

London Borough of Islington  
FAO Matthew Durling  
North/South Area Team  
Planning Service  
Environment and Regeneration  
Department  
London Borough of Islington  
PO Box 333  
222 Upper Street  
LONDON  
N1 1YA

Our Ref: **2011/5330/P**

Your Ref:  
Please ask for: **Neil McDonald**  
Telephone: 020 7974 **2061**

4 November 2011

Dear Sir/Madam

## **DECISION**

Town and Country Planning Acts 1990 (as amended)

### **Request for Observations to Adjoining Borough - No objection**

Address:  
**Cardinal Tower  
12 Farringdon Road  
London  
EC1**

Proposal:

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).

Drawing Nos: EIA Scoping Report by URS dated 6 July 2011.

The Council, as a neighbouring planning authority, has considered your request for observations on the application referred to above and hereby raises no objection.

Informative(s):



- 1 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 to be the key views affecting LB Camden. It is also noted that the Scoping Opinion proposes to address the grade II listed 25-27 Farringdon Road in the views analysis which is welcomed.
- 2 There is potential to impact on air quality standards both during construction from plant machinery and vehicle emissions. A dust assessment should be carried out. 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.
- 3 An odour Management Plan must be devised and appended to the Environmental Statement to cover risk of odours arising during the development of the site.
- 4 Although the overall impact from transport is likely to be minimal on Camden's wider highway network, cumulative impacts should be addressed covering schemes such as the nearby St Barts Estate redevelopment potentially coming forward in the City of London. In addition, cumulative impacts during the construction period should be assessed. 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 construction movements. Further, and subject to programme, impacts as a result of the Olympic Route Network along Grays Inn Road should also be included.
- 5 The proposed assessment on the impact of pedestrian and cyclist movements in relation to increased traffic and construction movements is welcomed.
- 6 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.

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