

Delegated Report		Analysis sheet		Expiry Date:	04/11/2011	
		N/A / attached		Consultation Expiry Date:	N/A	
Officer			Application Number(s)			
Neil McDonald			2011/5330/P			
Application Address			Drawing Numbers			
Cardinal Tower 12 Farringdon Road London EC1			EIA Scoping Report by URS dated 6 July 2011.			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature			
Proposal(s)						
Observations to adjoining borough of Islington for a Environmental Impact Assessment (EIA) Scoping Opinion in relation to over-site development above the Farringdon (West) Crossrail Station to provide a 9 storey building comprising retail and Crossrail-related uses at ground-second floor/mezzanine levels and offices above (total GEA 21,000sqm).						
Recommendation(s):		No objection				
Application Type:		Request for Observations to Adjoining Borough				
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice				
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00
			No. electronic	00		
Summary of consultation responses:		No consultations				
CAAC/Local groups* comments: *Please Specify		N/A				

Site Description

The site is located on the east side of Farringdon Road between the Borough boundary which runs north south along the middle of Farringdon Road, and the railway tracks leading south of Farringdon Underground and rail stations on the south side of Cowcross Street. The site was previously occupied by a 12-storey office building known as Cardinal Tower. This was demolished in 2009 to make way for the development of the new integrated western ticket hall for Thameslink and Crossrail as an extension to the existing Farringdon Station. This is now under construction.

Relevant History

LB Camden has previously provided observations to the adjoining borough of Islington for request for approval of plans and specifications (permanent works) pursuant to Schedule 7 of the Crossrail Act 2008 for erection of interchange concourse enclosure and part single, part two and part three-storey station services structure associated with the Crossrail Farringdon (West) station, and other associated works. No objection was raised subject to appropriate S106 financial contributions and other measures being secured for environmental improvements and cycle facilities and a construction management plan (LBC ref: 2011/3481/P).

Relevant policies

LDF Core Strategy and Development Policies

CS1 - distribution of growth, CS5 - managing the impact of growth and development, CS11 - promoting sustainable and efficient travel, CS13 - tackling climate change through promoting higher environmental standards, CS14 - promoting high quality places and conserving our heritage, DP16 - transport implications of development, DP23 - water, DP26 - managing the impact of development on occupiers and neighbours, DP28 - noise and vibration, DP32 - air quality and Camden's Clear Zone.

Assessment

The site was formerly occupied by the 12-storey office building known as Cardinal Tower which was demolished in 2009 as part of the Crossrail enabling works. The proposed redevelopment will be similarly for predominantly office use and would be in a slightly lower, but bulkier building than the one it is to replace. The area of the site is approx 0.35 hectares. The proposal is to provide a 9 storey building comprising retail and Crossrail-related uses at ground-second floor/mezzanine levels and offices above (total GEA 21,000sqm).

The need for an EIA comes about by virtue of the Crossrail Act 2008 which provides that where any building is demolished for the purposes of Crossrail, a later application for replacement development must be accompanied by an environmental assessment. This is irrespective of whether it would be defined as an 'EIA development' under the EIA regulations.

The principle impacts on LB Camden would relate to the following:

Conservation and Urban Design

The proposed buildings and building heights (9 storeys) are likely to have significant impacts upon surrounding built heritage and mainly local views including from Hatton Garden Conservation Area. It is noted that the proposed list of views include those from Greville Street and the Clerkenwell Road/Farringdon Road junction which are considered the key views affecting LB Camden. It is also proposed to address the grade II listed 25-27 Farringdon Road in the views analysis which is considered necessary. It is unlikely that there will be significant impacts on sensitive receptors beyond these, therefore no further comments on heritage or design matters are considered necessary.

Air quality

There is a potential to impact air quality standards, during the construction phase, from use of plant machinery and vehicle emissions.

In due course, the development will also increase the level of domestic/commercial car use in the area, increasing exhaust emissions, which can affect air quality standards in the London Borough of Camden. It is therefore necessary to examine potential impacts on air quality concentrations, making reference to current methodologies, for air quality predictive techniques and mitigation.

Dust emissions are likely to arise from site clearance and construction and would affect sensitive receptors within 100m radius of the site boundaries. A dust assessment should therefore be carried out.

Consideration must be given to the risk of odours and vapours arising from the development of the site, which may impact upon Camden residents. The applicant must devise an odour Management Plan to be appended to their Environmental Statement.

Transport issues

As covered in the EIA scoping report, Camden support the requirement of a full Transport Assessment to assess the transport impacts of the development. The analysis from the TA can then be used to provide data for the Assessment of Road Traffic Impacts section of the EIA.

Although the overall impact from transport is likely to be minimal on Camden's wider highway network, cumulative impacts should be included covering schemes such as St Barts Estate redevelopment at Smithfield.

In addition, cumulative impacts during the construction period should also be assessed, given the location of the development. As part of the EIA and TA it is considered that a Construction Management Plan should be submitted outlining a Lorry Management Plan. This assessment should consider St Barts Estate construction movements. Further, and subject to programme, impacts as a result of the Olympic Route Network along Grays Inn Road should also be included.

It is also welcomed that an assessment on the impact of pedestrian and cyclist movements in relation to increased traffic and construction movements will be undertaken.

Sunlight/daylight

The sunlight daylight assessment in the ES should include residential properties opposite and to the north of the development on the opposite (Camden) side of Farringdon Road.

Recommendation: That LB Islington be advised of the above points to ensure that the potential impacts on LB Camden are addressed in the Environmental Statement.

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