes one ventilation and emergency access shaft in Holborn, on Southampton Row at its junction with Fisher Street.

10.2 London Borough of Camden

Statutory Development Plan

- 10.2.1 In Camden, the statutory development plan comprises the Camden Unitary Development Plan (adopted March 2000) and the London Plan (adopted February 2004).
- 10.2.2 London Borough of Camden is in the process of reviewing its UDP and published a 1st Deposit Draft in June 2003. A revised deposit draft was published in May 2004 and pre-inquiry changes in Autumn 2004. In March 2004 the Council adopted the emerging UDP for development control purposes. Under the transitional arrangements brought into force by the Planning and Compulsory Purchase Act 2004, the Council is continuing the process of adopting the UDP.
- 10.2.3 This report has also taken into account Supplementary Planning Guidance for the Tottenham Court Road area. This comprises the Planning Framework for the Tottenham Court Road Station and St Giles High Street Area (adopted July 2004) and the Denmark Place Planning Brief (adopted July 2004). The SPGs do not form part of the statutory development plan but they are a material consideration in the planning decision making process.

10.3 Policies relevant to all worksites in Camden

Transport & Traffic Management

- 10.3.1 The Council supports the provision of an efficient transport system and Crossrail (policies STR3, TR5, saved Camden UDP). Policy TR5 of the saved UDP specifically encourages the construction of Crossrail. Policy T5 of the emerging UDP promotes transport interchange facilities which maximise travel benefits and cause minimum environmental harm. Integration of the Crossrail works with the London Underground station at Tottenham Court Road accord with this policy. The proposals also accord with policies 3C9, 3C11, 3C12 and 5B.1 of the London Plan and proposals 4C13 and 4Q2 of the Mayor's Transport Strategy which seek improvements to public transport and specifically the provision of Crossrail.

Environment

- 10.3.2 The emerging UDP seeks to ensure that all development is sustainable with regard to the protection of the built and natural environment, the sensible use of resources and the maintenance of a viable economy (Policy S1) Policies S7 and S8 deal with the protection of the built and natural environment respectively. Policy SEN4 and EN1 of the saved UDP similarly seek to protect the quality of the natural and built environment. Policy STR2 of the saved UDP seeks to reduce the adverse impact of transport on the quality of the environment.

- 10.3.3 Alternative locations for Crossrail stations, ventilation shafts, tunnel portals and other infrastructure elements have been appraised during the development of the preferred scheme, taking into account environmental constraints. For example, at Holborn, the Fisher Street ventilation shaft was selected in preference to Nos. 2-6 Southampton Row which would have resulted in the demolition of a Grade II* listed building. However, some environmental impacts, primarily those related to construction activity, are unavoidable.
- 10.3.4 The mitigation measures contained in the Crossrail Environmental Statement describe how the construction of the project will be managed to ensure that the impacts will be controlled and mitigated as a minimum. The nominated undertaker will continue to work with the London Borough of Camden to minimise the environmental impacts of the project in the detailed design of the scheme and in agreeing appropriate control over construction.
- 10.3.5 The proposals will result in the substantial demolition of one listed building and the partial demolition of another listed building. The individual work site assessments below address the issues raised in each case. Crossrail will also result in the demolition of other unlisted buildings within conservation areas. Again, this is assessed below.

Amenity

- 10.3.6 The Council seeks to ensure that residential amenity of neighbours and occupiers will not be adversely harmed by new development (policies EN1, RE2 of the saved UDP; policies S2 and SD6 of the emerging UDP).
- 10.3.7 The Council will resist proposals that cause light, noise and vibration pollution unless appropriate attenuation measures are included (policy SD7 of the emerging UDP).
- 10.3.8 Policy SD8(A) of the emerging UDP deals with disturbance and states that *“the Council will only grant planning permission for plant and machinery, including ventilation of air handling equipment if it can be operated without causing a loss to local amenity and does not exceed the thresholds set out appendix 3 to the UDP.”* Appendix 3 sets out the various thresholds for noise and vibration levels next to railways and noise sensitive development. Policy EN6 of the saved UDP is similarly worded.
- 10.3.9 Policies EN7 of the saved UDP and policy SD8(B) of the emerging UDP deal with disturbance created by demolition and construction activities. Policy SD8(B) states that *“the Council will seek to minimise the impact on local amenity from the demolition and construction phases of development. Where these phases are likely to cause harm, planning conditions may be used to minimise impact.”* Paragraph 1.55 of the emerging UDP states that *“some of the worst problems affecting amenity are experienced during demolition and construction...although this is temporary it can create noise, vibration, dust, air and light pollution, take place outside normal working hours and last for over a year”*. Paragraph 1.55 continues *“many concerns can be addressed through adoption of a co-operative stance between all parties involved.”*
- 10.3.10 The proposals involve substantial construction activities over a number of years reflecting the complexity of the project. The mitigation measures contained in Appendix B1 of the Crossrail Environmental Statement seek to minimise the amount of disturbance, nuisance and pollution during the

construction period and once operational. The nominated undertaker will continue to work with the London Borough of Camden to minimise these impacts through the detailed design of the scheme and agreeing appropriate control over construction.

Design

- 10.3.11 Proposals for new development is expected to be of a high standard (policies EN13 and EN14 of the saved UDP and policies S7 and B1 of the emerging UDP). This is examined at the works site level in detail below.
- 10.3.12 The provisions of the hybrid Bill deem planning permission to be granted for the authorised works to construct the railway. The Bill provides for a special planning regime for the approval of detailed design by the local authority at a later date. At this stage, an assessment of the impact on townscape has been made on the basis of scale, height, and siting of the ticket halls and other related structures. Moreover, the assessment has assumed that there will be voids where buildings are demolished to accommodate the infrastructure works, given that powers for replacement development are not being sought through the Hybrid Bill. As such, at a number of worksites reviewed below, there is an apparent conflict between the proposals and design policies.
- 10.3.13 It is likely that these impacts can be reduced or mitigated at a later stage when the detailed design of the operational elements of the scheme and materials to be used are agreed by the London Borough of Camden, and through the provision of replacement buildings.

10.4 Tottenham Court Road Worksite (Window C5)

Significant Characteristics of Site and Surrounding Area

- 10.4.1 Tottenham Court Road lies on the edge of Soho, Bloomsbury and Covent Garden. It is varied in character and use. It is dominated in appearance by the Centre Point complex.
- 10.4.2 The main works site at TCR East comprises part of the Centre Point complex. Centre Point is a landmark office building and is Grade II listed. There is a pool complex, clad in blue mosaic, to the west of the main building. The principal entrance to the Centre Point tower is on the northern elevation of the building. There are shops and bars at the ground floor. The office foyer is at first floor level.
- 10.4.3 Centre Point is situated on an island block known as St Giles Circus with New Oxford Street to the north, St Giles High Street to the east, Andrew Borde Street to the south and Charing Cross Road to the west. These roads form part of a one-way system linking New Oxford Street to Oxford Street and Tottenham Court Road.
- 10.4.4 The Dominion Theatre is located at the junction of New Oxford Street and Tottenham Court Road.

Overview of proposals

- 10.4.5 The eastern ticket hall for the new Crossrail station at Tottenham Court Road (TCR) will be located on the Astoria site within the City of Westminster. Two entrances, at Centre Point and the Dominion Theatre, will be located in the London Borough of Camden.

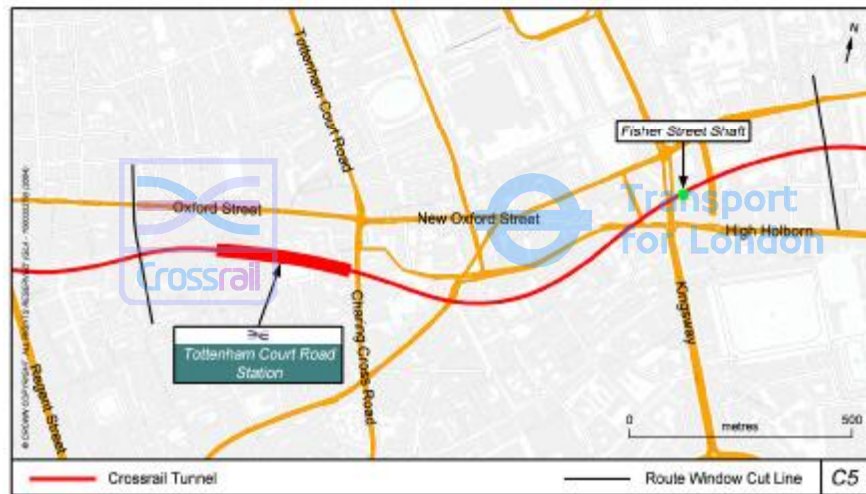


Figure 10.2: Location of Crossrail station and works within route window C5

- 10.4.6 The principal works for the Crossrail TCR station are described in the Westminster section of this report.
- 10.4.7 Significant works to the public realm, including the closure of Andrew Borde Street, form part of the works at Centre Point.

Permanent Works

- 10.4.8 An extension to the existing basement level London Underground ticket hall will be constructed beneath the Plaza at the front of Centre Point and beneath Charing Cross Road.
- 10.4.9 The following works lie within London Borough of Camden: -

- § A new entrance in the front of Centre Point and facing northwards containing a fixed stair and a lift; and
- § A second new entrance in the front of Centre Point and pointing southwards containing two escalators and a fixed stair

- 10.4.10 The Dominion Theatre entrance on Tottenham Court Road will be retained. To accommodate the Crossrail works Andrew Borde Street will be permanently closed and landscaped and 148 Charing Cross Road will be demolished to allow for the temporary diversion of Charing Cross Road.

Temporary Works

- 10.4.11 The works site comprises the area in front of Centre Point including Andrew Borde Street and 148 Charing Cross Road.
- 10.4.12 The construction including fit out and commissioning of the station at Tottenham Court Road will take approximately five years. The Centre Point pool/plaza, including underground snooker hall and gym will be demolished. Demolitions to accommodate the main works at Tottenham Court Road will be undertaken for a period of six months.

- 10.4.13 In order to mitigate impacts associated with settlement at Tottenham Court Road Station, it is likely that compensation grouting will be undertaken. This is a technique by which the ground loss arising from the excavation is replaced by material (grout) pumped into the ground. This requires grout shafts in the vicinity of the buildings at risk. Most of these sites lie in the City of Westminster although it is likely that a grout shaft will be required within Charing Cross Road opposite Denmark Street. This is on the border of City of Westminster and Camden.

Significant extant planning permissions & proposals

- 10.4.14 There are no significant extant planning permissions for development in this location. However, there are proposals for a number of major re-developments in the area.

Assessment of Impacts

Transport and Traffic Management

- 10.4.15 As stated in the general Camden policy assessment, the proposals will accord with planning policies by making provision for substantial new public transport infrastructure. This will increase capacity and relieve congestion at Tottenham Court Road station. Rail passengers at Tottenham Court Road will benefit from overall improvements in journey times and increased interchange opportunities. This would accord with policies STR3 and TR5 of the saved UDP and T5 of the emerging UDP. The Planning Framework (SPG) for the Tottenham Court Road area supports the provision of new public transport infrastructure and the interchange between different transport modes.
- 10.4.16 The existing Tottenham Court Road Underground station lies at the major junction of Oxford Street with Charing Cross Road, Tottenham Court Road and New Oxford Street. Of these roads only Oxford Street is two-way and this is restricted to buses and taxis. St Giles Circus lies to the east and partly beneath the Centre Point complex. It is a major bus crossroads (more than 300 per hour) and the section of St Giles High Street adjoining Centre Point is used for bus layovers by terminating services. The footways in the vicinity of these junctions are congested at peak times.
- 10.4.17 Phased construction of the station will take place over six years with closures of Andrew Borde Street and Charing Cross Road itself between Andrew Borde Street and St Giles Circus. Andrew Borde Street will be used as a lorry holding area with a further area on the north side of St Giles High Street close to the Shaftesbury Avenue junction to be used in case additional capacity is required.
- 10.4.18 The works will involve a number of stages, over several years, and this will have a major adverse impact on traffic and pedestrian movement. The Crossrail ES sets out each stage of work in the St Giles Circus area and the likely significant adverse impacts of these stages.
- 10.4.19 The permanent closure of Andrew Borde Street will have a significant adverse impact on bus users. The new highway layout around St Giles Circus will lead to generally increased delays for traffic and this, combined with longer journeys for diverted traffic and cyclists, represents a significant permanent impact.

- 10.4.20 As such, the proposals will potentially conflict with the following planning policies: - TR20 (Traffic Management), TR21 (Pedestrians), TR22 (Cyclists) and TR23 (Facilities and amenity) of the saved UDP and policy T12 (Works affecting highways) of the emerging UDP.

Amenity (e.g.: Noise, Vibration, Air Quality)

- 10.4.21 As explained in the Camden-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties in Andrew Borde Street will be affected by such impacts.
- 10.4.22 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 10.4.23 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Design and Public Realm

- 10.4.24 Two entrances will be located in the plaza west of Centre Point. This plaza and the existing area to the south of Centre Point will be developed for streetscape enhancement. The Crossrail ES reports that the streetscape enhancement measures will have a positive impact on the character of the townscape. The proposals do not therefore conflict with the Council's general design principles as set out in policies EN13, EN14, EN15 and EN16 of the saved UDP and policy B1 of the emerging UDP.
- 10.4.25 An objective of the Planning Framework for the Tottenham Court Road Station and St Giles High Street Area SPG is that new development and public realm will be designed to the highest standards befitting their location in an historic area at the heart of the capital city (Heritage, Public Realm and Design Objective). In its evaluation of the area's existing characteristics, paragraph 2.12 of the SPG states that *"The area is full of odd spaces that are largely wasted. The two largest – the area around Centre Point and Princes Circus - are usually congested with traffic and pedestrians and work particularly badly."*
- 10.4.26 The SPG seeks a comprehensive approach to the redevelopment of the area around Centre Point, Andrew Borde Street and Denmark Place including the total or partial closure of Andrew Borde Street, the re-design of the Centre Point plaza including the pool, the re-organisation of the bus and taxi routes and standing areas, and resolving the truncated group of buildings to the south of Andrew Borde Street.
- 10.4.27 The new highway layout of St Giles Circus will provide significant improvements for pedestrians including wider footways and improved crossing facilities. The new pedestrianisation plaza in front of Centre Point and the pedestrianisation of Andrew Borde Street will create a significant new public space with easier pedestrian movement around the new station entrances. These improvements accord with the Planning Framework for the area, and will facilitate proposals for wider public realm improvements post construction works.

Historic Environment

- 10.4.28 The proposals will result in the demolition of the pool complex at the base and to the west of the Grade II Centre Point building to construct the

escalators leading from the street to the eastern ticket hall. The pool complex is listed because it is within the curtilage of the listed building.

- 10.4.29 The demolition of the pool complex will be a significant adverse impact. Although the pool is a subsidiary part of Centre Point, it represents a loss of important 20th century fabric.
- 10.4.30 In policy terms, as stated above there is a general presumption in favour of the retention of listed buildings (paragraph 3.3, PPG15; policies EN38 of the saved UDP and policy B6 of the emerging UDP). However, PPG15 (paragraph 3.16) and policy B6 recognises that there may be “exceptional circumstances” where demolition may be permitted.
- 10.4.31 The Crossrail ES has concluded, in accordance with PPG15 the assessment has provided clear and convincing evidence that preservation and of the affected buildings in some form is not possible or suitable, and that Crossrail will produce substantial transport benefits for the community that would decisively outweigh the loss result from demolition. Moreover, the potential to re-design the area at the foot of Centre Point including the pool is considered to be *“a catalyst for transforming the area at street level by creating a new pedestrian plaza of very high quality with excellent facilities for pedestrians”* (Box13, SPG).
- 10.4.32 The proposals will also result in the demolition of 148 Charing Cross Road which is unlisted but lies in the Denmark Place Conservation Area. The building makes a positive contribution to the character and appearance of the conservation area and as such its demolition is contrary to policy EN32 of the saved UDP and B7(B) of the emerging UDP, and as supported by paragraph 7.6 of the Denmark Place Planning Brief. These policies resist the demolition of buildings that make a positive contribution to the conservation unless exceptional circumstances are shown that outweigh the case for retention. In this case, there are exceptional circumstances and these are set out above in support of the case to justify the demolition of the Centre Point pool complex.
- 10.4.33 Development of the eastern ticket hall (which lies in the City of Westminster) will have an adverse impact on the setting of Grade II listed Centre Point and the Dominion Theatre within the London Borough of Camden, during construction works and resulting from the permanent development. The proposals will also result in an adverse impact on the character and appearance and views into the Denmark Street Conservation Area.
- 10.4.34 It is likely that the permanent impacts on both conservation and the setting of listed buildings will be reduced or mitigated through the provision of replacement development.

Land Use

- 10.4.35 Tottenham Court Road is identified as an Area for Intensification in the London Plan (policies 2A.3 and 5B.5). Areas for Intensification have been identified on the basis that they have significant potential for increases in residential, employment and other uses through more intensive development or redevelopment of sites. The Tottenham Court Road AFI can accommodate 2,000 new jobs and 200 new homes in the period to 2016. The improvement of public transport in the area therefore contributes positively to this policy objective.

- 10.4.36 The proposals will result in the demolition of the Centre Point snooker hall and gymnasium, which is situated in the subways of Tottenham Court Road Underground station beneath the Centre Point pool complex. Policies SLC1 and LC1 of the saved UDP and policies S16 and C4 of the emerging UDP seek to protect leisure facilities. Both the snooker hall and gymnasium are defined as leisure uses for planning purposes. Policy C4 allows for the loss of leisure uses only where an adequate replacement facility will be provided in a location accessible to users of the existing facility or where the loss would not lead to a shortfall in the specific leisure provision or where the specific leisure use is no longer required and where there is no continued demand for an alternative leisure use. The displacement of the snooker hall and gymnasium is not considered to conflict with these policies as there is no known shortfall of this type of leisure uses in the area.

10.5 Fisher Street Worksite (Window C5)

Significant Characteristics of Site and Surrounding Area

- 10.5.1 Fisher Street lies adjacent to Southampton Row in Holborn. The area is often referred to as Midtown because of its location between the West End and City of London. The area is predominantly commercial in nature although with a large number of educational and cultural institutions.
- 10.5.2 The works site comprises a Grade II listed building at 8-10 Southampton Row with a second building, to the rear of the listed building, fronting both Fisher Street and Catton Street. This building is occupied by the London Institute Central St Martins School of Art and Design. 8-10 Southampton Row is occupied by The Ivy Public House at ground floor with the upper storeys in residential use.
- 10.5.3 The St Martin's School site is bound to the east by an electricity sub-station. To the north is a much large London Institute complex including a theatre. In Southampton Row to the west of the site lies the former tramway ramp. To the south of Catton Street lies a mainly vacant building at 2-6 Southampton Row which is Grade II* listed. The Grade II listed Kingsway Tram Subway lies in the centre of Southampton Row in front of the Fisher Street worksite. There are modern and larger scale office buildings fronting Procter Street to the east. Procter Street is a five-lane south-bound only highway linking Theobalds Road to High Holborn.

Overview of proposals

- 10.5.4 A ventilation shaft and Emergency Intervention Point is proposed at Fisher Street. (see figure 10.2 for location) A general description of the requirement for such facilities along the tunnelled section of the route is provided in section 2 of this report.

Permanent Works

- 10.5.5 The ventilation and emergency intervention shaft will be located between Catton Street and Fisher Street which will require the demolition of the

existing listed building at 8 - 10 Southampton Row, although the façade will be retained as a frontage for a future over-site development.

- 10.5.6 No over-site development is contained in the Hybrid Bill but the ES shows a plan and elevation of the site with illustrative over-site development in place at Fisher Street. The illustration shows a development 29 m high, contained within the envelope of the retained 8 - 10 Southampton Row building. Construction of this type of over-site development would take approximately 19 months including internal fit-out; it would be feasible to start construction of over-site development of this type up to 21 months before the operation of the first revenue service.

Temporary Works

- 10.5.7 The extent of the works site covers the area bound by Southampton Row, Fisher Street, Catton Street and the electricity sub-station.
- 10.5.8 The construction including fit out and commissioning of Fisher Street shaft will take approximately three years and eleven months. The main works will commence following the diversion of utilities along Fisher Street, Catton Street and Southampton Row. This will take place over a period of seventeen months, following a six month period of enabling works. The demolitions, which will take four months, will follow the installation of the temporary façade protection to Southampton Row which will take approximately two months.
- 10.5.9 In order to mitigate impacts associated with settlement at Fisher Street Shaft, it is likely that compensation grouting will be undertaken. This is a technique by which the ground loss arising from the excavation is replaced by material (grout) pumped into the ground. This requires grout shafts in the vicinity of the buildings at risk. It is likely that compensation grouting will be undertaken from a shaft within the Kingsway Tram Subway and from a worksite in the road at Procter Street.
- 10.5.10 Works at Fisher Street will be undertaken from one worksite. Vehicles will access the site via Southampton Row and exit from Catton Street onto Procter Street and High Holborn. A lorry holding area will be provided on Drake Street. The western ends of Fisher Street and Catton Street will be subject to temporary road closure for the duration of the Fisher Street shaft construction, with one footway remaining open on both roads for pedestrians.

Significant extant planning permissions & proposals

- 10.5.11 There are no significant extant planning permissions for development in this location.
- 10.5.12 However, this site was required for a ventilation shaft in the Crossrail Private Bill proposals of the early 1990s. The London Borough of Camden has previously approved proposals for the demolition of the buildings on this site and the retention of the façade of the listed building at 8-10 Southampton Row.

Assessment of Impacts

Transport & Traffic Management

- 10.5.13 As stated in the general Camden policy assessment, the proposals will accord with planning policies by making provision for substantial new public transport infrastructure. The Fisher Street shaft is an essential component of the tunnelled section of the route between Tottenham Court Road and Farringdon stations.
- 10.5.14 Temporary road and footway closures will be required in the sections of Catton Street and Fisher Street adjoining the worksite. Lorries are expected to approach the worksite southbound on Southampton Row. A holding area is planned on Drake Street for lorries not directly entering the site and vehicles will be called via High Holborn, Southampton Place and Vernon Place. The Crossrail ES concludes that there will be no significant impacts during construction or once operational and the proposals therefore accord with policy T12 (Works affecting highways) of the emerging UDP.

Amenity (e.g.: Noise, Vibration, Air Quality)

- 10.5.15 As explained in the Camden-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. The University of Westminster and Central St Martin's School of Art and Design will be affected by such impacts.
- 10.5.16 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur. However, the potential for the demolition of 8-10 Southampton Row to give rise to vibration impacts on the retained façade and other adjoining listed buildings is considered under the Historic Environment sub-heading below.
- 10.5.17 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Design

- 10.5.18 The proposals potentially conflict with the Council's general design principles as set out in policies EN13, EN14, EN15 and EN16 of the saved UDP and policy B1 of the emerging UDP. The shaft structure will be unrelated to the existing high quality residential, educational and commercial office use of the locality and will displace existing land use. It will not relate to the massing and configuration of the surrounding buildings. It will create significant voids at the rear of the existing, partially retained listed building and additional voids above the single storey roof level in the centre of the site, creating significant gaps in the street frontages along Fisher Street and Catton Street. The utilitarian materials will detract significantly from the sense of quality inherent in the stone and terracotta used locally.
- 10.5.19 Overall it will result in a significant adverse impact on the local townscape by detracting from the sense of quality and coherence provided by the existing buildings.
- 10.5.20 It is likely that the impacts can be reduced or mitigated through the provision of a replacement building.

Historic Environment

- 10.5.21 The proposals will result in the substantial demolition of 8-10 Southampton Row, a Grade II listed building. Only the Southampton Row façade and its return elevations in Catton Street and Fisher Street will be retained.
- 10.5.22 The Crossrail ES concludes that the partial demolition of this building is a significant impact on the listed structure. This impact may be reduced by the provision of a new building although, due to the partial loss of historic fabric, the impact will remain significant.
- 10.5.23 In policy terms, as stated above there is a general presumption in favour of the retention of listed buildings (paragraph 3.3, PPG15; policies EN38 of the saved UDP and policy B6 of the emerging UDP). However, PPG15 (paragraph 3.16) and policy B6 recognises that there may be “exceptional circumstances” where demolition may be acceptable. The Crossrail ES has concluded, in accordance with PPG15 the assessment has provided clear and convincing evidence that preservation and of the affected buildings in some form is not possible or suitable, and that Crossrail will produce substantial transport benefits for the community that would decisively outweigh the loss result from demolition.
- 10.5.24 The compensation grouting site at Fisher Street will require a shaft to be sunk through the basement of the Grade II listed Kingsway Tram Subway in Southampton Row and possibly the removal of the tram tracks. By recording the existing structure, carefully storing the materials and re-instating these on completion of works, a potentially significant impact will be mitigated thereby avoiding a conflict with policy EN38 of the saved UDP and policy B6 of the emerging UDP.
- 10.5.25 Demolition of 8-10 Southampton Row may give rise to vibration impacts at the retained façade and on the adjacent Central School of Arts and Craft and the Baptist Church. The significant impacts will be avoided by use of appropriate low-impact demolition techniques, and use of other protective measures specific to the needs of the affected structures, and as deemed appropriate during vibration monitoring. With the mitigation the proposals will comply with policy SD8(B) of the emerging UDP.
- 10.5.26 The shaft requires the demolition of 2-6 Catton Street/1 Fisher Street, which is a brick built post war office building reaching ground plus five storeys and 2 Fisher Street, a ground plus three brick built building with Queen Anne styling. Whilst 8-10 Southampton Row is located within the conservation area, the buildings on Catton Street and Fisher Street are located outside the boundary.
- 10.5.27 The shaft structure will be significantly detrimental to the values of heritage and architectural quality embodied in these buildings (including 8-10 Southampton Row). The proposals will result in adverse temporary and permanent impact on the setting of the Grade II* listed Central School of Arts and Crafts and 2-6 Southampton Row, including the Catton Wing and the Grade II listed 114/5 High Holborn and the Kingsway Tram subway. This is contrary to policies EN38 of the saved UDP and B6 of the emerging UDP. However, Crossrail ES concludes that there will be no significant permanent impact on the character, appearance and setting and integrity of the Kingsway Conservation Area as a whole. The proposals will not therefore conflict with policy EN37 of the saved UDP and policy B7(A) of the emerging UDP which seeks to resist development outside a conservation area that the Council considers would cause harm to its character, appearance or setting.

- 10.5.28 It is likely that the impacts can be reduced or mitigated through the provision of a replacement building.

Land Use

- 10.5.29 The proposals will result in the demolition of 2-6 Catton Street which is occupied by the Central St Martin's College of Art and Design student union headquarters and some teaching facilities. However, the College has accommodation in buildings elsewhere in the Borough, and the loss of these premises is unlikely to result in the College re-locating. As such it is considered that this loss would not conflict with the UDP's support for the higher education establishments.
- 10.5.30 The proposals will result in the loss of residential accommodation at 8-10 Southampton Row contrary to policy HG1 of the saved UDP and H3 of the emerging UDP. It is likely that the impact can be reduced or mitigated through the provision of a replacement building.

10.6 Summary of Significant Planning Policy Benefits and Conflicts within Camden Route Section

- 10.6.1 The proposals give rise to the following significant temporary planning policy benefits and conflicts during construction: -
- § **Traffic and pedestrian movement** – the proposals are potentially in significant conflict with UDP policies that seek to protect road users including buses and cyclists and pedestrians as result of the works in the St Giles Circus area
 - § **Noise** – the proposals are in conflict with policies to minimise the impact of construction and demolition works on local amenity
 - § **Setting of Listed Buildings** – the proposals will adversely harm the setting of a number of listed buildings during construction including the Dominion Theatre, Centre Point (TCR works) and buildings on Southampton Row and High Holborn (Fisher Street works) contrary to policy
 - § **Character and appearance of Conservation Areas** – the proposals will adversely harm the character and appearance of the Denmark Street Conservation Area (TCR works) and Kingsway Conservation Area (Fisher Street works)
- 10.6.2 The proposals give rise to the following permanent significant planning policy benefits and conflicts: -
- § **Transport** – the proposals will significantly improve public transport infrastructure at Tottenham Court Road which is supported by planning policy
 - § **Public Realm Improvements** – the proposals will improve the pedestrian environment at St Giles Circus
 - § **Listed Building Demolition** – the proposals will result in the substantial demolition of the Grade II listed building at 8-10 Southampton Row and the pool complex at Centre Point contrary to policy

§ **Setting of Listed Buildings** – the proposals will have an adverse impact on the setting of listed buildings. It is likely that this can be mitigated or reduced by replacement development.