

<b>Committee:</b>	<b>Date:</b>	<b>Item no.</b>
Planning and Transportation	15 March 2011	
<p><b>Subject:</b> 5 - 7 St Helen's Place London EC3A 6AU</p> <p>Demolition and redevelopment behind the retained facade to provide new livery company accommodation, including a new livery hall and ancillary residential accommodation, and commercial office space, associated plant and landscaping.</p>		
<b>Ward:</b> Lime Street	<b>Public</b>	<b>For Decision</b>
<b>Registered No:</b> 10/00902/FULMAJ	<b>Registered on:</b> 13 December 2010	
<b>Conservation Area:</b> St Helen's Place	<b>Listed Building:</b> No	
<p><b>UDP Policies:</b> STR2A STR10B ECON1 ECON4 ENV1 ENV11 ENV13 ENV18 ENV28 ENV33 ENV27 ARC1 ARC2 ARC3 CS1 CS10 CS12 CS15</p>		
<p><b><u>Summary</u></b></p>		
<p>The proposal involves the demolition and redevelopment of the building behind a retained facade to provide new accommodation for the Leathersellers' Company, which is seeking to relocate from its current premises at 15 St Helen's Place. The proposal would create 6,795 sq.m gross external floorspace for livery hall and commercial office purposes.</p> <p>The present building contributes to the character and appearance of the St Helen's Place Conservation Area and is thereby a heritage asset that should be conserved in accordance with the advice in PPS5. The interior and rear of the building are unremarkable and could be replaced if the design of the new work were satisfactory in terms of its affect on the conservation area and setting of listed buildings.</p> <p>The proposed retention of the facade to St Helen's Place would preserve the character and appearance of the Conservation Area. The scale and design of the rear elevation has been carefully considered and would not harm the setting of listed buildings or the character and appearance of the Conservation Area.</p> <p>The proposed new building would provide offices and Livery accommodation which would meet the needs of the financial and business services of the City.</p> <p>The concerns of neighbours about disturbance during construction will be addressed through deconstruction and construction method statements which will be required by conditions.</p>		

**Recommendation**

Planning permission be granted for the above proposal in accordance with the details set out in the attached scheduled.

## **Site**

1. 5-7 St Helen's Place is an office building that was constructed in 1919. The existing gross external floorspace of the building is 5,506 sq.m. It has basement, lower ground, ground and 5 upper floors, with plant structures and water tanks on the roof. The facade to St Helen's Place is clad in Portland stone with a slated roof to the 5<sup>th</sup> floor, whilst the rear has a white tiled elevation with a slated roof to the 4<sup>th</sup> and 5<sup>th</sup> floors.
2. The facade to St Helen's Place is of architectural interest and forms an integral part of the formal composition of buildings of similar height and design on St Helen's Place. The remainder of the building is not of architectural interest.
3. St Helen's Place is a private cul-de-sac which is entered from Bishopsgate through a gated grand opening in 52- 68 Bishopsgate. 52- 68 Bishopsgate is a grade II listed building. This is a planned enclave with a semi-pedestrianised character.
4. The rear of 5-7 St Helen's Place is partly attached to the side wall of St Helen's Bishopsgate Church, which is a grade I listed building.
5. The site is at the centre of the St. Helen's Place Conservation Area. This conservation area is focused primarily on the buildings which enclose and define St. Helen's Place and the buildings in Great St. Helen's which contribute to the setting of the Parish Church of St. Helen. It includes the linking group of buildings on the eastern frontage of Bishopsgate.

## **Proposal**

6. The proposal involves the demolition and redevelopment of the building behind a retained facade on St Helen's Place to provide new accommodation for the Leathersellers' Company, which is seeking to relocate from its current premises at 15 St Helen's Place. The proposal would create 6,795 sq.m gross external floorspace for livery hall and commercial office purposes. [Livery accommodation – 2,884sq.m; Offices – 3,157sq.m; Plant – 754 sq.m.]
7. The Leathersellers' Company accommodation at 15 St Helen's Place forms part of the redevelopment site at 100 Bishopsgate for which planning permission was granted in 2008. This scheme permitted one building of 39 storeys and another of 7 storeys on the Bishopsgate/Camomile Street/St Mary Axe frontages [Buildings 1 and 2] for offices, retail and a public library, and a building of 7 storeys on the St Helen's Place frontage [Building 3] for a Livery Hall and commercial offices. The scheme included improved pedestrian routes and a new public space.
8. It is proposed to amend this redevelopment scheme so that Building 3 would contain commercial offices with retail space fronting the new public space and to move the Livery Hall to 5-7 St Helen's Place. The current application is for the new Livery Hall at 5-7 St Helen's Place. A separate application will be made to amend the proposals for 100 Bishopsgate.

9. This report deals with the application for planning permission for 5-7 St Helen's Place (10/00902/FULMAJ) and an application for Conservation Area Consent for substantial demolition of this building (10/00903/CAC).

### **Consultations**

10. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and detailed matters remain to be dealt with under conditions.
11. English Heritage does not wish to offer any comments and has stated that this application should be determined in accordance with national and local policy guidance.
12. Thames Water has written to confirm it has no objection
13. Transport for London has commented upon the impact on the use of Bishopsgate which form part of the Transport for London Road Network. Conditions are included that cover their points.
14. The CAAC raised no objections but requested officers review the materials for the rear elevation and discuss the possibility of using different materials for the stair towers.
15. Ash Mill Developments Ltd has lodged a holding objection on behalf of St Helen's church in respect of the following issues:
  - The impact of the construction of deep basements next to the church;
  - Noise and vibration will make the church unusable for normal activities and services;
  - Loss of daylight to windows;
  - Lack of detailed information concerning the rear of the building and its sensitive boundary with the church.
16. Arc 3 Architects and Surveyors have made comments on behalf of neighbouring occupiers at 33 Great St Helen's and 3 St Helen's Place. They are concerned that the work will greatly impact on their working environment and that noise mitigation and other protective measures need to be part of any approval.
17. InterExec, which occupies part of 17 St Helen's Place, has objected. They are concerned about the affect of noise, dust, loss of daylight and inconvenience during building work, and the impact this will have on their business.
18. Letters making representations are attached.

### **Policies**

19. The development plan consists of the London Plan and the City of London Unitary Development Plan.
20. The Examination in Public of the Replacement London Plan has been completed and the inspector's report is awaited. The City of London LDF Draft Core Strategy has been published for formal consultation and contains the City's latest policy proposals. The public examination into the draft Core Strategy will take place on 29-31 March. In the meantime, the draft Core

Strategy and the Replacement London Plan policies are a material consideration in the consideration of this application.

21. The UDP policies and draft Core Strategy policies that are most relevant to consideration of this application are set out in Appendix A. The relevant London Plan and draft Replacement London Plan policies are set out in Appendix A1.
22. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Funding of Crossrail and Sustainable Design and Construction.
23. The relevant Government Guidance includes:
  - PPS 1: Delivering Sustainable Development;
  - PPS 5: Planning for the Historic Environment;
  - PPG24: Planning and Noise

### **Considerations**

24. The principal issues in considering this application are:
  - The extent to which the proposals comply with the relevant policies of the London Plan, Replacement London Plan, Unitary Development Plan and the draft LDF Core Strategy.
  - The impact on Heritage Assets including the setting of listed buildings and the conservation area as required by PPS 5.
  - The impact on the neighbouring church and businesses.

#### **Conservation Area Consent**

25. The facade to St Helen's Place is of architectural interest and forms an integral part of the formal composition of buildings of similar height and design on St Helen's Place. It contributes to the character and appearance of the St Helen's Place Conservation Area and it is a heritage asset that should be conserved in accordance with the advice in PPS5.
26. As in many City buildings the architectural interest of this building resides in its principal facade and the interior and rear of the building are unremarkable and do not make a significant contribution to the character or appearance of the conservation area. The rear wall is clad in white tiles which are in a poor condition and there is unsightly ductwork and downpipes and intrusive plant enclosures at roof level. Nevertheless, the rear of the building has a restrained appearance that provides an acceptable backdrop to St Helen's Church and to the setting of this listed building.
27. It is considered that this part of the building could be demolished without loss to the Conservation Area if the replacement were to be of a design that preserved or enhanced the character and appearance of the Conservation Area and the setting of nearby listed buildings.

#### **New Building**

28. New floors are proposed to be installed behind the retained facade, a new rear elevation would be created, the roof would be rebuilt to contain one floor of

offices and an additional sixth floor attic storey and basement would be constructed.

29. The ground floor would be lowered to street level in order to remove steps at the entrance in order to make the building fully accessible. The ground floor of the front elevation would be remodelled to accommodate lowering of the floor level by replacing stone plinths with full height windows at ground floor. These alterations are considered to be appropriate to the character of the facade.
30. A new mezzanine floor in half of the building would be externally expressed by spandrel panels which could diminish the architectural symmetry of the front facade but the changes would be subtle and, given that the building is largely appreciated obliquely, the impact of this change would be limited. Similarly, changes within the well area behind the street railings would be concealed from view from almost all vantage points. The alterations to the frontage would not harm the design integrity of the urban ensemble of St Helen's Place.
31. The proposed rear elevation would result in an increase in height and bulk in the backdrop to St Helen's Church. A high quality, contextual design is proposed comprising a faience facade framing window openings, with flanking staircase extensions. The elevation is well proportioned with a good sense of hierarchy, recessed upper storeys and a penultimate storey recessed behind a loggia walkway providing a visual termination to the building. The plant is incorporated within the roof structure of the building and concealed from view.
32. The increase in height will to an extent diminish views of the belfry tower and cupola at 52-68 Bishopsgate, over the entrance to St Helen's Place from St Mary Axe, but this important townscape element will remain largely visible above the new building and the degree of loss is considered to be acceptable.
33. The modelling of the rear elevation offers depth and grain, especially in the important oblique views from St Mary Axe and Great St Helens. The largely windowless staircase enclosures are modelled with projecting pilasters to add visual interest. Although details of the colour of the faience are to be conditioned, the scheme currently proposes a red base colour with a dappled overgraze which would provide a restrained backdrop and contrast with the stonework of the church.
34. The re-aligned rear wall would include removal of a two storey wing which partly fills the space between the building and the church. This would create a degree of separation and "breathing space" between the building and the church. A small terrace would be created in this area and large windows on the rear wall would provide views of the north elevation of St Helen's Church from the Livery Reception and Assembly Halls.
35. The proposals involve increasing the height and angle of the roof and adding a new top storey. This would be similar to the approved scheme for the north side of St Helen's Place. The increase in height of the mansard is considered to have a limited and acceptable impact in street level views and the resulting roof is considered acceptable given the "Parisian" mansard style which

characterises the Neo French C17th architectural style of the buildings in St Helen's Place.

36. At sixth floor there would be a balcony on the rear elevation for the Master's Flat and a pergola with planting to create a foil to the south wall. A planted "green" roof would be provided which would aid bio-diversity and cooling and control water runoff.
37. Overall, it is considered that the proposal would enhance the character and appearance of the conservation area and that the setting of the church and the listed building at 52-68 Bishopsgate would be preserved.

#### Uses

38. The new building would provide the livery company with a reception area, Assembly room, Court room and library on ground floor, Livery Hall and kitchen at the lower ground, cloakrooms and livery offices on mezzanine floors, cellarage and plant in the basement and the Master's flat on part of the 6<sup>th</sup> floor. There would be commercial office space on the first to fifth floors with an entrance and reception at ground level. Plant would be in the basement and on the remainder of the sixth floor.
39. Whilst a livery company falls within the same Use Class as offices (B1) the layout of the accommodation and activity differs considerably from an office. Commercial offices and livery company use are both appropriate to this location in the City and are in accordance with development plan policies.

#### Servicing and parking

40. The building would be serviced from the private highway of St Helen's Place in a similar way to the present building and is therefore considered acceptable. A dedicated service /staff entrance is proposed at the eastern end of the building.
41. Office waste is currently managed collectively for all office uses in St Helen's Place and stored at the gates to St Helen's Place. The new commercial offices would use these facilities. Kitchen waste from the proposed livery hall would be collected directly from the Livery Hall, as it has in the past. The waste collection vehicle would reverse into St Helen's Place from Bishopsgate with the assistance of a crew member to ensure public safety.
42. No car or motorcycle parking is proposed on the site. Parking for 12 bicycles is provided in accordance with policy TRANS 18.

#### Neighbour concerns

43. Office occupiers at neighbouring premises have expressed concern and objection about the affect of noise, dust, loss of daylight and inconvenience during building work, and the impact this will have on the working environment and on their businesses.
44. St Helen's church has raised the following issues:
  - The impact of the construction of deep basements next to the church;
  - Noise and vibration will make the church unusable for normal activities and services;

- An increase in height would reduce daylight to windows on the north side of the church;
  - Lack of detailed information concerning the rear of the building and its sensitive boundary with the church.
45. The need to protect the listed church is acknowledged by the applicants and they say that they are committed to ensuring that disruption to the operation of the church is minimised and that they have been in discussion with representatives of the church since July 2010 (Applicant's letter attached).
46. The proposed rear wall would be in a similar position to the existing rear wall but there are locations where it would be closer and others where it would be further away. The height would be greater but the overall impact would not be significantly different from the existing building. The design and finish of the rear wall is described above and is considered to be an appropriate neighbour to the church.
47. Deconstruction and construction method statements would be required by conditions to protect neighbouring premises from noise, dust and other environmental affects. The Environmental Services Department is aware of the particular concerns of these neighbours and imposition of controls through these method statements would enable the Environmental Services Department to restrict the hours of construction and provide other protection as necessary.

#### Sustainability and Energy

48. The London Plan (2008) climate change policies require developments to make the fullest contribution to tackling climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply, and incorporating renewable energy technologies from on-site renewable energy. Corresponding policies are set out in Chapter 5 of the draft replacement London Plan (2009).
49. The applicants have submitted a statement relating to Energy and Sustainability, listing proposed energy efficiency measures and outlining an energy strategy. It states that the proposed scheme has been pre-assessed under BREEAM (Building Research Establishment Environmental Assessment Method) Offices 2008. The applicant anticipates that the scheme could achieve a minimum of a "Very Good" rating, based on measures to reduce energy demand, such as an efficient new facade, high efficiency lighting and plant, heat recovery and provision for linking to a future district heating or cooling system if that becomes available.
50. The installation of renewable technologies has been considered unsuitable due to site and building related limitations.
51. The carbon emissions savings are predicted to be around 43% below Part L of the Building Regulations 2006 but modelling to update to Part L 2010 has not been done. The London Plan requires schemes to show improvements over targets in the Building Regulations and the degree of savings relative to the Building Regulations targets is not known at this stage. A condition is therefore included requiring details of the proposed carbon emission savings to be submitted at the detailed design stage.



52. A condition is recommended to obtain further details of planning related sustainable design and construction measures, in particular in respect of water saving, minimising flood risk, choice of sustainable materials, natural ventilation, construction site waste management and opportunities to include a sedum roof at the detailed design stage. This information would be part of a fully detailed design stage BREEAM assessment. It is normally expected that new office development in the City should aim to achieve at least a BREEAM rating of “excellent”. The proposed scheme benefits from carbon emission savings by retaining the Portland stone facade in St. Helen’s Place and the pre-assessment indicates a high standard of sustainable design but the retention of the facade may prevent an “excellent” rating. The assessment is therefore expected to demonstrate that at least a “Very Good” rating has been achieved.

#### Archaeology

53. The site is in an area of archaeological potential within the Roman and medieval city walls and within the medieval precinct of the Priory of St Helens Bishopsgate. The potential for remains to survive on the site is affected by the existence of a double basement over part of the site and existing foundations.
54. An archaeological assessment had been carried out which concludes that below the single basement there is a high potential for remains of the Roman, late medieval and post medieval periods to survive, including a possible early city ditch and remains of the cloister and chapter house of the Priory. Remains from the prehistoric and early medieval periods may also survive. Only deep cut features such as wells are likely to survive below the double basement.
55. The proposed development would have a double basement which with new foundations would have an impact on archaeological remains. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation design.

#### Planning Obligations

56. Under Section 106 of the Town & Country Planning Act 1990 an agreement can be made between parties, usually the developer and other persons with interests in the land and the local authority, or a unilateral undertaking can be submitted by a prospective developer and other persons with interests in the land:
- restricting the development or use of land in any specified way;
  - requiring specified operations or activities to be carried out in, on or under or over the land;
  - requiring the land to be used in any specified way; or
  - requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.
57. There have been recent modifications to planning obligation arrangements by virtue of the Community Infrastructure Levy Regulations 2010 (CIL Regulations). The Regulations introduce statutory restrictions on the use of planning obligations to clarify their proper purpose, and make provision for planning obligations to work alongside any Community Infrastructure Levy (“CIL”) which the local planning authority adopts.

58. Government Guidance on the correct use of Section 106 is set out in Circular 5/05, which reinforces the premise that planning obligations are intended to make acceptable development that would otherwise be unacceptable in planning terms. In March 2010 the former government issued a consultation draft “New Policy Document for Planning Obligations”. Although this remains in draft form at the time of writing the key premise in Circular 5/05 outlined above is reinforced. However, the Coalition Government has announced that it proposes to bring into force alternative contribution arrangements by introducing a form of Community Infrastructure levy.
59. The main modification currently in force is that the tests as to the lawfulness of planning obligations contained in Circular 5/05 have largely been placed into law. Regulation 122 of the CIL Regulations states that it is unlawful for a planning obligation to constitute a reason to grant planning permission when determining a planning application if the obligation does not meet all the following tests:
- necessary to make the development acceptable in planning terms;
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development
60. On 8th June 2004 the City adopted Supplementary Planning Guidance on Planning Obligations. This states that the indicative size threshold for seeking planning obligations is 10,000 sq.m gross total floorspace provided that there is also a floorspace increase of 2,000 sq.m.
61. In this case the proposed gross floorspace would not exceed 10,000 sq.m and no financial contribution would be required under the City’s Supplementary Planning Guidance.
62. Policy 3C.12A of the London Plan requires contributions for Crossrail. Supplementary Planning Guidance in relation to the use of planning obligations in the funding of Crossrail was published by the GLA in July 2010.
63. The SPG sets out that the Crossrail contribution is due where there is an uplift of 500sqm of floorspace. There are three different contribution charging area and the City falls within the Central London Contribution Area. The contributions applicable in the City have been set at 137 GBP per sq.m for office accommodation, 88 GBP per sq.m for retail use and 60 GBP per sq.m for hotels. On mixed use developments the SPG says that the Crossrail contribution will be sought on any increase in floorspace for any of these three uses (subject to the 500sq.m threshold).
64. In this case there would be an overall increase of 1,289sq.m but there is a reduction in commercial office space of 2,349 sq.m. Whilst the livery company use is regarded as a B1 business use the majority of the space would be court and reception rooms, library, hall, kitchen and cellarage with low occupancy for much of the time. Unlike an office activity, this would be mainly in use outside the peak travel hours. I therefore recommend that the livery accommodation is not included for the purposes of applying the tariff and, as a result, there would be no net additional transport impact requiring a Crossrail contribution from this scheme.

## **Conclusion**

65. The present building contributes to the character and appearance of the St Helen's Place Conservation Area and is thereby a heritage asset that should be conserved in accordance with the advice in PPS5. The interior and rear of the building are unremarkable and could be replaced if the design of the new work is satisfactory in terms of its affect on the conservation area and setting of listed buildings.
66. The proposed retention of the facade to St Helen's Place would preserve the character and appearance of the Conservation Area. The scale and design of the rear elevation has been carefully considered and would not harm the setting of listed buildings or the character and appearance of the Conservation Area.
67. The proposed new building would provide offices and Livery accommodation which would meet the needs of the financial and business services of the City.
68. The concerns of neighbours about disturbance during construction will be addressed through deconstruction and construction method statements which will be required by conditions.

## Background Papers

### Internal

Letter 21.12.10	Access Adviser to GVA
Memo 21.12.10	Waste and Amenity Planning Manager
Memo 23.02.11	Environmental Services

### External

Letter 17.12.10	English Heritage
Email 21.12.10	Thames Water
Emails 26.01.11, 23.02.11	Transport for London
Letter 17.01.11	CAAC
Letter 12.01.11	Ash Mill Developments Ltd
Letter 26.01.11	Arc 3 Architects and Surveyors
Letter 21.01.11	InterExec
Letter 19.01.11	GVA TO Access Adviser
Letter 07.02.11 and drawings	GVA
Letters 18.02.11 (x 2)	GVA
Email 25.02.11	GVA
Planning Statement	GVA Grimley
Design and Access Statement	Eric Parry Architects
Townscape, Heritage and Visual Impact Assessment	Prof. Robert Tavernor
Archaeological Impact Assessment, received 13.12.10	MoLA

## **Appendix A**

### London Plan Policies

1. The London Plan is part of the development plan for the City. As such the London Plan is a material consideration to which the City of London Corporation must have regard in exercising its development control powers.
2. The London Plan sets out the Mayor's vision which is to develop London as an exemplary, sustainable world city, based on three interwoven themes:
  - strong, diverse long term economic growth;
  - social inclusivity to give all Londoners the opportunity to share in London's future success;
  - fundamental improvements in London's environment and use of resources.
3. The London Plan policies which are most relevant to this application are set out below:
  - Policy 3B.1 To support and develop the economy of London as one of the three world cities
  - Policy 3B.2 To seek a significant increment to current office stock through changes of use and development of vacant brownfield sites, renovation and renewal of existing stock and a variety of type size and cost of office premises.
  - Policy 3B.3 Within the Central Activities Zone wherever increases in office floorspace are proposed they should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.
  - Policy 4A.3 Future developments should meet the highest standards of sustainable design and construction.
  - Policy 4A.4 Support the Mayor's Energy Strategy and its objectives of improving energy efficiency and increasing the proportion of energy used generated from renewable sources.
  - Policy 4A.7 To achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible.
  - Policy 4B.1 Ensure that development meets design principles for a compact city.
  - Policy 4B.2 Promoting world-class architecture and design.
  - Policy 4B.5 Creation of an inclusive environment.
  - Policy 3C.12A Contributions will be sought for Crossrail.
  - Policy 4B.12 Protection and enhancement of historic assets in London.

- Policy 4B.15 To support the identification, protection, interpretation and presentation of archaeological resources.
  - Policy 5G.3 To ensure adequate capacity to meet future office demand and to enhance it as a globally attractive business location and provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.
  - Policy 6A.4 Priorities are set out for planning obligations.
4. The draft Replacement London Plan policies which are most relevant to this application are set out below:
- Policy 2.10 Enhance and promote the unique international, national and London wide roles of the Central Activities Zone (CAZ); Sustain and enhance the distinctive environment and heritage of the CAZ, recognising both its strategic components such as the River Thames, the Royal Parks, World Heritage Sites, designated views and more local features including the public realm, smaller open spaces and distinctive buildings, through high quality design and urban management; In appropriate parts of the CAZ ensure that development of office provision is not strategically constrained and that provision is made for a range of occupiers especially the strategically important financial and business services.
  - Policy 2.11 Ensure that developments proposals to increase office floorspace within CAZ include a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.
  - Policy 4.1 Promote and enable the continued development of a strong and increasingly diverse economy; Support the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity; Promote London as a suitable location for European and other international agencies and businesses.
  - Policy 4.2 Support the management and mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes.
  - Policy 4.3 Within the Central Activities increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.
  - Policy 5.2 Development proposals should make the fullest contribution to minimising carbon dioxide emissions.
  - Policy 5.3 Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. Major development proposals should meet the minimum standards outlined in the Mayor's supplementary planning guidance on Sustainable Design and Construction

- Policy 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of onsite renewable energy generation, where feasible.
  - Policy 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.
  - Policy 5.13 Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so.
  - Policy 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.
  - Policy 6.5 Developments which contribute to the transport needs that the Crossrail project will wholly or partly address will be required to contribute towards its funding through the use of planning obligations.
  - Policy 6.9 Developments should provide secure, integrated and accessible cycle parking facilities and provide on-site changing facilities and showers for cyclists.
  - Policy 7.2 All new development in London to achieve the highest standards of accessible and inclusive design.
  - Policy 7.3 Creation of safe, secure and appropriately accessible environments.
  - Policy 7.6 Buildings and structures should be of the highest architectural quality, activate and appropriately enclose the public realm; not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy, overshadowing, wind and microclimate; incorporate best practice in resource management and climate change mitigation and adaptation; provide high quality indoor and outdoor spaces; integrate well with the surrounding streets and open spaces; be adaptable to different activities and land uses; and meet the principles of inclusive design.
- Policy 7.8 New development in the setting of heritage assets and conservation areas should be sympathetic to their form, scale, materials and architectural detail. New development should make provision for the protection of archaeological resources and significant memorials.
- Policy 7.19 Development Proposals should, wherever possible, make a positive contribution to the protection, promotion and management of biodiversity.

## SCHEDULE

APPLICATION: **10/00902/FULMAJ**

**5 - 7 St Helen's Place London EC3A 6AU**

**Demolition and redevelopment behind the retained facade to provide new livery company accommodation, including a new livery hall and ancillary residential accommodation, and commercial office space, associated plant and landscaping.**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Works shall not begin until a scheme for protecting nearby residents, church and commercial occupiers from noise, dust and other environmental effects, based on the Department of Environmental Services' Code of Deconstruction and Construction Practice, has been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved scheme.  
REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Unitary Development Plan 2002: HOUS 9, ENV 33.
- 3 A Construction Logistics Plan identifying efficiency and sustainability measures to be undertaken during demolition and construction shall be submitted to and approved by the Local Planning Authority in conjunction with Transport for London before demolition work commences.  
REASON: To ensure that construction works do not have an adverse impact on the transport network and to comply with requirements of the London Freight Plan.
- 4 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.  
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Unitary Development Plan 2008: ENV 33.

- 5 Prior to and during any building, engineering or other operations hereby permitted, archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of work.  
REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Unitary Development Plan 2002: ARC 1.
- 6 No development shall take place within the site until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.  
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policies of the Unitary Development Plan 2002: ARC 2, ARC 3.
- 7 Before any new works hereby permitted are begun, details of the foundations and piling configuration, to include a detailed design and method statement, shall be submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.  
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policies of the Unitary Development Plan 2002: ARC 2, ARC 3.
- 8 Before any construction works hereby permitted are begun a detailed design stage BREEAM assessment including detailed measures to contribute to water saving, minimise flood risk, choice of sustainable materials, natural ventilation and construction site waste management shall be submitted to and approved in writing by the Local Planning Authority. The measures identified as being incorporated into the development and approved under this condition shall be incorporated into the development and maintained as approved for the life of the development.  
REASON: To ensure compliance with London Plan policy 4A.3
- 9 Before any construction works hereby permitted are begun detailed calculations of proposed carbon emission savings shall be submitted to and approved in writing by the Local Planning Authority. The measures identified as being incorporated into the development and approved under this condition shall be incorporated into the development and maintained as approved for the life of the development.  
REASON: To ensure compliance with London Plan policy 4A.4.



- 10 The stability of the structure to remain must, throughout the period of demolition and reconstruction, be assured before any works of demolition begin, taking into account any rapid release of stress, weather protection, controlled shoring, strutting, stitching, reinforcement, ties or grouting as may occur or be necessary.  
REASON: To ensure the stability of the structure to be retained in accordance with the following policy of the Unitary Development Plan 2002: ENV 11.
- 11 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
  - (b) details of the proposed new facades and roof including typical details of the fenestration;
  - (c) details of a typical bay of the new rear wall (elevations, plans and cross-sections at scale 1:10 showing details of individual castings of the faience blocks;
  - (e) details of details of windows (including dormers) and external joinery (elevations, plans and cross-sections at scale 1:5 with 1:1 cross-sections of the glazing bars and window frames;
  - (f) details of soffits, hand rails and balustrades;
  - (g) details of all alterations to the existing facade;
  - (h) details of junctions with adjoining premises;
  - (i) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;
  - (j) details of external surfaces within the site boundary including hard and soft landscaping,
  - (k) details of any making good to the wall of St Helen's Church which will be revealed following the demolition of 5-7 St Helen's Place.
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan 2002: ENV1, ENV6, ENV18, ENV28.
- 12 The existing railings to the front (north) elevation shall be reinstated. Details of the reinstated railings (elevation and plans and cross-section at scale 1 :50) shall be submitted to and approved in writing by the City of London as local planning authority before the commencement of work unless otherwise agreed in writing by the City of London.  
REASON: To protect the character and appearance of the conservation area and ensure a satisfactory external appearance in accordance with the following policy of the Unitary Development Plan 2002: ENV1.
- 13 The green roof indicated on the drawings hereby approved shall be planted in accordance with details showing the size and type of green roof and its contribution to biodiversity and rainwater attenuation, which shall be

submitted to and approved in writing by the local planning authority before any works affected thereby are begun and the green roof shall be maintained as approved for the life of the development.

REASON: To provide a habitat that will encourage biodiversity and to assist the environmental sustainability of the development in accordance with London Plan Policy 4A.11 and the following policies of the Unitary Development Plan 2002: REC 3, UTIL 9.

- 14 Prior to the occupation of any part of the building all exposed flank or party walls must be faced or treated in accordance with details to be approved by the Local Planning Authority in writing before any such works are commenced and all development pursuant to this permission shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity in accordance with the following policies of the Unitary Development Plan 2002: ENV 1, ENV 5, ENV 8, ENV 9.

- 15 At all times when not being used for cleaning or maintenance the window cleaning gantries, cradles and other similar equipment shall be garaged within locations to be shown on the approved drawings.

REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Unitary Development Plan 2002: ENV 28.

- 16 No plant or telecommunications equipment shall be installed on the exterior of the building except as may be approved by the Local Planning Authority in writing.

REASON: To ensure a satisfactory external appearance and protect the setting of the neighbouring listed building in accordance with the following policies of the Unitary Development Plan 2002: UTIL 3, ENV18, ENV 28.

- 17 Before any works thereby affected are begun, a scheme in the form of an acoustic report compiled by a qualified specialist shall be submitted to and approved in writing by the Local Planning Authority specifying the materials and constructional methods to be used so that the noise level in bedrooms does not exceed NR30. The details approved must be implemented before the office accommodation is occupied and shall be so maintained thereafter for the life of the building.

REASON: To protect the amenities of residential occupiers in the building in accordance with the following policies of the Unitary Development Plan 2002: HOUS 9, ENV 33.

- 18 No live or recorded music shall be played that it can be heard outside the premises or within any residential or other premises in the building.

REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policies of the Unitary Development Plan 2002: HOUS 9, ENV 33.

- 19 Provision shall be made for disabled people to obtain access to the offices and to the livery accommodation via their respective principal entrances without the need to negotiate steps and shall be maintained for the life of the building.

REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Unitary Development Plan 2002: ENV 27.

- 20 The new development shall be designed to allow for the retro-fit of heat exchanger rooms required to connect into a district heating network, should this become available during the lifetime of the development.

REASON: To ensure compliance with London Plan policy 4A.6

- 21 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors the kitchens. The details approved must be implemented before the kitchens start operating and shall be so maintained thereafter for the life of the building.

REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Unitary Development Plan 2002: HOUS 9, ENV 33.

- 22 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Site Location plan 00 001/P0. Existing site plan 00 002/P0. Demolition drawings 00 180/P1 - 189/P1 inclusive; 02 190/P1, 191/P1. Proposal drawings 003/P0; 01 100/P7, 101/P7, 102/P7, 103/P7, 104/P7, 105/P7, 106/P7, 107/P7, 108/P7, 109/P7, 110/P7, 111/P3; 02 101/P3, 102/P7, 103/P2, 104/P2, 105/P0, 201/P1, 202/P1; 03 101/P1, 102/P1, 103/P1, 104/P0.

REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

## INFORMATIVES

- 1 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of Planning and Transportation prior to their use including use for marketing.
- 2 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 3 The Department of Environmental Services (Highways and Streetworks Team) must be consulted on the following matters which may require specific approval:
  - (a) The incorporation of street lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to

the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City.

(b) Connections to the local sewerage and surface water system.

(c) Means of escape and constructional details under the Building Regulations and London Building Acts (District Surveyor).

- 4 The Director of Environmental Services (Environmental Health Team) advises that:

#### Noise and Dust

(a) The construction/project management company concerned with the development must contact the Department of Environmental Services and provide a working document detailing steps they propose to take to minimise noise and air pollution for the duration of the works at least 28 days prior to commencement of the work. Restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(b) Demolition and construction work shall be carried out in accordance with the Department of Environmental Services' Code of Practice for Deconstruction and Construction. The code details good site practice so as to minimise disturbance to nearby residents and commercial occupiers from noise, dust etc. The code can be accessed through the City of London internet site, [www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk), via the a-z index under Pollution Control-City in the section referring to noise, and is also available from the Environmental Services Department.

(c) Failure to notify the Department of Environmental Services of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(d) Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Department of Environmental Services.

#### Clean Air Act 1993

(e) Section 4 of the Clean Air Act 1993 requires notification of the installation of a furnace (boiler generator) in a building to the City of London Corporation as the local authority.

(f) Section 14 of the Clean Air Act 1993 applies to any furnace served by a chimney to burn any liquid or gaseous matter at a rate of 366.4 kilowatts or

more and to any furnace served by a chimney to burn pulverised fuel or to burn any solid matter at a rate of more than 45.4 kilograms or more an hour. It requires the height of the chimney serving the furnace to be approved by the City of London Corporation as the local authority and any conditions subject to which the approval is granted, to be complied with. Use of any furnace with the aforementioned rating without chimney height approval is an offence on a daily basis.

All gas boilers should have a NOx5 rating in order to reduce air pollution in the Air Quality Management Area.

#### Standby Generators

(g) Part III of the Environmental Act 1995 resulted in The City of London being declared on 26 January 2001 an Air Quality Management Area for Nitrogen Dioxide (NO<sub>2</sub>) and Fine Particles (PM<sub>10</sub>).

(h) Chimney Height Approvals under Section 14 and 15 of The Clean Air Act 1993 enable various conditions to be attached to the approvals. Frequently the calculated Chimney Height above roof level conflicts with requirements of planning control and further or different mitigation measures need to be taken to allow installation of the plant dependent on the individual circumstances of each case or location.

(i) Advice on a range of measures to achieve the best environmental option on the control of pollution from standby generators can be obtained from his department.

(j) There is a potential for standby generators to give out dark smoke on start up and to cause noise nuisance. Guidance is available from his department on measures to avoid this and on the testing, silencing and isolation of equipment to avoid a nuisance being caused.

#### Biomass

(k) When considering how to achieve, or work towards the achievement of, the renewable energy target in the Mayor of London's Energy Strategy, the Environmental Services Department would prefer developers not to consider installing a biomass burner as the City is an Air Quality Management Area for fine particles and nitrogen dioxide. Research indicates that the widespread use of these appliances has the potential to increase particulate levels in London to an unacceptable level. Until the Environmental Services Department is satisfied that these appliances can be installed without causing a detriment to the local air quality they are discouraging their use. Biomass CHP may be acceptable providing sufficient abatement is fitted to the plant to reduce emissions to air.

#### Noise Affecting Residential Properties

(l) The proposed residential unit is located in a busy City area that operates 24 hours a day and there are existing road sweeping, deliveries, ventilation plant

and refuse collection activities that go on through the night. The unit need to be designed and constructed to minimize noise disturbance to the residents. This should include acoustic treatment to prevent noise and vibration transmission from all sources. Sound insulation treatment needs to be provided to the windows and either air conditioning provided or silent ventilation provided to enable the windows to be kept closed yet maintain comfortable conditions within the rooms of the flat.

#### Food Hygiene and Safety

(m) Where cooking is proposed a satisfactory system of ventilation will be required. This must satisfy the following conditions:

Adequate access to ventilation fans, equipment and ductwork should be provided to permit routine cleaning and maintenance;

The flue should terminate at roof level in a location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. It cannot be assumed that ductwork will be permitted on the exterior of the building;

Additional methods of odour control may also be required. These must be submitted to the Department of Environmental Services for comment prior to installation;

Ventilation systems for extracting and dispersing any emissions and cooking smells to the external air must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent such smells and emissions adversely affecting neighbours.

- 5 Bishopsgate, from which St Helen's Place is accessed, is part of the Transport for London Road Network (TLRN) and Transport for London is the highway authority for that road. Transport for London states:  
All vehicles associated with the demolition and erection of the building must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions; and  
No skips or construction materials shall be kept on the footway or carriageway of the TLRN at any time.
  
- 6 Reason for Grant of Planning Permission  
The decision to grant this planning permission has been taken having regard to the policies in the City of London Unitary Development Plan 2002 set out below, the London Plan, relevant government guidance and supplementary planning guidance, representations received and all other relevant material considerations. Objections were made to the application. These were taken into account by the Local Planning Authority but were not considered to outweigh the reasons for granting planning permission.  
The present building contributes to the character and appearance of the St Helen's Place Conservation Area and is thereby a heritage asset that should be conserved in accordance with the advice in PPS5. The interior and rear of the building are unremarkable and could be replaced if the design of the new work were satisfactory in terms of its affect on the conservation area and setting of listed buildings.

The proposed retention of the facade to St Helen's Place would preserve the character and appearance of the Conservation Area. The scale and design of the rear elevation has been carefully considered and would not harm the setting of listed buildings or the character and appearance of the Conservation Area.

The proposed new building would provide offices and Livery accommodation which would meet the needs of the financial and business services of the City.

The concerns of neighbours about disturbance during construction will be addressed through deconstruction and construction method statements which will be required by conditions.

#### Unitary Development Plan 2002 and Draft Core Strategy Policies

STR2A	To promote the City as the world's leading international financial and business centre which, as a sustainable part of London's Central Activities Zone, contributes significantly to London's role as a world city, to the national economy and to the provision of employment opportunities for London and surrounding regions.
STR10B	To ensure that conservation of the existing fabric and new development have regard to the special character of the City, as the historic core of the capital, which contains many buildings and areas of historic and architectural importance.
ECON1	To encourage office development in order to maintain and expand the role of the City as the world's leading international financial and business centre.
ECON4	To permit change of use from offices to other uses where appropriate.
ENV1	<p>To encourage development which visually enhances the City, and avoids harm to the townscape, by ensuring that:</p> <ul style="list-style-type: none"> <li>i. the bulk and massing of schemes are appropriate in relation to the surroundings;</li> <li>ii. development has due regard to the general scale, height, character and materials of the locality; and</li> <li>iii. all development is of a high standard of design and</li> </ul>

	architectural detail.
ENV11	To resist the demolition of buildings which make a positive contribution to the character or appearance of a conservation area and to encourage their sympathetic refurbishment.
ENV13	Conservation area consent, if appropriate, will normally be subject to a condition preventing demolition prior to the approval of detailed plans of any replacement building and may be subject to a condition that a contract, or series of contracts, ensuring the construction of such a replacement has been signed.
ENV18	To resist development which would adversely affect the setting of a listed building.
ENV28	To ensure that building services are satisfactorily integrated into the architectural design of the building (with particular reference to its roof profile) and to resist installations which would adversely affect the character, appearance or amenities of the buildings or area concerned.
ENV33	To protect the amenity in and around buildings by resisting development likely to produce offensive noise, air pollution, surface and underground water pollution or other adverse environmental conditions.
ENV27	To require access to the built environment for everybody including the provision of facilities and amenities for disabled people.
ARC1	To require planning applications which involve excavation or groundworks on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site including the impact of the proposed development.
ARC2	To require development proposals to preserve in situ, protect and



	safeguard important ancient monuments and important archaeological remains and their settings, and where appropriate, to require the permanent public display and/or interpretation of the monument or remains.
ARC3	To ensure the proper investigation, recording of sites, and publication of the results, by an approved organisation as an integral part of a development programme where a development incorporates archaeological remains or where it is considered that preservation in situ is not appropriate.
CS1	To ensure the City of London provides additional office development of the highest quality to meet demand from long term employment growth and strengthen the beneficial cluster of activities found in and near the City that contribute to London's role as the world's leading international financial and business centre.
CS10	To promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City and creating an inclusive and attractive environment.
CS12	To preserve and enhance those buildings and areas which make an important contribution to the City's historic and archaeological heritage and provide an attractive environment for the City's communities and visitors.
CS15	To enable City businesses and residents to make sustainable choices in their daily activities creating a more sustainable City, adapted to the changing climate.