

Delegated Report		Analysis sheet		Expiry Date:		31/10/2011	
		N/A / attached		Consultation Expiry Date:		N/A	
Officer				Application Number(s)			
Neil McDonald				2011/5231/P			
Application Address				Drawing Numbers			
St Barts Estate EC1				site location plan			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Observations to adjoining borough of the City of London for a EIA scoping opinion in relation to refurbishment and rebuilding of existing buildings to provide residential, offices, retail and landscaping.							
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 to the south-east side of Smithfield approx 0.5km from Camden Borough boundary to the east of Hatton Garden. The site area is approx 1.5ha in area.

Relevant History

N/A

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

Key components of the development comprise 31,700sqm residential; 32,000sqm offices and 2,850sqm of retail floorspace. The site area is approximately 1.5ha. The development would require an EIA by virtue of it being considered an "urban development project" falling under Schedule 2 of the EIA Regulations.

Potential impacts on LB Camden:

- Buildings and building heights (up to 15 storeys) likely to have significant impacts upon surrounding built heritage although more limited to immediate surroundings
- Cumulative impacts with other schemes including Farringdon Station Crossrail project, particularly on environmental health related matters
- Demolition and construction-related traffic impact and air quality
- Other impacts such as on climate change and the water environment would have important wider environmental impacts but not specifically to Camden and are matters for the relevant local authority to address with the developer in conjunction with the GLA.

Conservation and Urban Design

The site at its closest point is approximately 400m away from the borough boundary with Camden (Farringdon Road). The proposed new build elements of the scheme consist of a number of 5-8 storey buildings and a 15 storey tower. It is unlikely that the buildings up to 8 storeys will have an impact on Camden. However the 15 storey tower could potentially be visible from areas of Camden.

In their statement the agent suggests a number of verified views from which visualisations will be produced. Given that the building would be significantly taller than the surroundings it may have an impact on Camden. An initial assessment of the locality suggests that potentially the building may be visible from the area around the junction of Clerkenwell Road/Farringdon Road. However given that the much taller towers at the Barbican (42/43 storeys) are only just visible, it is unlikely that the impact would be particularly significant for Camden, It might be advisable for the agent to produce a wire line of the proposed massing and heights to assess this impact.

On page 8 of their statement the agent has identified that the building would be in the lateral assessment area from Primrose Hill (in the London View Management Framework 2010). The proposed development may impact on the Panoramas from both Kenwood and Parliament Hill which are both within Camden and these views would need addressing.

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. This is therefore not expected to affect Camden.

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

Noise and vibration

Although relatively low risk, there could be effects associated with vibration from tunnel boring and shaft construction. Cumulative vibration may also be a factor, due to the Farringdon Cross Rail development.

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 Cardinal Tower and Farringdon West Crossrail Station close to Farringdon Road.

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 Cardinal Tower and Farringdon West Crossrail Station 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, given the scale and type of development being proposed. This assessment should also cover the impacts on pedestrian severance, pedestrian amenity and accidents and safety within the local area of the proposed development, particularly for the routes towards local national rail and underground stations.

Recommendation: That City of London 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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