

MOUNT PLEASANT – ERRATA NOTE

This note has been prepared by DP9 on behalf of the Royal Mail Group Ltd. The note should be read in conjunction with all documents and plans submitted in support of the following planning applications:

- The Calthorpe Street planning and associated conservation area consent applications to the London Borough of Islington; and
- The Phoenix Place planning application to the London Borough of Camden.

The above applications were submitted simultaneously to the relevant Local Planning Authority on 1 May 2013. Following the submission of the applications the London Borough of Camden requested that the redline application boundary for the Phoenix Place application was re-drawn to mirror the administrative boundary down the centre of Phoenix Place.

As a consequence, the redline boundary for both applications has been withdrawn and amended plans submitted to the relevant Local Planning Authority, alongside this Errata Note. The redline boundary change affects the site areas as follows:

- Calthorpe Street Site – From 2.22 ha to 2.36 ha
- Phoenix Place Site – From 1.31 ha to 1.17 ha

For the avoidance of doubt, the application proposals for the Mount Pleasant Site as a whole are unaffected and the documents submitted in support of each application remain valid and robust.

The table below lists the application documents submitted for each planning application and whether, other than plans showing the respective redline boundary and resultant site areas, this change affects the documents or conclusions.

APPLICATION DOCUMENT	EFFECT OF THE REDLINE BOUNDARY CHANGE
<i>Documents submitted in support of the Calthorpe Street Site application only</i>	
Planning Application Form, Land Ownership Certificate A and Agricultural Holdings Certificates;	Unaffected
The Covering Letter	Unaffected

Design and Access Statement: Volume 2: Calthorpe Street Development	Density calculations on page 45 amended to 1,036 habitable rooms within a site area of 2.36ha to provide a density calculation of 438 habitable rooms/hectare.
Calthorpe Street Waste Management Plan	Unaffected
Calthorpe Street Framework Travel Plan	Unaffected
Calthorpe Street Operational Waste Plan	Unaffected
Calthorpe Street Sustainability Statement including Code for Sustainable Homes Pre-Assessment and BREEAM Pre-Assessment	Unaffected
Calthorpe Street Energy Strategy including Overheating Report	Unaffected
<i>Documents submitted in support of the Phoenix Place Site application only</i>	
Planning Application Form, Land Ownership Certificate B and Agricultural Holdings Certificates	Unaffected
The Covering Letter	Unaffected
Design and Access Statement: Volume 3: Phoenix Place Development	Density calculations on page 31 amended to 1,077 habitable rooms within a site area of 1.17 to provide a density calculation of 921 habitable rooms/hectare.
Phoenix Place Waste Management Plan	Unaffected
Phoenix Place Framework Travel Plan	Unaffected
Phoenix Place Operational Waste Plan	Unaffected
Phoenix Place Sustainability Statement including Code for Sustainable Homes Pre-Assessment and BREEAM Pre-Assessment	Unaffected

Phoenix Place Energy Strategy including Overheating Report	Unaffected
<i>The application documents which assess the Development across the Site are set out below</i>	
Planning Statement which includes the Economic and Regeneration Statement and draft Section 106 Heads of Terms	Density calculations for Calthorpe Street (page 37) amended to 1,036 habitable rooms within a site area of 2.36ha to provide a density calculation of 438 habitable rooms/hectare. Density calculations for Phoenix Place (page 38) amended to 1,077 habitable rooms within a site area of 1.17 to provide a density calculation of 921 habitable rooms/hectare.
Design and Access Statement: Volume 1: Mount Pleasant	Unaffected
Environmental Statement: Volume 1: Main Text	Unaffected
Environmental Statement: Volume 2: Figures	Unaffected
Environmental Statement: Volume 3: Townscape, Visual and Built Heritage Assessment	Unaffected
Environmental Statement Volumes 4A to 4F (Appendices)	Unaffected
Environmental Statement Non-Technical Summary	Unaffected
Public Realm and Playspace Strategy	Unaffected
Housing Statement	Unaffected
Internal Daylight and Sunlight Assessment	Unaffected
Residential Travel Plan	Unaffected
Delivery and Servicing Plan	Unaffected

Framework Construction Logistics Plan	Unaffected
Parking Management Plan	Unaffected
Health Impact Assessment	Unaffected
Community Involvement Report	Unaffected

DP9

4 June 2013

1. Introduction

Royal Mail Group Limited (the 'Applicant') is seeking to obtain detailed planning permissions for the redevelopment of a 3.53 hectare parcel of land (hereafter referred to as the 'Site') located adjacent to and forming part of, the Applicant's Mount Pleasant Sorting Office. The Site as shown in **Figure 1** below is located in Farringdon, London.

The Site straddles the administrative boundaries of the London Borough of Islington (LBI) and the London Borough of Camden (LBC) and is separated into two distinct areas by the road, Phoenix Place. The eastern part of the Site (hereafter referred to as the 'Calthorpe Street site') is located within LBI and the western part of the Site (hereafter referred to as the 'Phoenix Place site') is located within LBC. The boundary of the Site and the locations of the Calthorpe Street site and Phoenix Place site are shown in **Figure 2** below.

The Applicant is currently consolidating operations of its Sorting Offices across London, which includes the intensification and modernisation of the Mount Pleasant Sorting Office located to the south-east of the Site and adjoining the south-eastern boundary of the Calthorpe Street site. Work associated with the modernisation and refurbishment of the Mount Pleasant Sorting Office is currently underway. When the modernisation and refurbishments are complete, what are now the Sorting Office's basement, delivery / service yard and staff car park will be available for conversion and redevelopment.

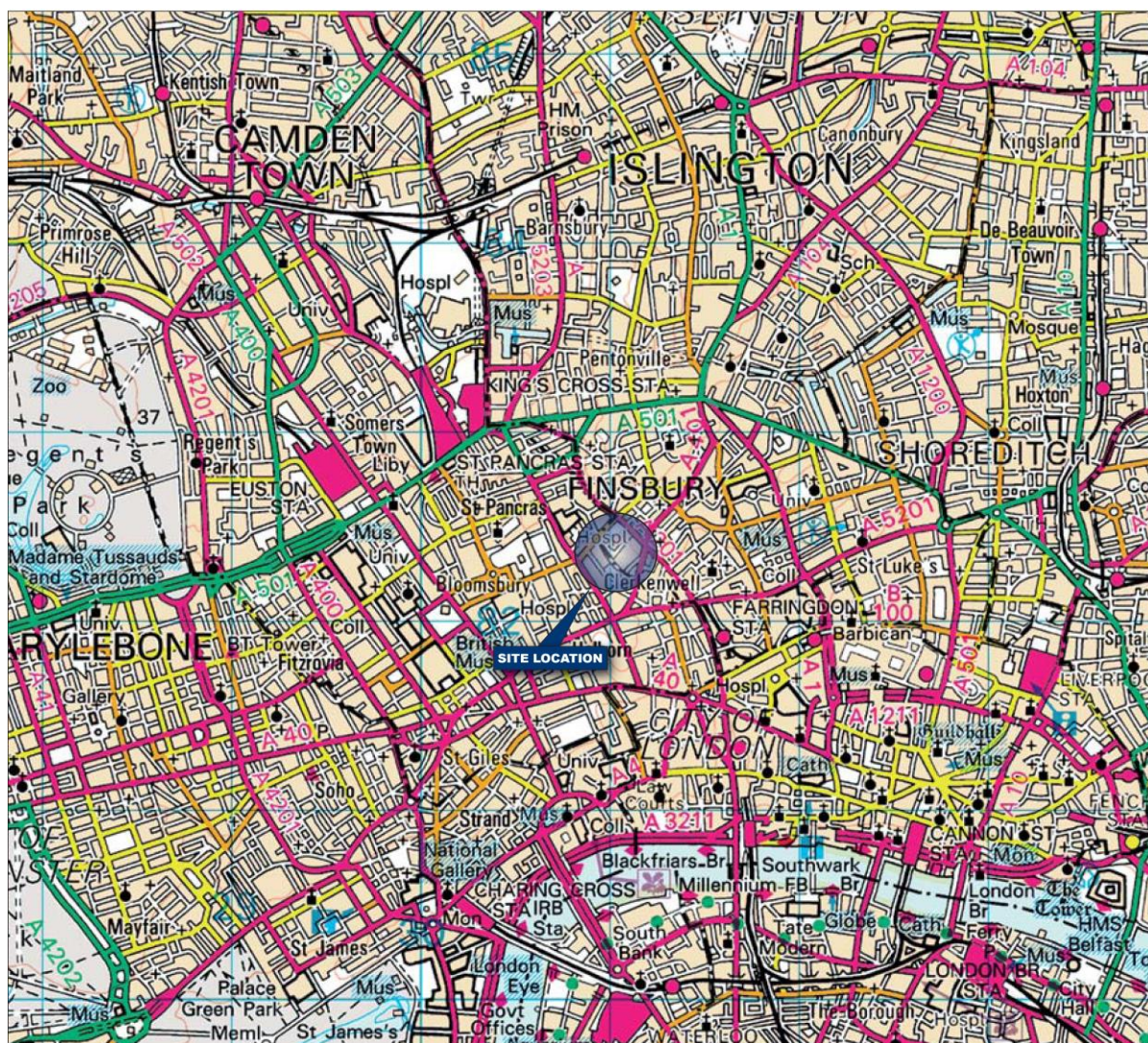


Figure 1: Location of the Site

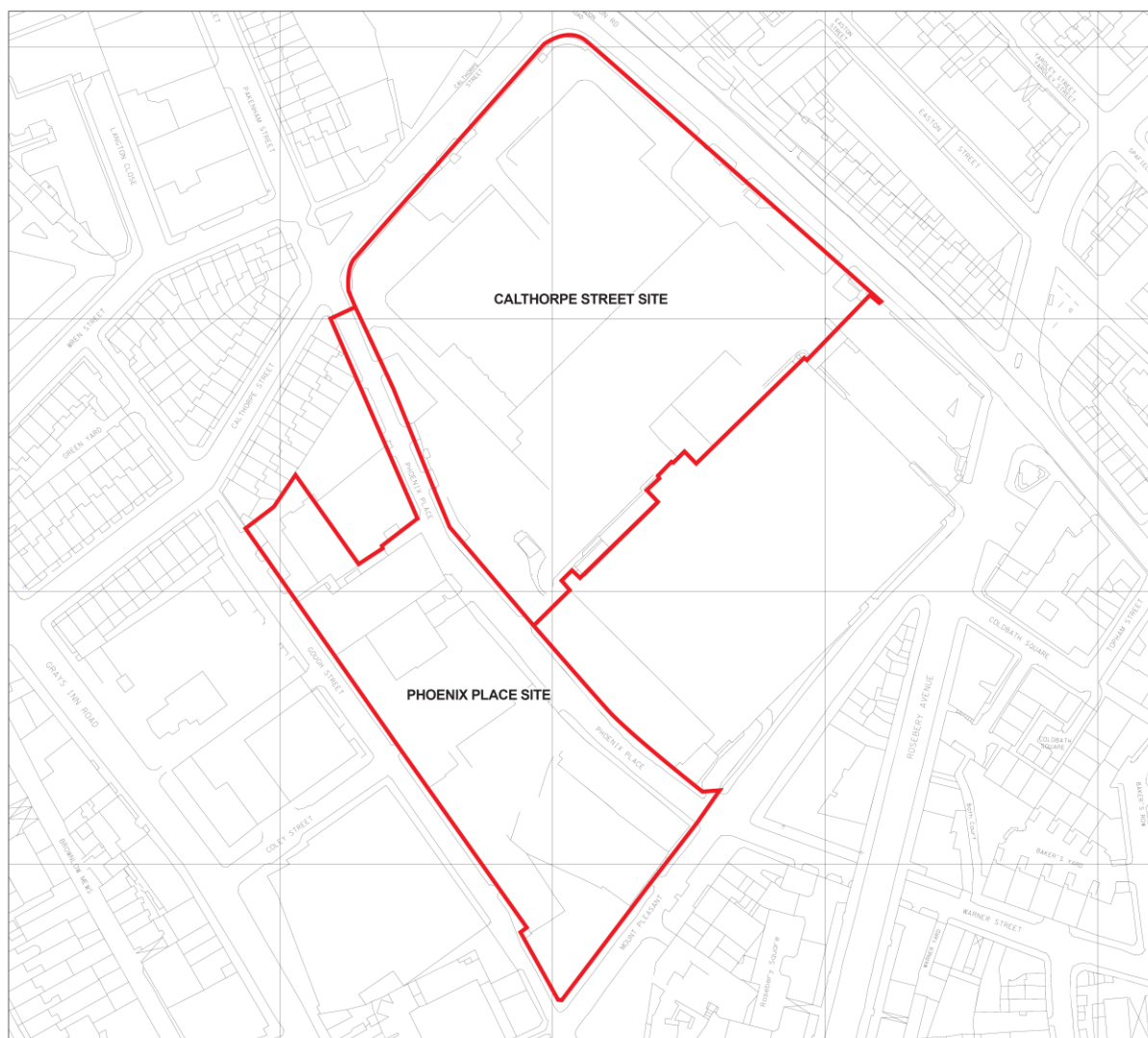


Figure 2: Site Boundary and Existing Layout of the Site

The redevelopment of the Site would involve the demolition of above ground structures and buildings, and construction of a new residential-led mixed use scheme.

To facilitate the redevelopment of the Site and enable the continued 24 hour operation of the adjacent Mount Pleasant Sorting Office, works on the Calthorpe Street site associated with the Mount Pleasant Sorting Office (known as Enabling Works) would be undertaken to enable the redevelopment of the remainder of the Calthorpe Street site. The redevelopment of the Calthorpe Street site (hereafter referred to as the Calthorpe Street Development) together with the redevelopment of the Phoenix Place site (hereafter referred to as the Phoenix Place Development) would provide in total 681 residential units, together with office, retail and community space.

It is anticipated that the entire Site would be redeveloped, although there is a possibility that either the Calthorpe Street site or the Phoenix Place site could be developed in isolation. Consequently, there are three likely options for redeveloping the Site:

- Development Scenario 1: the Entire Development (i.e. Calthorpe Street Development (including Enabling Works) and Phoenix Place Development);
- Development Scenario 2: Calthorpe Street Development (including Enabling Works); and
- Development Scenario 3: Phoenix Place Development.

Planning permission for redeveloping the Site is being sought through two separate planning applications. The planning application for the Calthorpe Street Development has been submitted to

the LBI for determination and the planning application for the Phoenix Place Development has been submitted to the LBC for determination.

An Environmental Impact Assessment (EIA) was undertaken to assess the potential environmental effects of the Development Scenarios outlined above. The findings of the EIA are reported in an Environmental Statement (ES) which accompanies the planning applications. The ES describes the likely significant environmental effects of each Development Scenario, taking account of the range of measures required to prevent, reduce or offset any potential negative environmental effects identified. This Non-Technical Summary, which provides a summary of the ES in non-technical language, is presented as a standalone document. The summary presented below follows the same structure of the ES.

2. Environmental Impact Assessment Methodology

EIA is a formal process (governed by the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 – the ‘EIA Regulations’) which aims to ensure that the potential significant environmental effects of a new development (which can be positive or negative) are taken into account by the local planning authority in the deciding whether to grant planning permission.

The first stage of the EIA process for the Site involved undertaking a ‘scoping study’ which identified the likely significant environmental issues associated with the Development Scenarios outlined above and therefore, the focus of the EIA and content of the ES. Through the scoping process, it was agreed with LBI and LBC that the following environmental topic areas would be addressed as part of the EIA:

- Waste management;
- Socio-economics;
- Transportation and access;
- Noise and vibration;
- Air quality;
- Archaeology;
- Ground conditions and contamination;
- Water resources and flood risk;
- Wind;
- Daylight, sunlight, overshadowing, solar glare and light pollution; and
- Townscape, visual and built heritage.

For the purposes of identifying the likely significant effects of the above Development Scenarios, the likely changes arising from construction or operational use were assessed against the baseline conditions of the Site. At the time of undertaking the EIA, the Mount Pleasant Sorting Office located to the south-east of the Site was being refurbished and modernised by the Applicant. Owing to the on-going changes to the Mount Pleasant Sorting Office, together with the Applicant’s commitment to completing the Mount Pleasant Sorting Office modernisation works prior to redeveloping the Calthorpe Street site and / or the Phoenix Place site, the current conditions on the Site were not considered an appropriate baseline against which to assess the likely significant environmental effects of the Development Scenarios. Therefore, the assessments of the likely significant effects of the three Development Scenarios were based on the assumed future baseline conditions of the Site and surrounding area once the modernisation works have been completed.

The EIA was undertaken in accordance with legal requirements and best practice guidelines, and used established methods for the various technical assessments. To predict the future baseline conditions of the Site, the current conditions relevant to the particular assessment were initially identified through Site surveys, monitoring, data reviews, consultation with relevant authorities,

computer modelling and specialist assessments. Following this, information was obtained from the Applicant to establish the changes to the Mount Pleasant Sorting Office, which was used to predict the future baseline conditions.

The assessment of each environmental topic set out above is reported in the ES. Measures are also set out in the assessments to avoid, reduce, or offset any identified negative effects, and / or enhance potential positive effects. Such measures are referred to as mitigation measures.

3. Existing and Future Land Uses

The Site is located within Farringdon and is bound by Farringdon Road to the north-east, Calthorpe Street to the north-west, Gough Street to the south-west, Mount Pleasant (road) and the Royal Mail Mount Pleasant Sorting Office to the south and south-east respectively.

The Site is currently occupied by operations associated with the Mount Pleasant Sorting Office. Although the Sorting Office is located outside of the Site boundary; being immediately to the south-east of the Calthorpe Street site and to the east of the Phoenix Place site, it is within the Applicant's ownership.

The Calthorpe Street site (**Figures 3 and 4** below) is currently used 24-hours seven days a week as a delivery and service yard for the adjacent Mount Pleasant Sorting Office. The delivery and service yard comprises two levels, with upper and lower level parking and loading areas, which are connected by ramps along the north-eastern and south-western boundary of the Calthorpe Street site. The lower level (known as the *Bathtub*) is used by the Applicant for vehicle (vans and Heavy Good Vehicles (HGV)) parking and manoeuvring, equipment, waste and fuel storage, together with the loading and unloading of mail.



Figure 3: View of the Bathtub towards the east of the Calthorpe Street Site



Figure 4: View over Bathtub and delivery platform of Mount Pleasant Sorting Office

There are numerous items of underground infrastructure beneath the Calthorpe Street site associated with the former and current operations of the Mount Pleasant Sorting Office. The Post Office Railway ('Mail Rail') tunnels, which ceased commercial operation in May 2003, extend across the central part of the Calthorpe Street site in a south-east to north-west direction, extending to the south beneath the adjacent Mount Pleasant Sorting Office itself. The Fleet River Sewer Branch is located beneath the northern part of the Calthorpe Street site.

As identified below, the Phoenix Place site (**Figure 5**) is largely used as a Royal Mail staff car park for which is set over different levels. Occasionally, parts of Phoenix Place are used for overspill operational parking from the Calthorpe Street site. A brick and corrugated building located in the northern part of the Phoenix Place site is temporally in use by the I.T. department of the Mount Pleasant Sorting Office. The Fleet River Sewer is located beneath the Phoenix Place road.

Although both the Calthorpe Street site and the Phoenix Place site are currently occupied by operations associated with the Mount Pleasant Sorting Office, the Site is located in an area dominated by residential and office uses. Notable commercial uses immediately surrounding the Site include:

- Offices and retail units located along Farringdon Road, Mount Pleasant, Rosebery Avenue, Elm Street, Gough Street, Coley Street and Gray's Inn Road, which include New Printing House Square and the ITN building;
- Clerkenwell Fire Station located on Rosebery Avenue;
- Public houses on Calthorpe Street and Mount Pleasant; and
- Holiday Inn located at the junction of King's Cross Road and Calthorpe Street.



Figure 5: View across southern part of the Phoenix Place site towards Mount Pleasant

4. Alternatives and Design Evolution

In accordance with the EIA Regulations, the ES includes a review of the main alternative Development Scenarios considered. The principal alternatives that were considered by the Applicant, taking into account potential environmental effects, comprised the 'No Development' Scenario and 'Alternative Design and Land Uses'. No alternative development sites were considered because:

- Redevelopment of the Site for housing is promoted by the London Plan and the Mount Pleasant Supplementary Planning Document (SPD) which has been jointly adopted by LBI and LBC;
- The Site, which is owned by the Applicant, is currently underutilised brownfield land; and
- Opportunities exist to improve community facilities and connectivity in the local area through the provision of new public open space, play space areas, together with retail and community uses.

Without redeveloping the Site, the Calthorpe Street site would continue to be used 24 hours a day / night as a delivery and service yard for the Mount Pleasant Sorting Office. Similarly, the Phoenix Place site would continue to be largely used as a car park for Royal Mail staff. Following the refurbishment and modernisation works, the delivery and service yard, together with the car park, would be subject to an increase in traffic movements compared to the existing conditions. However, the Site would remain underutilised and, without redevelopment, the aspirations of the Mount Pleasant SPD would not be realised and the 'No Development' scenario would lead to a number of missed opportunities for the Site.

Transport for London, LBI, LBC, Greater London Authority, English Heritage, the Design Council / Commission for Architecture and the Built Environment and other key stakeholders such as community interest groups and residents were consulted during the design evolution.

The layout of the final design of the Entire Development is shown in the **Figure 6** below. However, to achieve this, there were a number of significant design iterations in response to the various Site opportunities and constraints, and consultation responses. The orientation, siting, height, layout, massing and design of the Calthorpe Street Development and Phoenix Place Development evolved throughout the design process as summarised below.

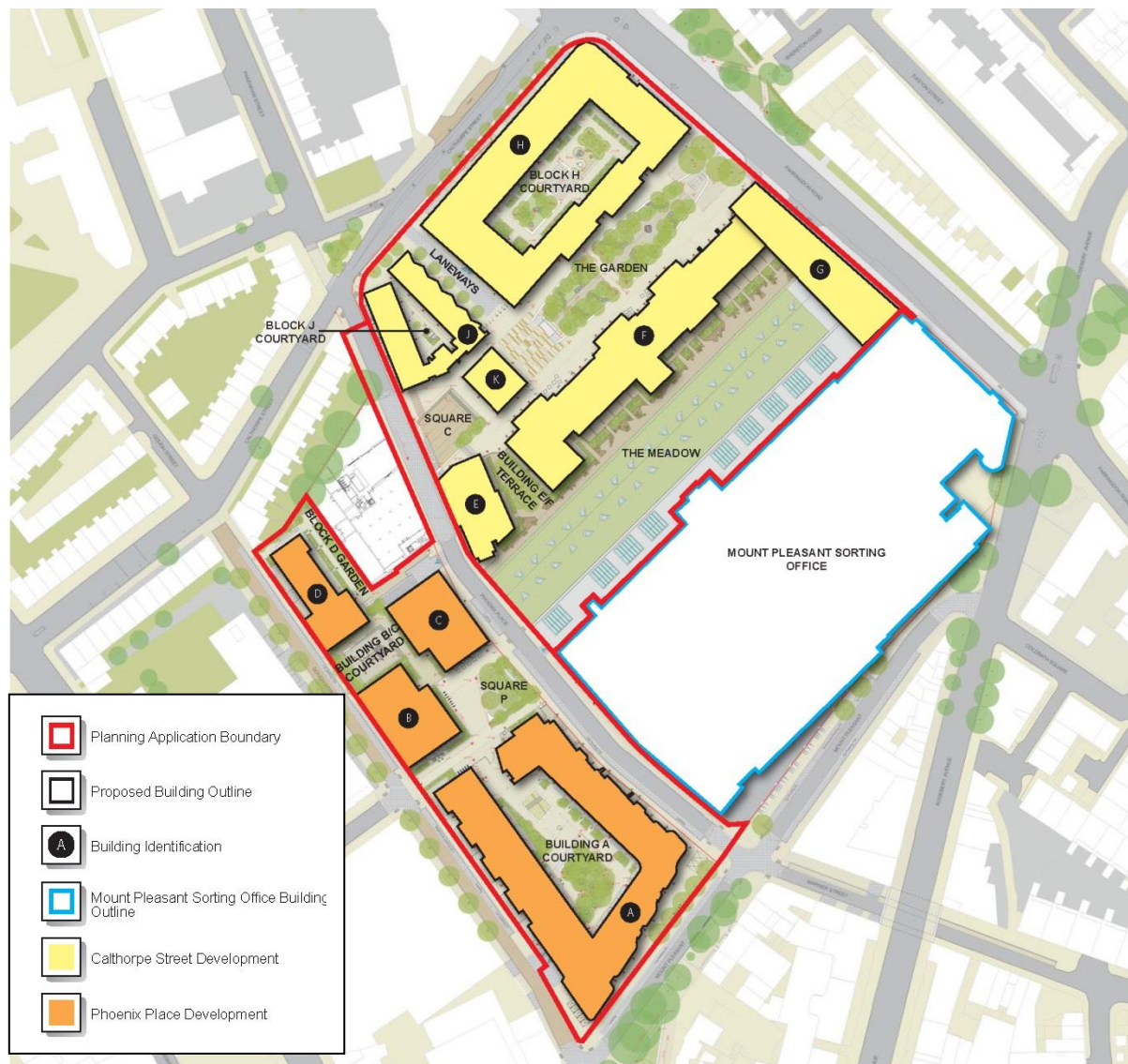


Figure 6: The layout of the final design of the Entire Development

With consideration of the environmental conditions of the Calthorpe Street site, key design changes to the Calthorpe Street Development include:

- Footprint of Building E was reduced so as not to adjoin the Sorting Office;
- Configuration of Building H has altered from a 'U' shaped block to an enclosed building with an internal courtyard;
- Building H was moved south to increase the pavement width along Calthorpe Street
- Building J was modified from a linear building on a podium to trapezoidal shaped building footprint with a bridge walkway access;
- Building F was moved approximately 4.5m to the north;
- Building E was increased in height by one storey;
- The heights of Building H along Calthorpe Street were altered from being relatively uniform and between six and seven storeys, to six to eight storeys in height;

- The heights of Building H along the south-eastern façade were altered from being relatively uniform and between three to four storeys, to stepped rising from four to seven storeys;
- The south-western façade of Building H was reduced from initially six storeys to four storeys;
- Building J was reduced from five storeys on top of a podium to a four storey building with a courtyard;
- Building K was increased from a one storey to a three storey building;
- Building E and F were divided from one continuous building along the south-eastern part of Calthorpe Street, to become two separate buildings. In addition, residential uses located on the upper floors of Building F were set back;
- The massing of Building H was reduced by the removal of pergola like canopy structure on the private roof terraces;
- Building G has changed from being in residential use to office use;
- Retail and community uses have been introduced into Building E, F and H; and
- The roof created between Building F and the northern elevation of the Mount Pleasant Sorting Office has been changed from metal composite with large full-span barrel vaulted roof lights to a green roof.

With consideration of the environmental conditions of the Phoenix Place site, key design changes to the Phoenix Place Development include:

- The frontage of Building A along Mount Pleasant was set further back from the road;
- The footprints of Building B and C were modified to create a greater degree of separation to these buildings, whilst the footprint of Building D increased at the southern end to enclose the communal garden;
- The height of Building A in the south-eastern part of Phoenix Place was lowered from eleven storeys to seven storeys and then further reduced to five storeys in height;
- The breadth of the south-west corner of Building A was reduced along Mount Pleasant with the street frontages brought forward. The upper storey of Building A was set back continuously along Gough Street and in part along Mount Pleasant and Phoenix Place. Furthermore the massing to the northern part of Building A was reduced by the introduction of a break in the footprint;
- Upper massing of Building B and C have been reduced, resulting in a more uniform massing;
- Massing of Building D was amended slightly from a uniform rectangular mass broken by the creation of a stepped façade; and
- Retail and community uses have been introduced into Building C.

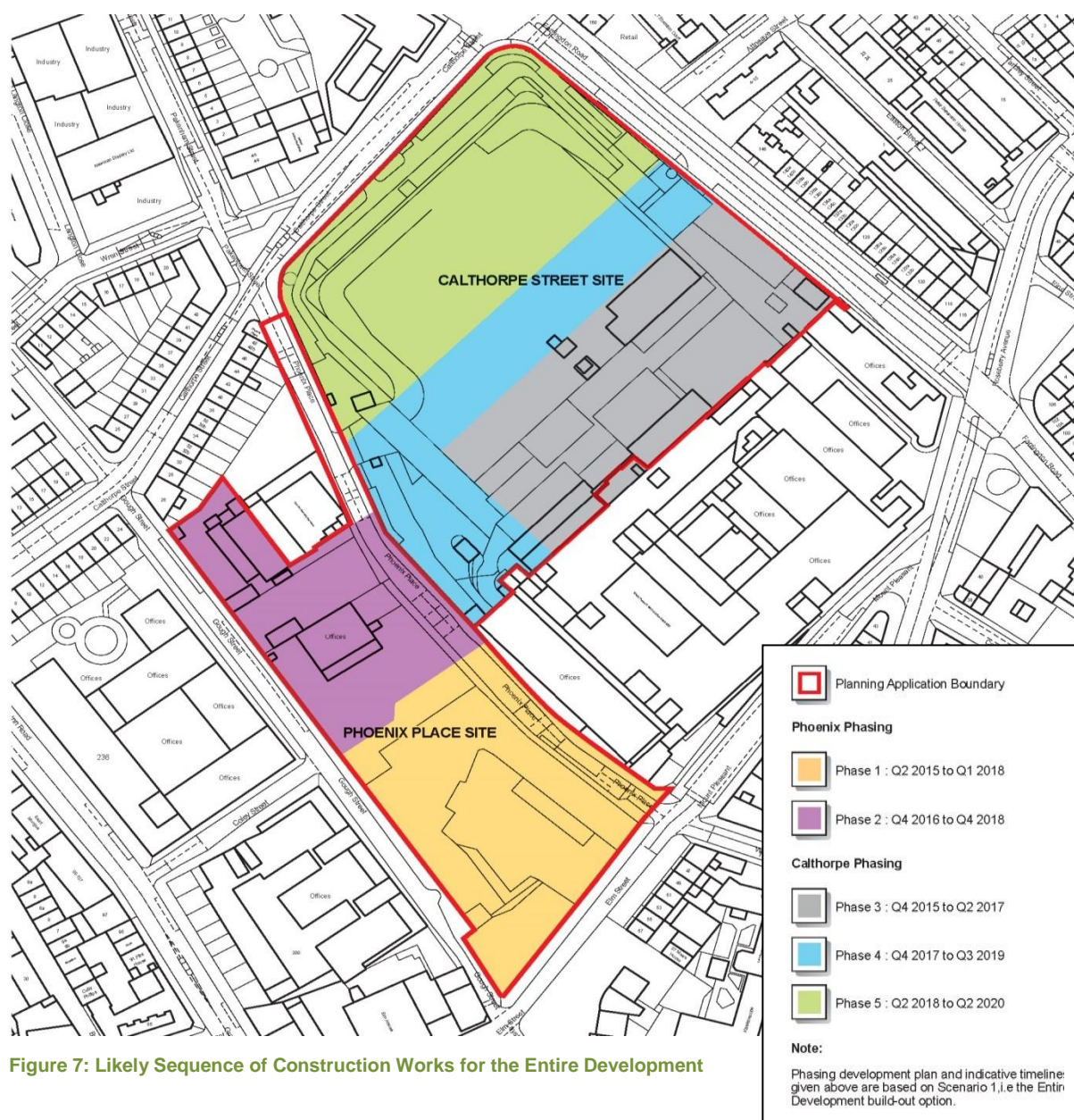
5. Overview of the Redevelopment Proposals

To facilitate the redevelopment of the Site, a number of buildings on the Phoenix Place site including the former Mail Rail House (Petrona House) and the outbuildings to the rear of Calthorpe House, 15 to 20 Phoenix Place, together with remnants of building walls across the Phoenix Place site, would be demolished. A number of structures would also be demolished on the Calthorpe Street site, including a gate pavilion building located at the existing Farringdon Road entrance, ramps, and the Loading Canopy / Enclosure of the adjacent Mount Pleasant Sorting Office.

The anticipated programme for each of the Development Scenarios is presented below and shown on Figure 6.1, with respect to any phasing:

- Development Scenario 1 – early 2015 to mid / end of 2020;
- Development Scenario 2 – mid 2014 to end of 2018; and
- Development Scenario 3 – early 2015 to end of 2018.

The demolition and construction works would be phased across the Phoenix Place site and the Calthorpe Street site. The likely sequence of construction works for the Entire Development (Development Scenario 1) is illustrated in **Figure 7**.



In order to control and manage the likely environmental effects of demolition and construction works, Construction Environmental Management Plans (CEMP's) would be developed for both the Calthorpe Street site and the Phoenix Place site. The CEMP's would be agreed with LBI and LBC and implemented throughout the duration of the works. The CEMP's would specify a range of measures to manage the environmental effects that could arise during the works such as dust, noise and vibration.

It is anticipated that the entire Site would be redeveloped, although either the Calthorpe Street site or the Phoenix Place site could be developed in isolation. A description of the redevelopment proposals for the Site is provided below for both the Calthorpe Street Development (Development Scenario 2) and Phoenix Place Development (Development Scenario 3) in isolation. Together, these comprise the Entire Development (Development Scenario 1), which is illustrated in **Figure 8**.



Figure 8: Illustration of the Entire Development

Calthorpe Street Development

For any of the Development Scenarios, the adjacent Mount Pleasant Sorting Office to the south-east would continue 24-hour operations. To allow for these operations to occur, Enabling Works would be undertaken on the Calthorpe Street site which would include:

- Moving all parking associated with Mount Pleasant Sorting Office into an extended basement beneath the Sorting Office and build a concrete slab at ground floor level over part of the existing *Bathtub* that would be retained by the Applicant;
- Relocating vehicular access on Farringdon Road, providing access to a ramp serving the basement, ground floor loading bays, and parking areas;
- Relocating the ventilation shaft and the escape stair from the underground infrastructure; and
- Constructing a new lightweight acoustic roof between the first floor level (north-western elevation) of the Mount Pleasant Sorting Office and proposed second floor level (above ground) of proposed Building F.

As shown on **Figure 6** the Calthorpe Street Development would comprise six buildings (known as Building E, F, G, H, J and K). The heights of the buildings respond to the surrounding area and are between three to twelve storeys, as follows:

- Building E, twelve storeys;
- Building F, nine storeys;
- Building G, five storeys (plus a plant room);
- Building H, eight storeys;
- Building J, four storeys; and
- Building K, three storeys.

The Calthorpe Street Development would include retail and community uses located at the ground floor within five separate units, with residential apartments above within each Building, with the exception of Building G, which would provide office accommodation. In total, the Calthorpe Street Development would include 336 residential units, of which a proportion would be affordable. The retail and community uses would total 1,428m² Gross Internal Area (GIA) of floorspace and the office use would total 4,260m² GIA of office space. A basement formed from the northern part of the existing Bathtub and an extension to this towards Calthorpe Street would be beneath Buildings H, J and K. This basement would largely accommodate plant and parking spaces for the residents. A separate basement would be retained beneath The Gardens, Building F, and part of Building G, which would be used by the Applicant for the operations of the Mount Pleasant Sorting Office.

The Calthorpe Street Development would provide a total of 65 car parking spaces for the residents, all of which would be provided in the basement. In addition, 441 cycle spaces would be provided for the residents, 40 cycle spaces for the visitors and 44 cycle spaces for the commercial units.

The Gardens (as shown on **Figure 6**) would form a square accessible to the general public and residents of the Calthorpe Street Development. A private secure communal amenity space accessible to the residents of the Calthorpe Development would also be provided at ground level within the internal courtyard of Building H and at the second floor level behind Building E, F and G. Private amenity space accessible to residents would also be provided within the Calthorpe Street Development in the form of balconies and winter gardens within Buildings E, F, H, J and K. Private roof terraces accessible to individual residential units would be created at various levels within Buildings E, F, H and K.

Phoenix Place Development

The Phoenix Place Development would comprise four separate buildings (known as Buildings A, B, C and D, as shown on **Figure 6**). Building A, located in the southern part of the Phoenix Place site, would include an enclosed courtyard. The northern part of the Phoenix Place Development would comprise three buildings (Buildings B, C and D) separated above ground by a public open square and a courtyard. The heights of buildings within the Phoenix Place Development would vary from five to fifteen storeys in height, as follows:

- Building A, fifteen storeys;
- Building B, ten storeys;
- Building C, eight storeys; and
- Building D, five storeys.

The Phoenix Place Development would include five separate retail and community units located within the lower ground floor of Building A, with a further flexible retail unit within Building C at the lower ground level. In total, the Phoenix Place Development would include 345 residential units, located within Building A, B, C and D of which a proportion would be affordable. The retail and community uses would total 822m² GIA of floorspace. A new basement would extend beneath Buildings A and would largely accommodate plant and parking spaces. A separate new basement

would extend beneath Buildings C and D, part of Building B, and beneath Phoenix Square and would also largely comprise plant and parking spaces.

The Phoenix Place Development would provide a total of 54 car parking spaces for the residents. Approximately 200 car parking spaces would be provided in the Phoenix Place Development for the staff of the Mount Pleasant Sorting Office, which would replace the existing car park on the Phoenix Place site.

The Phoenix Place Development would include the provision of 431 cycle spaces for the residents, all of which would be provided in the basement. A further 36 residential visitor cycle spaces and seven commercial cycle spaces would be provided.

As shown on **Figure 6** secure communal amenity space for the residents of the Phoenix Place Development would be provided within the internal courtyards of Building A and between Buildings B, C and D. Private amenity space accessible to residents would also be provided within the Phoenix Place Development in the form of balconies and winter gardens within Buildings C, C and D.

6. Waste Management

A waste assessment was undertaken to establish the types and quantities of waste likely to be generated for each of the Development Scenarios. During the demolition and construction works, waste would be generated from the demolition of buildings, from excavations and during the construction works. To minimise waste generation and increase the reuse and recycling of material throughout the demolition and construction works, Site Waste Management Plans for the Calthorpe Street site and the Phoenix Place site would be prepared and implemented in accordance with legislative requirements. In consideration of the above, all the Development Scenarios would generate sufficient waste during the demolition and construction phase as to have a **temporary, adverse effect of minor significance**.

Once the preferred Development Scenario is completed and operational, waste would be generated from the residents, offices, retail and community uses. Recycling rates for the preferred Development Scenarios would be dependent on the procedures implemented by future occupants. All Development Scenarios includes recycling facilities (such as dry recycling containers, food waste containers, bulky waste storage and colour coded bags) to achieve a recycling rate of 50% (within the Calthorpe Street Development) and 30% (within the Phoenix Place Development) of residential and commercial waste generated.

In consideration of the above, all the Development Scenarios would generate sufficient residential and commercial waste to have a **long-term, district, adverse effect of minor to moderate significance**.

7. Socio-Economics

The demolition and construction works would create approximately 380 and 437 local jobs for the Calthorpe Street Development and Phoenix Place Development respectively. The Entire Development would therefore create approximately 817 local jobs for the five year duration of the demolition and construction works. In addition to local jobs, the demolition and construction works would create approximately 518 and 596 regional jobs for the Calthorpe Street Development and Phoenix Place Development respectively. The Entire Development would therefore create approximately 1,114 regional jobs for the five year duration of the demolition and construction works.

In consideration of the above, the demolition and construction for all of the Development Scenarios is predicted to have the following effects:

- **Temporary short to medium-term, local to district effect of minor beneficial significance** as a result of job creation; and
- **Temporary short to medium-term, local to district effect of minor beneficial significance** to the local economy, as a result of additional spending from demolition and construction workers.

The Entire Development, once completed and operational, is also predicted to generate 312 job opportunities, with 276 and 36 job opportunities being created for the Calthorpe Street Development and Phoenix Place Development respectively. The Entire Development would provide 681 new residential units, with 336 and 345 new residential units located within the Calthorpe Street Development and Phoenix Place Development respectively. These new residential units would include a range of sizes of apartments as well as private and affordable units. The new housing would contribute 15% of the annual combined housing targets for LBI and LBC if the Entire Development were to be developed. Subject to the viability assessment, the Calthorpe Street Development in isolation would contribute 33% of LBI's annual affordable housing target and the Phoenix Place Development in isolation would contribute 11% of LBC's annual affordable housing target. Although all Development Scenarios would increase the residential population on the Site, this increase would not significantly increase demand for schools or healthcare facilities. However, the population of the Entire Development is predicted to increase activity and generate spending of approximately £9.6 million (split evenly between the Calthorpe Street Development and Phoenix Place Development) which would be beneficial to the local economy. All Development Scenarios would increase the area of public open space, including play space, which be of benefit to the local community.

In consideration of the above, all Development Scenarios are predicted to have the following effects once completed and operational:

- **Long-term, local to district effect of minor beneficial significance** due to jobs generated;
- **Long-term, local to district effect of minor beneficial significance** due to additional spend to the local economy due to additional employees.
- **Long-term, local to district effect of moderate beneficial significance** due to the provision of new residential units;
- **Long-term, local to regional effect of minor beneficial significance** due to additional spend to the local economy due to additional local residents;
- **Long-term, local effect of minor beneficial significance** due to a reduction in crime resulting from increased activity; and
- **Long-term, local effect of minor beneficial significance** due to increased provision of public open space including the provision of play space.

8. Transportation and Access

It is anticipated that during the demolition and construction works, additional construction traffic would be using the local roads. The Calthorpe Street site would be accessed via the current Mount Pleasant Sorting Office access on Farringdon Road; the Phoenix Place site would be accessed via the existing entrance off Phoenix Place. The volume of construction traffic is predicted to peak at 23 two-way vehicle movements per hour for the Entire Development. This would reduce to a peak of approximately 20 two-way vehicle movements per hour if the Calthorpe Street Site is developed in isolation and 13 two-way vehicle movements per hour if the Phoenix Place Site is developed in isolation. Any potential disruption caused by construction traffic would be managed through Construction Traffic Management Plans, which would set out construction traffic logistics and routes agreed with LBI, LBC and other relevant bodies.

In consideration of the above, **no significant effects** arising from disruption caused by increased construction traffic on the local highway network is predicted for all Development Scenarios.

The increase in traffic on the local highway network resulting from occupants accessing the Entire Development once completed and operational and therefore the Calthorpe Street and Phoenix Place Developments in isolation is predicted to be minimal. The additional demand upon public transport capacity is anticipated to be similarly minimal.

The proposals for the Entire Development include additional cycle and pedestrian routes, as well as new cycle parking spaces. In addition, off-Site improvements to Mount Pleasant, Phoenix Place and Gough Street would further enhance and therefore likely encourage the pedestrian and cycle travel in the surrounding area.

In consideration of the above, these improvements are predicted to have a **long-term, local effect of minor beneficial significance** and **moderate beneficial significance** to the surrounding pedestrian and cycling environment and pedestrian and cycling environment within the Site respectively for all the Development Scenarios.

9. Noise

Noise monitoring undertaken at the Site confirmed that the existing noise climate is dominated by road traffic and noise generated within the service depot areas of the adjacent Mount Pleasant Sorting Office. It is anticipated that the future baseline conditions of the Site would also be dominated by road traffic noise. However, it is anticipated that there will be a significant reduction in the noise levels emitted from the service depot areas of the Mount Pleasant Sorting Office because the service depot area would be enclosed as part of the Enabling Works.

As illustrated below, residents immediately adjacent to the Site, including properties on Calthorpe Street, Mount Pleasant and on the opposite side of Farringdon Road, are considered the most sensitive to noise. Residential accommodation proposed for the Entire Development, as well as a hotel on Calthorpe Street opposite the Calthorpe Street site, was considered in the noise assessment.

Temporary nuisance caused by noise and vibration generated from construction plant activities such as piling and to a lesser extent road traffic, would likely be experienced at those sensitive receptors nearest the Site for all of the Development Scenarios. Measures to control noise and vibration such as using screens, modern, quiet and well maintained machinery would be set out in the CEMPs.

In consideration of the above, noise and vibration levels resulting from the demolition and construction works are predicted to have a **short-term effect of minor significance** upon surrounding sensitive receptors.

Once completed and operational, all the Development Scenarios would cause a minor redistribution in traffic including heavy goods vehicles on the local road network, with a slight reduction in traffic and therefore traffic noise to surrounding receptors on the majority of roads. However, it is anticipated that there would be an increase in traffic and therefore traffic noise to surrounding sensitive receptors on Gough Street.

Ambient noise levels arising from surrounding road traffic, Royal Mail operations and vehicles and noise arising from the proposed building plant would be minimised through the provision of sound-reducing façades. Similarly, noise reducing measures such as acoustically absorptive materials have been incorporated into the proposed courtyard areas. These noise reducing measures are incorporated into the design for all the Development Scenarios.

In consideration of the above, the only likely significant noise and vibration effects are upon surrounding residential receptors as a result of increased road traffic noise on Gough Street. This is predicted to be an **adverse effect of minor significance** and would only be applicable to Development Scenarios 1 and 3.

10. Air Quality

The entire administrative areas of LBI and LBC have been declared as Air Quality Management Areas (AQMA) owing to relatively high levels of pollutants in the air. These pollutants are mainly caused by exhaust emissions from road vehicles. The intensification of operations at the Mount Pleasant Sorting Office has the potential to increase air pollutants at and surrounding the Site. Accordingly, an air quality assessment was undertaken to determine the likely indirect effects of the Development on local air quality.

Demolition and subsequent earthworks would be expected to generate dust, thereby causing potential nuisance to nearby residents. A range of best practice environmental controls would be implemented to minimise dust from this source. However, owing to the proximity of residents to the Site, some nuisance would likely occur, especially during any dry and windy conditions. Emissions from demolition and construction traffic would likely be small in comparison to existing conditions, although emissions could have a small negative effect on local air quality during peak construction traffic movements.

In consideration of the above, the following likely significant effects upon air quality are predicted to arise during the demolition and construction works for all Development Scenarios:

- A worst case, **local, temporary effect of moderate adverse significance** resulting from dust emissions from construction activities; and
- A worst case, **local, temporary effect of minor adverse significance** resulting from emissions from construction vehicles.

Traffic on the local road network would be redistributed as a result of the Development. The air quality assessment predicted that traffic generated by the Entire Development and emissions from heating plant for all the Development Scenarios would not significantly affect local air quality, although a slight improvement in air quality is predicted at some nearby residential properties.

11. Archaeology

An extensive desk-based assessment of the potential for archaeological remains to exist beneath the Site was undertaken. Based on the review of reports, historical records and maps, there is a potential for archaeological remains to exist, which relate to the Prehistoric, Roman, Anglo-Saxon and Medieval and Post Medieval periods and that are considered to be of minor local importance. In addition, it is likely that significant palaeo-environmental deposits laid down by the River Fleet survive beneath the Site which would be of moderate local importance. Any archaeological remains present on the Site are likely to have been disturbed by previous development, particularly on the Calthorpe Street site.

If archaeological remains and palaeo-environmental deposits exist beneath the Site, basement excavation and landscaping works associated with the construction of all of the Development Scenarios would be disturbed or damaged. Prior to any ground works commencing, a programme of archaeological monitoring and recording (a 'watching brief') would be undertaken. The archaeological monitoring and recording would be focused on the Phoenix Place site and those parts of the Calthorpe Street site which may not have been subjected to major previous development. Any findings, as well as the appropriate archiving of records and artefacts, would be published. In addition, it is recommended that a programme of geoarchaeological survey is undertaken prior to demolition.

In consideration of the above, the following likely significant effects upon archaeological remains are predicted due to the demolition and construction of any of the Development Scenarios:

- **Permanent, long-term, local adverse effect of minor significance** upon palaeo-environmental remains during demolition;

- **Permanent, long-term, local adverse effect of moderate significance** upon palaeo-environmental remains during excavations and construction of the basements and foundations; and
- **Permanent, long-term, local adverse effect of minor significance** upon other buried archaeological remains during excavations and construction of the basements and foundations.

12. Ground Conditions and Contamination

A desk-based assessment of the potential for ground contamination to exist at the Site was undertaken, based on information obtained from historical maps, geological maps, previous reports and a site walkover undertaken in 2012.

Owing to the historical development and uses of the Site, there is the potential for ground contamination to be present. Prior to the start of the construction works for all Development Scenarios, a detailed intrusive investigation would be undertaken to establish the full extent of contamination on the Site.

The likely potential effects arising from ground contamination and subsequent mitigation measures proposed are applicable for all Development Scenarios. During the demolition and construction works, material would be excavated from the Site to accommodate the basements, potentially resulting in the removal of contaminated material from the Site. These works would be undertaken in accordance with legislative requirements, thereby minimising the risk of construction workers and the general public being exposed to potentially contaminated soils, water dust and ground gases. Construction works also have the potential to allow contamination to reach the underlying groundwater during the piling works. However, the appropriate design of foundations together with specific control measures set out in the Construction Environmental Management Plan would minimise the risk of any contamination spreading. There is also a moderate risk that unexploded bombs from the Second World War could be found on the Site. Accordingly, the excavation works would be supervised by suitably qualified engineer.

In consideration of the above, **no likely significant effects** arising from contamination are predicted during the demolition and construction and once completed and operations, for all of the Development Scenarios.

13. Water Resources and Flood Risk

According to the Environment Agency's flood map, the Site is located in area where there is little or no risk of flooding. The Environment Agency has no records of historic flooding from pluvial sources and sewers within the Site or in surrounding area. Although historic borehole records in the vicinity of the Site indicate that groundwater has been recorded at approximately 4.2m to 9.8m below ground level, this is not expected to represent the groundwater table. As such, the risk posed by groundwater flooding is also considered to be minimal. Nevertheless, each Development Scenario includes measures to minimise surface water flooding. These include Sustainable Drainage Systems (SuDS) comprising temporary rainwater runoff storage units, rainwater harvesting systems, and green (vegetation-covered) and brown (gravel-covered) roofs.

All the Development Scenarios would introduce new uses at the Site and therefore, would increase the demand upon the foul water sewerage and potable water supply. However, the Entire Development would incorporate water-efficient fittings and appliances that would reduce, reuse and recycle water.

In consideration of the above, all the Development Scenarios would have **no likely significant effects** upon water resources and flood risk during the demolition and construction phases, and once completed and operational.

14. Wind

Wind tunnel testing was undertaken to assess the potential effects of each of the three Development Scenarios on the wind microclimate of the Site and immediate surrounding area, in the context of the potential effects on pedestrian comfort.

Although there is the potential for local winds to change direction and speed as a result of the demolition and construction works for each Development Scenario, the wind conditions would be suitable for pedestrian use. As construction progresses, wind conditions experienced at the Site would tend towards those that would exist with the completed Development Scenarios, as described below. As such, likely **negligible effects** are predicted for the wind microclimate of the Site during the demolition and construction works for all Development Scenarios.

When the Development Scenarios are completed, the wind conditions within the proposed thoroughfares, building entrances, amenity areas at ground and at roof level, are predicted to be suitable or better than the desired pedestrian uses, such as standing or walking. As such, beneficial effects are anticipated for the wind microclimate for all the completed and operational Development Scenarios, as follows:

- **Long-term, local beneficial effect of moderate significance** for some building entrances; and
- **Long-term, local beneficial effect of minor significance** for some building thoroughfares.

15. Daylight, Sunlight and Overshadowing

Changes in the massing (that is, the general shape of the building), layout and height of buildings can result in changes in daylight and sunlight availability at the existing buildings adjacent to the Site, and can also cause overshadowing of surrounding open spaces. Similarly, the design of new buildings can influence the amount of daylight and sunlight that future occupiers enjoy. Therefore, an assessment was undertaken to establish the potential effects of the Development on daylight, sunlight and overshadowing.

Daylight and sunlight availability at surrounding residential properties, together with overshadowing, would be expected to vary throughout the demolition and construction works, but would eventually tend towards the effects of the completed development as the construction proceeds. As such, when demolishing and constructing each of the Development Scenarios, the likely significant effects are considered to be **negligible**.

Once the Development is completed, the majority of residential properties adjacent to the Site would largely receive adequate levels of daylight and sunlight; although some of the rooms tested would see a reduction in daylight and sunlight availability. However, given the urban context of the Site, the dense nature of the urban environs and the recognised need for redeveloping the Site, these results are considered acceptable. The overshadowing assessment of the existing and proposed amenity spaces showed that the majority are predicted to receive adequate levels of sunlight.

The following likely significant likely effects upon daylight, sunlight and overshadowing were identified for the Entire Development (and therefore Development Scenarios 2 and 3) once completed and operational:

- **Negligible to adverse effect of moderate significance** upon daylight for the majority of surrounding buildings and buildings within the Entire Development;
- **Adverse effect of substantial significance** upon daylight for 142 to 146 Farringdon Road;
- **Negligible to adverse effect of moderate significance** upon sunlight for the surrounding buildings and buildings within the Entire Development;
- **Adverse effect of minor significance** overshadowing to surrounding and internal amenity areas.

16. Townscape, Visual and Built Heritage

The Calthorpe Street site is partly located in the Rosebery Avenue Conservation Area; the Phoenix Place is adjacent to the Rosebery Avenue, Bloomsbury and Hatton Gardens Conservation Areas. In addition, the New River and Clerkenwell Green Conservation Areas are also close to the Site. The neighbourhood in which the Site is located is made up of many distinctive parts of different centuries that have combined to create a rich urban environment, with a great variety of architectural styles and building types.

During the demolition and construction works, some structures would be demolished and cranes and construction traffic introduced for all Development Scenarios. This would temporarily alter the townscape character and generally have a negative effect on the setting of Conservation Areas. However, the careful routing of construction traffic and sensitive location of construction compounds would reduce such effects to an acceptable level.

In consideration of the above, it is concluded that the demolition and construction works for all Development Scenarios, would have **no significant, likely effects** on townscape. However, demolition and construction works for are anticipated to have the following likely significant effects upon built heritage assets:

- **Temporary, short-term, local, adverse effect of minor to moderate significance** upon the Rosebery Avenue Conservation Area (Development Scenario 1 and 2); and
- **Temporary, short-term, local, adverse effect of minor significance** upon the New River Conservation Area, which is close to the north-east corner of the Site (Development Scenario 1 and 2); and
- **Temporary, short-term, local, adverse effect of minor to moderate significance** upon the Hatton Garden Conservation Area which adjoins the Phoenix Place site along Mount Pleasant (Development Scenario 1 and 3).

The Development Scenarios were designed through a process of pre-application consultation with stakeholders and therefore any likely adverse effects have been considered throughout the design process. Subsequently as shown in the **Figures 9 and 10** below, the design of the Entire Development responds positively, in scale and mass, to the existing townscape and built heritage assets.



Figure 9: View towards Building A in the south of the Phoenix Place Development



Figure 10: View Along Calthorpe Street Towards the North of Calthorpe Street Development

In consideration of the above, each of the Development Scenarios is predicted to have a **negligible to substantial beneficial effect** upon existing townscape, including local conservation areas, registered landscapes, listed buildings and undesignated heritage assets close to the Site.

17. Cumulative Effects

Two types of cumulative effects were assessed in relation to the Development Scenarios:

- The interaction of individual potential environmental effects arising from the proposed Development Scenarios, for example, the combination of noise, dust and visual intrusion during the demolition and construction works; and
- The combination of the potential environmental effects arising from other schemes in the surrounding area with those likely to arise from the proposed Development.

During the demolition and construction works of the Development there would be some temporary combined effects predominately associated with dust, noise and townscape and visual. However, implementing the CEMPs would provide a means by which potential temporary negative environmental effects arising during the demolition and construction works would be minimised.

In consideration of the above, interactions during the demolition and construction works associated with all of the Development Scenarios would be likely to arise:

- **Temporary, short to medium-term, local** effects of **minor to moderate adverse** significance on townscape, built heritage and visual receptors;
- **Temporary, short term, local** effects of **negligible to minor adverse** significance in relation to noise and vibration generated from demolition and construction activities; and
- **Temporary, short to medium-term, local** effects of **negligible to moderate adverse** significance in relation to dust emissions.

The potential cumulative effects of each Development Scenario in combination with a number of other schemes were assessed. The schemes assessed were agreed with LBC and LBI and comprise:

- British Postal Museum and Archive, immediately north of the Phoenix Place site;
- 29 to 39 Mount Pleasant and 5 Rosebery Avenue, approximately 40m to the south of the Site;
- Farringdon Station (Crossrail) / Thameslink at Farringdon Station, approximately 370m to the south-east of the Site; and
- Site of former Charter House (also known as Caxton House) 2 Farringdon Road and Units 501-521 London Central Markets, Gate 30, 45 Charterhouse Street, approximately 865m to the south of the Site.

It is anticipated that most of the cumulative schemes considered would have very limited cumulative effects in combination with the Development Scenarios. In the majority of cases the cumulative schemes were assessed as being likely to result in no alteration to the predicted effects of the Development Scenarios in isolation.

However, consideration of the 29 Mount Pleasant and 5 Rosebery Avenue and BPMA proposals indicates that some adverse cumulative effects, in terms of air quality (dust) and noise may be expected in the event that demolition and construction works overlap. These would be temporary in nature and again controlled through measures within scheme-specific CEMPs in accordance with best practice.

Potential adverse socio-economic cumulative effects are predicted in relation to increased demand for early-years education and GP services at a local level. However, it should also be noted that there are predicted to be significant beneficial socio-economic cumulative effects, specifically related to additional employment during demolition and construction, local spend and the provision of housing and open and play space at a local level.

If you would like to receive further copies of this Non-Technical Summary or would like to purchase a copy of the Environmental Statement, please contact:

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