

Committee:	Date:	Item no.
Planning and Transportation	20 March 2012	
<p>Subject:</p> <p>Land Bounded By Cannon Street, Queen Street, Queen Victoria Street, Bucklersbury & Walbrook London EC4</p> <p>Construction of two new buildings comprising floorspace within Classes B1 (office) and A (retail) of the use Classes Order; the reconstruction of the remains of the Temple of Mithras and new display space; the provision of a new entrance to Bank Station; the creation of new open space accessible to the public and pedestrian routes; three basement levels; and the provision of ancillary servicing and other incidental works.</p>		
Ward: Cordwainer	Public	For Decision
Registered No: 11/00935/FULEIA	Registered on: 2 December 2011	
Conservation Area: NO	Listed Building: Grade II	
<p><u>Summary</u></p> <p>It is proposed to construct two linked buildings containing offices of 100,101sq.m, retail floorspace of 3,989sq.m and ancillary servicing and parking of 2,680sq.m, the remains of the Temple of Mithras (Grade II) and a new entrance/exit to Bank underground station. The scheme includes a new pedestrian route and three small squares.</p> <p>The buildings would be 10 storeys high; 55.7m AOD to the top of the plant enclosure.</p> <p>An Environmental Statement accompanies the scheme.</p> <p>The proposal is in substantial compliance with the development plan policies that relate to it and in particular it supports the objective of promoting the City as the leading international financial and business centre.</p> <p>The scheme would provide an employment led mixed use development which would support the economic policies of the London Plan, LDF Core Strategy and UDP. Space for a new entrance and exit for Bank Underground station would be provided, which is needed to help reduce congestion and assist the station to meet the additional demands that new development in the City is placing on the underground railway system.</p> <p>The scheme provides for a suitable area for the relocated Temple of Mithras and</p>		

safeguards the in situ remains of it.

The proposals are considered not to have a detrimental impact on the setting of listed buildings or Conservation Areas in the vicinity. It is concluded that the proposal overall is acceptable subject to conditions and to a Section 106 agreement being entered into to cover the matters set out in the report.

This report considers applications for planning permission (11/00935/FULEIA) and listed building consent (11/00934/LBC). The following recommendation relates to the planning application and there is a separate recommendation before your Committee relating to an application for listed building consent.

Recommendation

I recommend that having taken into account the Environmental Information pursuant to the Town & Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 2011:

- (a) Planning permission be granted for the above proposal in accordance with the details set out in the attached scheduled, subject to Planning Obligations and other agreements being entered into as set out in the body of this report, the decision notice not to be issued until such obligations have been executed;
- (b) That your officers be instructed to negotiate and execute the obligations under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980;
- (c) That you agree in principle that the areas of public highway described in the report may be stopped-up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and making of a stopping-up Order for those areas, under the delegation arrangements approved by the Court of Common Council;
- (d) The Mayor of London be given 14 days (under Article 5 of the Town & Country Planning (Mayor of London) Order 2008) to decide whether to allow the City to issue the decision, direct refusal or issue a direction that he is to act as the local planning authority for this application.

Environmental Impact Assessment

1. This application is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the competent authority before it makes its decision.
2. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from member of the public about environmental issues.
3. The Environmental Statement must include at least:-
 - i. A description of the development comprising information on the site, design and size of the development;
 - ii. A description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects;
 - iii. The data required to identify and assess the main effects which the development is likely to have on the environment;
 - iv. An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for his choice, taking into account the environmental effects;
 - v. A non-technical summary of the information provided;
and any other information necessary to consider the environmental effects of the proposal.

Site

4. The site is currently vacant but was occupied by three buildings until they were demolished in 2011. These buildings contained approximately 100,535sq.m of accommodation, providing 79,607sq.m of office accommodation and 5,185sq.m of retail floorspace, with the remainder being plant and parking. This included a public car park at basement level off Walbrook containing 69 spaces and private car parking at ground level containing 65 spaces.
5. Bucklersbury House ranged in height from 4 to 15 storeys, Temple Court was a 14 storey building and 69-75 Cannon Street was 8 storeys high.
6. There was a public footway (Budge Row) which crossed the site from Cannon Street to Queen Victoria Street. There was also a short section of public highway known as Tower Royal which provided access for servicing.
7. The remains of the Roman Temple of Mithras were discovered below ground off Walbrook during redevelopment in the 1950s. These remains were relocated on a raised platform at ground level on the Queen Victoria Street frontage in 1962 and were listed Grade II in January 2007. The temple was publically accessible and an important part of the street scene.

8. There were areas of open space within the site where the buildings were set back from the road frontages and by ground level parking, servicing and vehicular drop off areas. Most of this space was not accessible to the public except on Walbrook where a large area was used for sitting out associated with adjacent restaurants and bars.
9. Walbrook links Cannon Street and Bank Stations and is a major pedestrian route for rail passengers at peak periods. The short section of Queen Street on the western edge of the site is restricted to pedestrian and bicycle use and, together with Canon Street, is also very busy at peak periods.
10. Prior to demolition there were a number of mature and semi-mature trees in the public footway on the Walbrook frontage adjacent to the site. These were removed to enable the demolition to take place. Three trees remain in the highway on Bucklersbury.
11. The City Trader statue that stood in the footway at the southern end of Walbrook has been removed for safekeeping during redevelopment.
12. There is a ventilation shaft for the Docklands Light Railway which takes the form of a monument in the Bucklersbury footway. This is not on the development site and would not be affected by the proposals.
13. Neighbouring uses are dominated by office accommodation with retail uses at ground level. The Cheapside Principal Shopping Centre is located to the north of the site and there is a significant amount of local shopping on Cannon Street, Queen Victoria Street, Queen Street and Watling Street.
14. The City of London Magistrates' Courts, Mansion House and the Church of St. Stephen Walbrook are opposite the north eastern corner of the site.
15. There is an Apart-Hotel (use class C1) opposite the site at 68 Cannon Street, three residential units at 65 Cannon Street and residents at the Mansion House.
16. There are important listed buildings near to the site including the Mansion House and the churches of St. Stephen Walbrook and St Mary Aldermary (all listed Grade I). Other listed buildings adjacent to the site are the Magistrates' Court at 1 Queen Victoria Street, 22 Queen Street, 65 Cannon Street, 39-53a & 68-82 Queen Victoria Street (all Grade II). The site is seen in relation to a number of other listed buildings further away, particularly St. Paul's Cathedral, Bracken House, and those around Bank junction.
17. The site is adjacent to the Bank, Bow Lane and Queen Street Conservation Areas.
18. The scale and age of buildings fronting the streets around the site vary. The Walbrook Building at 25 Walbrook and Cannon Place, Cannon Street Station are each 10 storeys high and were completed in the last two years. No. 1 Poultry and 60 Queen Victoria Street were built in the 1990's and are 7 and 8 storeys high respectively; the Magistrates' Court and Mansion House are 4 storeys high; buildings on the south side of Cannon Street are typically 6 storeys high and the Queen Street buildings are 4 storeys high.

Previous Proposal

19. On 20 December 2007 planning permission was granted for the demolition of all the buildings on the site and the construction of four new buildings, a new entrance/exit to Bank underground station and relocation of remains of the Temple of Mithras to a publicly accessible exhibition and interpretation centre. (06/00442/FULEIA)
20. The approved floor space was:
- | | |
|-------------------|--------------------|
| Offices | 115,062 sq. m |
| Retail | 9,051 sq. m |
| LUL station | 1,199 sq. m |
| Temple of Mithras | 643 sq. m |
| Servicing & plant | <u>5,048 sq. m</u> |
| Total | 131,003 sq. m |
21. The new buildings had frontage heights designed to reflect the street context, above which there were what were described as “Clouds”. The podium buildings ranged in height from 7 to 9 storeys (40.45m to 48.4m above ground) whilst the “clouds” took the buildings up to 12 to 21 storeys (66.12m to 106.65m high).
22. New pedestrian routes and a public square were proposed linking Queen Street to Walbrook and Cannon Street to Queen Victoria Street.
23. Listed Building Consent was granted at the same time to dismantle, store and relocate the Temple of Mithras to a new dedicated exhibition and display space. (07/00305/LBC).
24. Demolition has taken place pursuant to this planning permission and listed building consent and the remains of the Temple of Mithras and a number of engraved glass screens by the New Zealand artist and glass engraver, John Hutton, have been removed to storage for safekeeping until they can be returned to the new building. Archaeological investigation is proceeding in accordance with the planning permission but no construction work has taken place.

Proposals

25. Two linked buildings are proposed providing a total of 109,796sq.m (GEA) floorspace to the specification of Bloomberg L.P. whose aim is to occupy the offices in both buildings as their European HQ.
26. The proposals include offices, retail space, the reconstruction of the Temple of Mithras in a dedicated area and a new entrance/exit to Bank underground station.
27. The two buildings would contain:
- | | |
|-------------------|--------------------|
| Offices | 100,101 sq. m |
| Retail | 3,989 sq. m |
| LUL station | 2,191 sq. m |
| Temple of Mithras | 835 sq. m |
| Servicing & plant | <u>2,680 sq. m</u> |
| Total | 109,796 sq. m |

28. The buildings would have three basements, ground and nine upper floors, with a maximum height of 55.7m AOD.
29. Three publically accessible open spaces and a new pedestrian route between the Canon Street/Walbrook and Queen Victoria Street/Queen Street junctions are proposed.
30. The site would be serviced from Cannon Street via a ramp to the basement where loading bays and car parking for disabled people would be located.
31. The new entrance/exit for Bank Underground station would be on Walbrook and would be connected by escalators, stairs and lifts to the Bank station subway network at the northern end of the Waterloo and City line platforms.
32. A separate application has been made for listed building consent to reconstruct the Temple of Mithras in almost exactly its original location in the basement of the building fronting Walbrook (Application number 11/00934/LBC).
33. This report considers the application for planning permission and the application for listed building consent.

Consultations

34. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme. Some matters are referred to under Considerations and others would be dealt with under conditions and legal agreement.
35. The Deputy Mayor of London has advised that whilst the application is broadly acceptable in strategic planning terms, the application does not fully comply with the London Plan but has suggested possible remedies that would address the deficiencies. His concerns related to the layout of ground floor uses, information on carbon saving, brown roofs, cycle parking issues and highways improvements. These are detailed in the conclusion section of the GLA report (attached) and are considered later in this report. The Mayor will consider the response to these issues upon the Stage 2 consultation.
36. TfL comments are incorporated into the Mayor's response.
37. English Heritage does not wish to comment on the planning application for the new buildings and says that the application should be determined in accordance with national and local policy guidance and on the basis of the City's specialist conservation advice.
38. English Heritage has no objection to the application for listed building consent and supports the relocation of the Temple of Mithras.
39. Design Council CABE supports the proposal and considers "the project is soundly integrated with its context, the facades are well considered and the proposal could deliver a calm and confident new headquarters for Bloomberg and make a valuable contribution to the City of London." They do have some criticism of the public realm and suggest that "*the new northern square would be a more successful and vibrant place if the long dead frontage ... were activated in some way; for example there may be an opportunity to include informal retail or cafe spaces, the entrance to the cycle store could be*

celebrated, or a showcase for Bloomberg's public art programme might be established here."

40. The boroughs of Camden, Greenwich, Lambeth and Lewisham have confirmed that they have no objection in respect of the LVMF views of St Paul's.
41. Retail Traders Association has no objection.
42. Natural England advises that the site has limited potential to support protected species but is disappointed that there is no "living roof" that would improve the ecological value of the area and mitigate the impacts of the scheme.
43. The Environment Agency refers to their standing advice on the management of surface water run-off and suggest an informative concerning the need for a Piling Risk Assessment. These matters are covered by informatives on the schedule.
44. The London and Middlesex Archaeology Society has no objection and welcomes the proposal to reinstate the Temple of Mithras in its correct level and alignment near to its original location.
45. Society for the Protection of Ancient Buildings does not wish to comment on the proposal to reconstruct the Temple of Mithras.
46. Representations have been received from a member of the public making the following points:

- a. The building should not be named after Bloomberg.

Response: The applicants are aware of the need to make an application for naming and numbering of the buildings.

- b. There should be stairs as well as lifts to the offices from the lift lobby.

Response: The internal layout is not a planning matter but I can confirm there are stairs, though they are not adjacent to the ground floor lobby. Bloomberg proposes to use the building in a very particular way which involves everyone going to the sixth floor before going to the offices.

- c. The absence of streets to replace Sise Lane and Tower Royal would be a loss to the local environment and makes the buildings a bulky impenetrable mass. These ancient streets should be restored.

Response: This is considered later in this report. (N.B. Sise Lane ceased to exist on this site when Bucklersbury House was constructed but Budge Row and Tower Royal existed until Bucklersbury House was demolished.)

- d. The restoration of Budge Row is to be praised. It is particularly welcome that the new design restores it to its original route and width.

- e. The general architectural design is excellent and represents an improvement on the previous design.

- f. The relocation of the Roman Temple of Mithras to its original location is extremely beneficial on cultural grounds.

- g. The building would be set back from the street frontage around the entrances. A grand entrance should be achieved by decorative features, rather than at a cost to the street frontage. The floorspace gained by

building out to the street line would be sufficient to compensate for restoring Tower Royal and Sise Lane.

Response: There are advantages in setting back the ground floor frontages and creating new public squares, not least the provision of space for pedestrian movement.

47. Copies of letters making representations are attached.

Policies

48. The development plan consists of the London Plan (adopted July 2011), the saved policies of the Unitary Development Plan and the Core Strategy adopted in September 2011. The London Plan, UDP and Core Strategy policies that are most relevant to the consideration of this case are set out in Appendix A to this report.

49. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction, London Views Management Framework and the City Open Spaces Strategy 2008.

50. The most relevant Government Guidance includes:

The Draft National Planning Policy Framework (NPPF)

The Ministerial Statement dated 23rd March 2011 introducing a strong presumption in favour of sustainable development in the NPPF, expecting local planning authorities to plan positively for new development and to deal promptly and favorably with applications that comply with up-to-date plans and national planning policies.

PPS 1: Delivering Sustainable Development

PPS 4: Planning for Sustainable Economic Growth

PPS 5: Planning for the Historic Environment

PPS 9: Biodiversity and Geological Conservation

PPG 13: Transport

PPS 22: Renewable Energy

Considerations

51. The Corporation, in determining the planning application has the following main statutory duties to perform:-

to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);

to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);

in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural

or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).

52. In considering the current application account has to be taken of the environmental information including the Environmental Statement, the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.
53. The main issues for consideration are:
 - the extent to which the proposals comply with the relevant policies of the London Plan, Core Strategy and the saved policies of the Unitary Development Plan;
 - whether the proposed design and height of the building would be appropriate in the context of the built environment and location;
 - the impact on the nearby buildings and spaces, including sunlight and amenity;
 - the appropriateness of the proposed uses;
 - the setting of the nearby listed buildings;
 - the setting of Conservation Areas;
 - the provision of the public way across the site;
 - the ability of the transport system to deal with the increased demand for both public transport and servicing;
 - the achievement of a high quality accessible public realm;
 - the loss of trees.

Economic Development Issues

54. London's status as a world city is founded to a substantial degree on its concentration of international service activities and, most noticeably, by the clustering of financial and business services in the City of London.
55. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the London Plan and Core Strategy, particularly policies 2.10 and CS1.
56. The buildings would increase the gross office floorspace on the site from 79,607sq.m to 100,101sq.m, an increase of 20,494sq.m. The net internal office space would be 79,538sq.m and the office occupancy is anticipated to be 6,628 office employees, an increase of 3,553 on the 3,075 office employees which the previous buildings on the site could accommodate.
57. The accommodation is specifically designed to meet the requirements of Bloomberg. The main building would include an auditorium at ground level and a double height visitor centre at level 6. Visitors and employees would take shuttle lifts from ground level to level 6 from where they would take lifts or a stepped spiral ramp to the offices on floors 1 to 8. Level 6 would act as an informal meeting place and centrepiece of the building.
58. The smaller building would be linked to the main building by bridges over the arcade at levels 2, 4 and 6. The subsidiary building would have its own

entrance and lifts and could be use separately if the accommodation were not required by Bloomberg.

59. The proposed office use would help maintain the financial and business services in the City and occupation by Bloomberg would help strengthen the international image of the City.

Retail Use

60. The Core Strategy seeks to strengthen the status of the City's five Principal Shopping Centres and to improve pedestrian links between them by focusing new retail development on the PSCs and encouraging movement between them by enhancing the retail environment in the links. The aim is to achieve a gross increase in retail floorspace within the PSCs and links of at least 136,000sq.m by 2026.
61. The site lies within the Cheapside policy area, where there is a policy aspiration to further increase the proportion of retail floorspace (Core Strategy policy CS6). The policy includes an intention to increase the overall amount of retail floorspace across the Cheapside & St Paul's area by over 47% between 2012 and 2017.
62. The scheme proposes 3,989sq.m of gross retail floorspace, which is a reduction of 1,196sq.m on the 5,185sq.m previously on the site. The retail units would be focused along the new pedestrian route and on Queen Street, with shorter frontages on each of the other streets.
63. In accordance with Core Strategy policy CS20, the applicants carried out a sequential test to ascertain if there are sites that are more suitable, available and viable for the retail proposal. Their findings were that there were no sites of this size in the PSCs. As the site is on the edge of the Cheapside PSC and within a short walking distance of major transport hubs at Bank and Cannon Street station it is an appropriate location for retail development.
64. The development would reduce the amount of retail floorspace on the site contrary to policy advice which says that retail space should be increased generally and in this area in particular. The proposed station entrance and the creation of the open spaces on the periphery of the site occupy space where retail units could otherwise be located. The previously approved scheme increased the retail space to 9,261sq.m and included significant areas below ground, which are now taken up by plant.
65. The colonnades in the new public way provide opportunities for external seating where pedestrian routes are not obstructed.
66. The retail proposals comply with the saved UDP shopping policies as follows:
 - retail floorspace is replaced in accordance with UDP policies SHOP2 & SHOP3 and is almost exclusively at the ground level with only a small area of retail use at basement level;
 - there is a variety of both small and large retail units in accordance with SHOP4; and
 - it would reinforce the role of Cheapside as the City's high street, helping to maintain the vitality, viability and attractiveness of the Cheapside PSC by providing retail space in a variety of unit sizes, which will help to

enhance the diversity of retail provision (SHOP6).

67. The applicants wish to create a particular blend of retail activity and say that the *“intention is to establish a unique retail/restaurant destination or “village” focused on an upmarket “independent” offer, creating a sense of place which will appeal to the immediate catchment population.”* They are proposing a range of restaurants and bar brasseries providing middle market “casual dining” to white “table cloth” restaurants and celebrity chefs but say they would avoid it all being top of the market dining as this could limit overall viability. Similarly, the A1 shop uses proposed are of a more specialist type such as a delicatessen, patisserie, florist, wine merchant, coffee and sandwich shops.
68. Similar aspirations have been expressed in previous redevelopment schemes in the City with the end result being somewhat different. However, the type or “quality” of restaurant / shop cannot be controlled through planning.
69. The balance of A1 shop to other uses can be subject to planning control. UDP policy SHOP7 seeks to protect the retail function of Local Shopping Centres by maintaining a balanced mix of retail uses. In 2007 a condition was imposed requiring 50% of the ground floor units to be in shop use in order to ensure that there would not be an imbalance between the types of retail uses.
70. In the current application the applicants request that your Committee allows them flexibility in the types of retail use and that no restriction is imposed on the balance of uses.
71. The case for acceding to this request is supported by Core Strategy policy CS20 which gives priority to shop (A1) uses in the PSCs, with other retail facilities directed to the peripheries of the centres and the links, which would allow non shop uses to be more dominant here. Furthermore, whilst the number and layout of retail uses on the site would meet the UDP definition of a Local Shopping Centre, its location next to the Cheapside PSC would reduce the need for it to perform a local shopping function. It is also of relevance that 69% of retail space previously on the site was in restaurant and bar use (A3 and A4), 30% was branch banks (A2) and only 1% was in shop use (A1).
72. Having regard to all the factors set out above, I consider that the proposed retail areas and uses can be permitted without restriction on the type of use. There will however need to be a limitation on the hours that the A3 and A4 uses can operate because of the potential for noise disturbance to residents at 65 Cannon Street and the Mansion House and to hotel guests at 68 Cannon Street. A condition is imposed to require A3 and A4 uses to be closed between 23.30 and 07.00.

Temple of Mithras

73. The Temple of Mithras has been dismantled and the remains are in secure storage in accordance with a method statement approved pursuant to conditions of the 2007 consents and the S106 agreement. The applicants, English Heritage and the City Corporation entered into a management agreement in 2006 to protect and secure the future of the temple.
74. The scheme approved in 2007 moved the Grade II listed Temple of Mithras from its location on a raised platform in Queen Victoria Street back to a

position close to where it was found, below ground at Roman level on the west side of Walbrook. The temple was to be reconstructed in a dedicated display space with an entrance to Walbrook.

75. The original temple was constructed in the mid-3rd century and continued in use until the late 4th century, by which time it had probably been converted to a temple to Bacchus. The temple was discovered in 1954 during archaeological excavations prior to redevelopment following war damage. The excavated remains were viewed by thousands of visitors and there was wide public debate over its fate prior to its reconstruction in Queen Victoria Street in 1962. The temple was listed Grade II in 2007.
76. It is of high archaeological and historic importance as the only known Mithraeum from Roman London and one of three known in Roman Britain. This is one of the most significant archaeological discoveries of the 20th century in the City. Part of the interest of the temple lies in the original Roman fabric; however the 1962 reconstruction was of interest as a product of its time and an example of reconciling conservation of the monument with development.
77. The location of the 1962 reconstructed temple meant that it was very visible in the townscape and one of the few monuments of Roman London that could easily be seen and appreciated. However, there were a number of failings in the 1962 reconstruction and location, including its orientation, layout, internal levels and idealised form.
78. The proposed scheme includes an exhibition and display at ground and lower ground floor levels which would outline the history of the temple and its important sculptures, including its discovery and present reconstruction, Mithraism and Roman London. The temple would be readily and easily accessible to the public, with a lift and stair access from the ground to the lower ground floor display area and the reconstructed temple where there would be a representation on the floor of the *in situ* remains. It is proposed to reconstruct the temple remains as they were in 240AD, using as much material as possible salvaged from the 1962 reconstruction and new stone and replica Roman tiles to supplement the existing material.
79. It is intended that visitors would be able to circulate around the reconstruction and enter the aisle and naves. The atmosphere of being in a Mithraeum would be created through lighting and projection. Details of these proposals would require further negotiation and be subject to conditions and the existing S106 agreement.
80. The original objective and proposal was to relocate the temple at or close to its original location at Roman ground level. Recent archaeological evaluation has revealed that remains of the temple, including masonry walls and structures to the west of the temple, survive *in situ* and these have a high significance requiring preservation *in situ*. It is now proposed to reconstruct the temple at Roman ground level a little to the west of its original position to avoid disturbance or damage to the *in situ* remains.
81. The proposals would improve the presentation, setting and understanding of the Temple of Mithras and its relocation close to its original position would be an important achievement. The proposed relocation is an integral part of the

redevelopment of the site and has been designed to ensure that the temple remains a visible part of the townscape, whilst providing a more appropriate setting and improved interpretation.

82. The display and reconstruction of the temple would create an enhanced educational resource and visitor attraction which accords with policies ARC 2 and CS12, and which improvements on the consented scheme. It is regrettable that the in situ remains would not be displayed but it is considered that their integrity and preservation should take precedence.
83. The display areas would be owned and maintained by the developer. A Conservation and Management Plan would be prepared that would set out how the space would be operated. The area would be open to the public during normal office hours and at weekends. The Conservation and Management Plan and arrangements to ensure that public access is provided are included in the existing and proposed S106 agreement.
84. A listed building consent application has been submitted to relocate the Temple of Mithras. A separate schedule is before you today and it is recommended that listed building consent granted.

Bank Station – New Entrance

85. A new entrance to Bank Underground station is included in the scheme as approved in 2007. The applicants have worked closely with London Underground to develop a scheme that suits the needs of LUL.
86. LUL has a master plan for capacity, safety and accessibility enhancement to the Bank/Monument station complex. The purpose of this is to significantly reduce congestion and improve one of the City's primary public transport facilities. An essential component of the LUL master plan is the creation of a new entrance/exit from the Waterloo and City line, which is the part of the Bank/Monument station complex that brings the most passengers directly into the City of London. The new entrance/exit would be at the northern end of the Waterloo and City line platforms and would emerge in Walbrook.
87. The station access would be provided at ground level on Walbrook and be linked by stairs, escalators and a lift to a basement concourse, beyond which a further set of stairs, escalators and lift would lead to the platform level concourse.
88. The advantages of this proposal are to:
 - Provide a convenient access to the street for passengers travelling to the south and south-east from the station;
 - Reduce congestion at the existing exit from the platforms;
 - Help the reliability of the planned upgrading of the Underground services;
 - Provide a step free access for passengers from platform to street level;
 - Improve emergency evacuation by providing additional exit routes and capacity;
 - Ease congestion pressure on the main ticket hall.

89. An agreement was entered into between the applicants and London Underground relating to the provision of the station within the scheme. London Underground would be responsible for the cost of providing the station and these costs will not form part of the Section 106 Agreement. However, it is intended that the Section 106 Agreement requires the developers to build the new station box for LUL in accordance with the separate agreement between London Underground and the applicants.
90. LUL has confirmed that the indicative station layout on the application drawings appears to be reasonable at this stage in the design process. Details of the entrance, security bollards, plant venting and areas for signage/notices would need to be dealt with under conditions.
91. In 2007 the planning application included an option which did not include the station. This was to provide the applicants with a fall-back position in case LUL were unable to proceed with the station. Drawings showing a fall-back option have not been submitted with the current application and this is not necessary as LUL are understood to be able to proceed with the works when the station box is constructed.

The Design Approach

92. The proposals involve a larger “North Building” and a smaller “South Building” linked by an arcade with bridges over and a glazed roof at 8th floor level. The two buildings would be built out to and beyond the previous site boundaries, with small public squares at key locations on three corners of the site. This would help to maintain the street form while providing amenity spaces.
93. The buildings are designed to achieve unobstructed office space with a central “social hub” and private visitor centre on level six in the North Building.
94. The buildings would have a large scale stone-clad structure with metal fins, refined by variations to openings and facade modules that would reflect the different functions of spaces in the building. The main lifts and cores would be on the periphery to enable unobstructed office accommodation to be created. These lift cores would help break up the perceived length of the elevations into proportions appropriate to the street context.
95. The development would achieve a high level of pedestrian permeability through the site and is welcomed as it would re-establish a public way through this part of the City and create a sense of place.

London Views Management Framework

96. The London Views Management Framework 2010 provides a London wide policy framework to protect and manage strategically important views of London and its major landmarks. Part of the site is affected by the viewing corridor of the protected vista from Greenwich Park to St. Paul’s Cathedral.
97. The impact of the proposal on the following local and long views has been studied:
 - *London Panoramas* identified in the London View Management Framework including views from Primrose Hill, Greenwich Park and Blackheath Point;

- *River Prospects* identified in the London View Management Framework, Waterloo Bridge, the Millennium Bridge, Thames side at Tate Modern;
 - St Paul's and Monument Views in the City's SPG;
 - *Local Views* relevant to this application site, including views from Bank Junction, Queen Street, Southwark Bridge, Tate Modern, Queen Victoria Street, Watling Street, Dowgate Hill and Cheapside.
98. The proposed development has been designed to conform to the Strategic Views of St. Paul's Cathedral and, as a result, its impact on the defined views within the LVMF and the City's Protected Views is insignificant. The scheme is largely concealed from these views and where visible it will have a very limited visual impact and will not harm the views of strategic landmarks or other defining characteristics of these views.

Bulk and Local Views

99. The height of the buildings is similar to other large buildings in the vicinity and, at 10 storeys high would be lower than the 14 and 15 storey buildings that previously occupied a part of the site. It would be considerably lower than the 2007 scheme, which proposed 11 to 16 storeys.
100. This reduction in height would improve local views, most notably, in the view from the Royal Exchange forecourt where very little of the building would be seen over the roof of the Mansion House. The proposed building would "contain" views along the neighbouring streets and help reinforce the character of the area.

Detailed Design

101. The design approach draws on the qualities of the surrounding buildings in terms of scale, materials and detailing. The facades would be made up of external columns and spandrels with deep profiles and smooth stone surfaces with tapered edges that articulate the structural bays and emphasise two storey height modules. This would reflect and add to the monumental scale that is evident in the classical buildings around Bank junction.
102. A finer grain is provided by large-scale shading fins set within the depth of the stone frame. The angle of these fins would differ according to the orientation of the facades and to the solar exposure and shading provided by adjoining buildings. The fins would have a contrasting metal finish and contribute to the visual solidity of the building.
103. The facade openings would respond to the functions of the spaces. The offices would be fully glazed while cores would be expressed by smaller scale metal fins and blades within the openings and sheer stone walls. The perimeter lift shafts would be set back into the building and would be fully glazed to provide animation to the facades. The visitor centre would have a large recessed curved window with an open terrace at level six on the northwest corner of the site orientated towards St Paul's and a similar window and terrace would face the Mansion House and St. Stephen Walbrook.
104. The top office floor would be set back from the street frontages and the plant floor would curve back away from the top of this office floor to reduce its visual impact.

105. The main plant area would have horizontal louvred roof that provides ventilation. The fins would support photovoltaic cells across large parts of the roofs of both buildings.
106. The ground floor and first floor facades would undulate within a double height colonnade creating a succession of bays fronting the retail units at ground level, Underground Station entrance, Temple of Mithras visitor centre and perimeter cores. The curved wall would contain metal vertical fins at ground floor and profiled glass at first floor.
107. The ground floor bays are intended to be as animated as possible and limit the impact of the extent of dead frontage necessary for the loading bay entrance and for air-intakes into the basement. They could include decorative features, art display and illumination and further details have been requested by condition.
108. At ground level, a granite cladding is proposed to the base of columns and on the plinth to provide for weathering and security.
109. The stone and metal elements would give an overall texture to the facades and create a coherent design for the development while each elevation would have a quality and character defined by the variations of the shading system. The great depth of these elements enables the provision of extensive glazing and natural light ingress without losing visual solidity and solar shading.
110. The proposed stone is intended to be of a warm tone to relate to the surrounding conservation area buildings and is to be either York stone or Portland stone. The metal would be chosen to correspond to the choice of stone but is expected to be titanium or bronze. Details of the materials would be required by condition.
111. The Mayor of London raises concern about the small amount of active frontages on Cannon Street and Queen Victoria Street and the impact this would have on the appearance of the area. He advises these are strategic routes through London and it would be preferable if they were not fronted by back of house uses and the rear of lift cores.
112. This could not be achieved without a fundamental redesign, leading to other issues influenced by other site constraints. The Mayor's main areas of concern are the vehicle entrance and security area on Cannon Street and the frontage occupied by lift cores. These lift cores would be fully glazed enabling views into the reception areas where there would be activity.
113. The applicants have provided information illustrating the appearance of the lift core frontages and I consider that these frontages will not be as devoid of interest as the Mayor suggests. This information will be forwarded to the Mayor.
114. Bucklersbury House had engraved glass screens above the main entrances. These were by the New Zealand artist and glass engraver, John Hutton (1906-1978). Hutton is famous for his glass engravings known as the 'Screen of Saints and Angels' in the Great West Screen of Coventry Cathedral. The engravings at Bucklersbury House were of Romano-British figures depicting classical gods and commemorated the Mithraeum found on the site. The engraved glass panels were removed to safe storage and it is intended that they

would be incorporated into new development. Details of this will be secured by condition.

Impact on the setting of Listed Buildings and Conservation Areas

115. The proposed development will be seen in context with a number of listed buildings including the Mansion House and the churches of St. Stephen Walbrook and St Mary Aldermary (all listed Grade I). The church of St Stephen Walbrook is regarded by many as Sir Christopher Wren's most important City church, the dome being a precursor to St Paul's Cathedral.
116. Other listed buildings adjacent to the site are the Magistrates Court at 1 Queen Victoria Street, 22 Queen Street, 65 Cannon Street and 39-53a & 68-82 Queen Victoria Street (all Grade II). The site can be seen in relation to a number of other listed buildings located further away, particularly St. Paul's Cathedral and those around Bank junction.
117. The proposed reduction in height of buildings on the site, compared to the previously existing and approved buildings, would improve the settings of listed buildings in the area, especially that of the Mansion House. The large scale facade modules would be out of character with the fine detailing and smaller listed buildings in the immediate vicinity but the overall impact would not be of concern.
118. The church of St. Stephen Walbrook and the Magistrates Court form an intimate ensemble that is framed by larger buildings including Mansion House and the contemporary New Court development. The new development would complete this frame and mark the transition to the larger scale of the buildings in Queen Victoria Street, whilst the use of stone and the solid appearance of the facades would form a sympathetic backdrop to the smaller buildings and the conservation areas. On balance, the new development is considered to complement the setting of these listed buildings and contribute to the intimate visual relationships between the Bank Conservation Area buildings.
119. Similarly, the relative calm, solidity and finishes of the proposed facades would form an appropriate backdrop to the eclectic range of buildings, styles and materials that are characteristic of the Bow Lane conservation area and improve the setting of the church of St. Mary Aldermary. However, the large scale facade modules and mass of the proposed building would be dominant when seen in relationship to the listed buildings at 39-53a Queen Victoria Street and 68-82 Queen Victoria Street.
120. Whilst the proposed site is not within a conservation area, approximately 60% of the street frontages face conservation areas. These are the Bow Lane, Bank and Queen Street Conservation Areas. The impact has been assessed in material submitted in support of the application.
121. In general the reduced scale of the development and the design and materials referred to above would be sympathetic to the conservation areas and would not be detrimental to their settings, notwithstanding the large scale of the facade modules. The development would form an appropriate neighbour to the range of buildings, styles and materials that are characteristic of the conservation areas.

Public Realm and Landscaping

122. The development proposes the creation of a new pedestrian thoroughfare and three open spaces.
123. The pedestrian thoroughfare would be a covered arcade fronted mainly by retail units. Part of the arcade would be animated by a glazed lift core with views into the reception hall. This arcade would link two of the new public spaces.
124. The public spaces would be created by setbacks from the street frontages. The squares on Cannon Street and Queen Victoria Street would include semi-mature trees and some external seating.
125. The northern space would be more intimate in character. The space would be contained by trees on the frontage and by the Magistrates' Court, Mansion House and church of St. Stephen Walbrook. It would benefit from the contrast and variety of the adjoining and nearby high quality buildings and the vibrancy of the building entrance. However, the ground floor elevation to the south side of this square would be a dead frontage and details of the animation of this frontage and in the vicinity of perimeter cores have been required by condition.
126. There would be ground level planting and street furniture as well as integrated public art and security measures in the three spaces and around the site. Further details of the landscape and treatment of the public realm have been required by condition.
127. The applicant proposes areas for external seating for the retail uses. It will be important to maintain public access routes unimpeded by table and chairs and these areas will need to be agreed under the Section 106 agreement.
128. The public spaces and new route would remain private but be fully accessible to the public at all times. However, the area would need to be closed once a year, at a time to be agreed, in order to prevent a public right of way becoming established. This will be dealt with in the Section 106 agreement.

Public Art Strategy

129. Bloomberg propose to have a variety of art installations/shows in some parts of the public squares on the site. There are no details at this stage. Some works might be on display for a short time and others possibly semi permanent.
130. This is an attractive idea which it is acceptable in principle but a large art installation would need planning permission. The size and position of substantial structures could have an impact on safety, access, obstruction of routes, views and the setting of listed buildings and there would be a need to publicise such proposals enabling the public and neighbours to comment.
131. It is proposed that the Section 106 agreement includes a Public Art Strategy providing a process that enables the local planning authority to retain control without an infinite number of detailed submissions. The agreement would permit a certain number of individual works in areas to be shown on an approved plan and that any work of art would be limited to a size that would not be likely to cause an obstruction. Anything which exceeds that size or was in a different location would need separate planning permission, enabling full

consideration to any public or neighbour representations.

Trees

132. The previous planning permission replaced ten trees that stood in the Walbrook footway with comparable trees of the same or similar species in locations to be agreed with the City Corporation and this was included in the Section 106 agreement. The location for the replacement trees was to be agreed with the City.
133. The trees on the Walbrook frontage were removed during demolition of Bucklersbury House and the applicants have agreed for this obligation to be continued into the new legal agreement.
134. There are three mature London Plane trees remaining on the public footway in Bucklersbury. As a group these trees have a distinctive landscape value, form a visual screen to the site and help frame the view of St Stephen Walbrook church.
135. The new building has been designed to extend over part of the public footway by 4 metres and in so doing would affect the canopy of one of the trees, requiring significant pruning. This pruning would imbalance the overall appearance of all three trees. The roots of these trees would be further affected by the construction of the LUL station box.
136. The tree consultants point out that although these trees are good specimens they all lean out away from the site. They state that the trees are all in early maturity and therefore have sufficient vitality to recover from root and canopy pruning if carried out according to BS3998:2010.
137. The consultants however suggest that the quality of the building design and its external environs could justify the removal of the present trees and their replacement with a more suitable species for this location. In this way any shortcomings of the existing trees regarding canopy development and their relationship to the built form could be addressed by new specimens.
138. The Open Spaces Department considers that the loss of these trees would be extremely regrettable and contrary to the City's Tree Strategy, especially as these trees play a significant part in defining this space in front of the church of St Stephen Walbrook.
139. They consider that the developer should never have presumed that they could build over the footway and impact on the trees in this manner and that the building design should be adapted to accommodate the trees by setting back the corner which impacts on the tree. If the building cannot be redesigned they would prefer severe pruning of the existing trees and on-going management to curtail their size in order to facilitate maintenance of the building. This pruning requirement would be an on-going commitment and they ask for an agreement that it will be paid for by the developer in perpetuity.
140. The basement wall will impinge on the recommended Root Protection Area. In addition to root loss there is likely to be a change to the hydrology of the site, causing additional stress to the trees. If the building cannot be amended to avoid damaging the trees, the Open Spaces Department considers that the

severe crown pruning may compensate for the damage to the root system due to the below ground works.

141. The Open Spaces Department welcome the inclusion of additional open space within the development site but points out the loss of a stone clad highway planter on Bucklersbury which contained 36sq.m of planting.

Sustainability and Energy

142. The London Plan (2011) climate change policies require developments to contribute to mitigating climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply and incorporating low and zero carbon energy technologies. All developments are required to make the fullest contribution to London's adaption to climate change by managing flood risk and by reducing the urban heat island effect through sustainable design and urban greening.
143. An Energy & Sustainability Statement has been submitted which includes a BREEAM (Building Research Establishment Environmental Assessment Method) Offices and Retail 2008 pre-assessments.
144. The planning stage BREEAM rating for the offices is stated as "excellent" and the retail pre-assessment is rated "very good". The final retail rating would depend on the fit-out. Details of the sustainability of proposed materials and post-construction BREEAM assessments have been requested by condition.
145. The energy efficiency of the scheme is based on a range of passive design measures to reduce the carbon emissions of the proposed development, such as:
 - Incorporation of high thermal performance cladding, solar control glazing and passive solar shading
 - Use of high efficiency chillers
 - Use of heat recovery from the mechanical ventilation system
 - Installation of energy efficient lighting
146. The development has been designed to provide flexible internal floorspace capable of multiple uses to maximise the life span of the building. Measures to improve the sustainability of the development include water saving fittings, rainwater harvesting and grey water recycling.
147. There is limited opportunity for installing green roofs without exceeding the threshold plane of the St. Paul's viewing corridor. However, a condition has been included requiring an assessment of opportunities for the installation of green roofs at the detailed design stage.
148. The installation of a combined cooling, heat and power (CCHP) system is proposed and the potential to incorporate hydrogen fuel cell technology within the CCHP system would be investigated. Photovoltaic cells would be mounted on the blades of the horizontal louvred screen on the roof. Photovoltaic cells are the only renewable technology considered to be feasible alongside the proposed CCHP system.

149. The submitted energy strategy indicates high standards of sustainable design. The energy calculations relate to the emissions of the office use only and the proposed energy efficiency measures would improve the Part L2A 2010 (Building Regulations) requirements for the regulated carbon emissions by 24%. The installation of a CCHP system would result in carbon emissions savings of 12% and the installation of photovoltaic cells would achieve a further 2.0% amounting to an overall 38% of regulated carbon emissions savings over the Part L2A 2010 requirements. These figures show that the development has the potential to achieve substantial carbon emission savings that would exceed the London Plan carbon reduction target of 25%.
150. The Mayor of London requested additional information to validate the carbon savings which has been supplied to the GLA and is believed to meet their requirements.

Transportation

151. The site is very well located for public transport links with Bank, Cannon Street and Mansion House stations immediately adjacent to it and other stations, including Liverpool Street Station, within walking distance.
152. The Transport Assessment with the application outlines the current proposal and compares this with the existing situation and the approved scheme. The conclusions are that the public transport services in the area are excellent, that the scheme is smaller than the previously approved development and would generate fewer trips and that the trip generation expected from the site is not expected to impact significantly on the public transport and pedestrian facilities.
153. Bank station is already congested at peak times but the impact of the additional demands created by this development would be a small element in the overall usage of the station and the effects are likely to be minimal. London Underground has proposals for congestion relief at Bank station and the intention to include a new station access considered earlier in this report is an integral part of LUL's plans and a major contribution to addressing congestion.
154. High peak time pedestrian flows are experienced on the periphery of the site reflecting its location close to major underground and national rail stations. In particular, the flows along Cannon Street and Walbrook are significant, with pedestrians walking in the carriageway in Walbrook because of congested footways at busy times.
155. The development of St. Swithin's House on the east side of Walbrook which was completed in 2010 involved some loss of footway due to column positions. The approved scheme for the current site also involved a reduction of between 1.3m and 2.5 m in the width of the public highway at the northern end of Walbrook and approximately 1.3m on Bucklersbury in order to provide space for the station box.
156. This narrowing of Walbrook would have reduced its capacity but the approved scheme contained a public square and new north south route which would have siphoned off a number of pedestrians and reduced congestion on Walbrook.

157. The current scheme would similarly reduce the capacity of the footway on Walbrook but also reduces the capacity of Bucklersbury where the building projects beyond the site boundary, requiring two columns on the public footway.
158. Taking into account the cumulative impact of development in the area it appears that the projected pedestrian flows on the south side of Bucklersbury would exceed the theoretical capacity of the footway. This location would be the main pick up/drop off point for visitors to the larger building, which would add to congestion at peak times. However, the open space would be available to the public and the applicants have confirmed that there will be public access at it all times.
159. These losses would be mitigated by the position of the new square, the space behind and between the columns and the use of the new public way, all of which would be available for public use and help reduce congestion on the footway. The applicants have agreed that these areas would be available for public use and this will be included in the Section 106 agreement.
160. The redevelopments on either side of Walbrook, with associated off street servicing facilities accessed from elsewhere, have reduced the need for vehicles to use Walbrook. The only servicing and parking activity associated with Walbrook arises from the building at New Court which is accessed via Bond Court, the church, neighbouring cafe and the dining club at 38 Walbrook.
161. Other general traffic that may wish to use Walbrook would be vehicles picking up and setting down visitors to the buildings on either side of Walbrook. However, as the southern end of Walbrook is a cul-de-sac, it is more convenient to use the one-way loop formed by Bucklersbury and that part of Walbrook outside Mansion House.
162. The Mayor has asked that space be allocated for a cycle hire docking station on the new public square adjacent to Cannon Street and that this should be funded through the s106 contributions. It is your officers' opinion that this is not a suitable site for a cycle hire docking station. TfL's own criteria is that these should not be close to station entrances and a cycle hire site in this location so close to a station would be overly busy and conflict with the high volume of pedestrian flows. The Mayor's request for cycle hire funding will be included when consideration is given to use of financial contribution towards transport improvement resulting the City's Planning Obligations SPG.

Security

163. A security strategy has been prepared for the development which incorporates hostile vehicle mitigation measures within the building and external areas without adversely affecting public highways or the overall character and quality of the development or area.
164. The ground floor elevations would include a security upstand designed to withstand vehicle impacts. This would form part of the cladding and would secure most of the external frontages including the retail areas.
165. A combination of bollards and benches would be used to prevent vehicle access to the new pedestrian way and to the open space outside the main

entrance on the northern edge of the site. In the latter location there would need to be a significant number of bollards along the boundary between the public footways and the new square. Bollards are also proposed in front of the new station entrance, which are acceptable in principle to LUL but are subject to technical approval. All bollards and barriers would be on the application site and would not be on the public footways. The applicants intend to meet the City's standard for security and access so that pedestrian and wheelchair users are not impeded.

166. The applicants advise that the building design includes framing details and glazing on the first floor which is designed to remain in place in the event of a bomb to minimise hazards in adjacent internal and external areas.
167. A holding area is provided within the site at the top of the vehicle ramp where security staff would check vehicles. Sufficient space is provided for vehicles to be turned away if they have not been booked in or are not permitted access for any reason.

Stopping Up and Agreements related to Highway Works

168. The previous developer obtained Stopping-up Orders for highway closures required to carry out the approved scheme. The new application requires additional Stopping-up where columns and bays project into the footways.
169. An area of private land on the Cannon Street frontage is proposed to be dedicated as public highway. There would be space behind and between the columns around the site which would remain private but be available for the public to use.
170. A plan indicating the areas to be Stopped Up, dedicated and over-sailed will be on display at your meeting. The Stopping Up is necessary in order for the development to proceed. This and the dedication of land as highway are acceptable in principle, subject to securing rights for the public to walk through the development.
171. Associated changes to the highways around the site are being considered and would include moving a bus stop in Cannon Street and improvements to aid pedestrians to cross Queen Victoria Street, particularly in front of the passageway through No. 1 Poultry. These works are outside the application site and will be subject to agreement with the City as Highway and Traffic Authority and the completion of a Section 278 Agreement. Transport for London will need to authorise changes affecting the use of Cannon Street including the new service access as Cannon Street is part of the Strategic Road Network.
172. A new location will be needed for the City Trader statue which was moved to safe storage when Bucklersbury House was demolished. The developer paid for this removal and storage and will fund its reinstallation in a position to be decided by the City, which will be included in the Section 106 agreement.

Servicing and Parking

173. Access to the basement car parking and servicing areas for both buildings would be from Cannon Street via a ramp. At the top of the ramp there is an

area within the site designed to enable vehicles to be security checked and turned away if necessary.

174. The only proposed car parking is 5 spaces for disabled users, which meets accessibility standards and will be limited to their use by condition. As no other car parking is proposed no motorcycle parking is required under UDP policy TRANS23.
175. Parking is proposed for 442 bicycles and includes an increase to meet the London Plan requirements referred to by the Mayor. Part of the bicycle parking is at ground level and accessed from Walbrook; the remainder is in the basement and accessed from Cannon Street. There are adequate changing and shower facilities proposed.
176. Hours of servicing will need to be restricted by condition to avoid night time and weekend disturbance to the Apart Hotel living on the south side of Cannon Street, immediately opposite the vehicle entrance.
177. A Servicing Management Plan will be required by condition in order to rationalise servicing and security checking.
178. A draft Travel Plan has been submitted and is acceptable. A final Travel Plan will also be required under the Section 106 agreement to assist occupiers of the buildings in improving the sustainability of the development.

Wind Microclimate

179. The applicants have produce evidence that unacceptable wind turbulence would not be created by the scheme. Wind tunnel tests were carried out and the Environmental Statement indicates that even in a worse case scenario, the wind conditions would be suitable for the intended uses.

Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare

180. The Building Research Establishment Daylight and Sunlight guidelines specify the levels of daylighting applicable to residential properties and the sunlight guidance applies also to amenity spaces.
181. The proposed development lies at the heart of the commercial city and the majority of surrounding buildings are of a commercial nature, but there are non-commercial uses comprising the Apart Hotel at 68 Cannon Street, ancillary residential units at 65 Cannon Street, the church of St. Stephen Walbrook, the Mansion House and the Magistrates' Court.
182. A study of daylight, sunlight and solar glare is included in the Environmental Statement. The effect of the proposed development has been compared with the previous approval and the current vacant site. Comparison with the cleared site is not considered to be a realistic test as this is a temporary situation and not usual in a central city context. Comparison with the approved scheme demonstrates that the buildings now proposed would not create conditions for any neighbouring property or space that would be worse than previously approved.
183. No significant impacts with regard to light pollution or solar glare have been identified in the Environmental Statement.

Night time appearance

184. The night time appearance of the development will be important as it could impact on the surrounding historic area, buildings and amenity. The application proposes external illumination of the retail frontages only but a condition has been imposed to enable any external illumination to be controlled.

Construction Works

185. Conditions will be imposed to ensure that construction work is carried out in accordance with approved methods, in compliance with the City's normal standards.

Archaeology

186. The site is in an area of high archaeological potential situated within the lower Walbrook valley, to the north of its confluence with the Thames and close to the centre of the Roman town. A number of important houses were on the site in the medieval period, some occupied by prominent City residents, such as a 13th century Lord Mayor and Sir Thomas More. The 12th century church of St Antholin, demolished in the late 19th century was on the site and St Stephen Walbrook was founded on the site in the 11th century, before being rebuilt on its present site in the 15th century. The Temple of Mithras, until its recent dismantling, was situated on the northern part of the site, adjacent to Queen Victoria Street. The proposal to relocate and reconstruct the temple is dealt with above and a separate listed building consent schedule is before your committee today.
187. The previous buildings had single and double basements across most of the site. Despite extensive modern disturbance, there is potential for archaeological remains to survive in localised areas across the site, particularly below the Walbrook street frontage. An assessment of survival is supplemented by results of archaeological evaluation. The proposed building has two levels of basements which would remove the majority of archaeological remains within the site. With the exception of areas of new piles, there would be limited local areas of survival on the Walbrook and Queen Street frontages. Remains of the original Temple of Mithras and associated structures and deposits and remains below the former double basement would be preserved in situ.
188. The area of high potential on the Walbrook frontage includes the survival of the highly significant and rare remains of the Temple of Mithras and associated structures and deposits. There is potential for Roman remains including buildings, land reclamation and management of the Walbrook stream, medieval remains including Saxon and Saxo-Norman buildings and later buildings, including that known as 'The Barge' occupied by Sir Thomas More and remains of St Stephen Walbrook. There is potential for geo-archaeological remains associated with the Walbrook, the past environment and human activity in the area. The surviving remains were affected by the 1950's construction; however they have important potential in the context of archaeological information in the vicinity and add to results of previous work

on the site. A programme of archaeological work has been approved pursuant to conditions of the permitted scheme and excavation is taking place.

189. Conditions are included to ensure that the archaeological evaluation, investigation and recording are carried out in accordance with the approvals and requiring details of foundation design to be submitted.

Planning Obligations

190. Under Section 106 of the Town & Country Planning Act 1990 an agreement can be made between two parties, usually the developer and the local authority, or a unilateral undertaking can be submitted by a prospective developer:
- restricting the development or use of land in any specified way;
 - requiring specified operations or activities to be carried out in, on, 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.
191. There have been recent modifications to planning obligation arrangements by virtue of the Community Infrastructure Levy Regulations 2010 (“the 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”) arrangements which local planning authorities may elect to adopt.
192. 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 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.
193. 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. The Circular states that, ‘The use of planning obligations must be governed by the fundamental principle that planning permission may not be bought or sold. It is therefore not legitimate for unacceptable development to be permitted because of benefits or inducements offered by a developer which are not necessary to make the development acceptable in planning terms’.
194. On 8th June 2004 the Supplementary Planning Guidance on Planning Obligations was adopted. This states that the indicative size threshold for seeking planning obligations is 10,000 square metres gross total floorspace provided that there is also a floorspace increase of 2,000 square metres.

195. In this case the proposed increase in gross floorspace for Section 106 purposes would be 8,810 square metres. On the basis of the figure indicated in the Supplementary Planning Guidance, the planning obligation figure would be 616,700 GBP. It is the City's practice that all financial contributions should be index-linked with reference to the appropriate index from the date of the Committee resolution.
196. An additional contribution of 2,807,678 GBP in relation to Crossrail is payable. The London Mayor's proposals for Crossrail planning obligation developer contributions have now been adopted as policy in the London Plan and the Supplementary Planning Guidance in relation to the use of Planning Obligations in the funding of Crossrail was published in July 2010. Therefore compliance with the requirement for a Crossrail contribution is now a material consideration.
197. The SPG sets out that the contribution is due where there is an uplift of 500sq.m of floorspace. There are three different contribution charging areas and the City falls within the Central London Contribution Area. The contributions applicable in the City have been set at 137 GBP per square metre for office accommodation, 88 GBP per square metre for retail and 60 GBP per square metre for hotels. The calculated contribution is on the basis of uplift in office accommodation of 20,494 square metres and a reduction in retail space accommodation of 1,196 square metres. On receipt the contribution will be paid to the Mayor. Should the payment be made by 31st March 2013 a reduction of 20% will be applied.
198. It is the City's practice that all financial contributions should be index-linked with reference to the appropriate index from the date of the Committee resolution. Any unspent contributions would be required to be return to the applicant within 10 years of receipt.
199. The applicant has agreed a breakdown which accords with the Supplementary Planning Guidance as follows:

Category	Contribution GBP	Percentage share %
Total Contribution to the City	616,700	
Allowance for Monitoring of Agreement by City (1%)	6,167	
Balance Available for Allocation	610,533	
<u>Proposed Allocations:</u>		
Local Community and Environment	305,267	50
Affordable Housing	183,160	30
Transportation	91,580	15
Local Training and Skills	30,527	5
Total		100
Total Contribution to Crossrail (payable to the Mayor for London)	2,807,678	

All the above contributions will be required to be paid before the developer can implement the permission.

Local Environmental Improvement Works

200. It is inevitable that a development of the scale and intensity of the proposals will have a range of impacts in the vicinity of the site both in terms of the demolition and construction phase, and in terms of the operational phase, as referred to in this report. The contribution for Local Community Facilities and the Environment will be used to help mitigate the impact of the development by providing facilities and opportunities which may include but are not limited to education, health & welfare, church works and for the benefit of other voluntary organisations, arts & culture, leisure and recreation, childcare provision, street scene and air quality improvements. The City has identified a number of matters required to mitigate the impact of the development and which meet the planning tests and these are set out below.
201. It is intended that the above contribution will predominantly be used for public realm enhancement works in the vicinity of the site to mitigate the impact of the development. The full extent of mitigation has not yet been assessed but are likely to include:
 - Improvements of the highways, streetscape, creating more space for pedestrians;
 - Enhancing the pedestrian environment including new trees, planters and street furniture;
 - Improved crossings and routes to and from the development; and
 - Implementing access improvements on the streets.
202. The applicant would usually be required to pay some of the Local Community Facilities and the Environment contribution for feasibility and design studies upon the demolition of existing buildings. In this case a 10% payment was made in relation to the previous planning application. The developer requests this contribution be credited to the current scheme.
203. Much of this payment has been used to fund the Bank Junction Strategy. a more localised design strategy for Queen Victoria Street and proposals in the vicinity of the site. A consultant has been appointed and consultation has been carried out. The new proposal for the site will require the localised design strategy to be reviewed. A further upfront payment for feasibility would be required to redesign the strategy and help deliver the Bank junction Strategy proposals. This would need to be paid on the grant of planning permission.
204. The City Corporation is to expend such monies within 10 years from the date of completion of the development.
205. The Environmental Services Department has sought a contribution of 15,000 GBP to enable the Walbrook air quality monitoring data to become part of the London Air Quality Network.
206. In the course of previous negotiations the Archdeaconry of London proposed works to St. Stephen Walbrook which they suggested would be appropriate to

benefit from Planning Obligations income but they have not responded on this occasion. They previously highlighted the importance of this church both in architectural and historic terms and advised that the following works were felt to be needed:

- a) Disabled access – 90,000 GBP
 - b) Education and Museum Project – 100,000 GBP
 - c) Renovating the Crypt to bring it back into Community Use - 1.7m GBP
 - d) Glass Doors to the Church opening up the views – 40,000 GBP
 - e) Lighting refurbishment - 249,000 GBP
 - f) Improvements to the Churchyard – 120,000 GBP
207. Items (e) and (f) have been carried out and would no longer apply. Of the other works, disabled access is a priority need and the Education and Museum Project and enhanced community facilities would benefit the increased numbers working in the area.
208. The case for funding these works of public benefit would be weighed against other Community and Environmental schemes when the Section 106 obligations are received.

Affordable Housing

209. The Affordable Housing contribution will be used for the purpose of off-site provision of affordable housing in suitable locations in or near to the City of London in accordance with the Development Plan.

Transport Improvements

210. The proposal would generate additional demands on the movement in the form of new walk, cycle, public transport, taxi and servicing trips. The impact of these movements will be felt throughout the City, not only in the immediate vicinity of the site. It is proposed that the transport improvement contribution assist fund projects in the City's Traffic Management Programme set out in the City's adopted Local Implementation Plan 2011.
211. Contributions would be prioritised to the Bank Junction Improvement proposals and improvements to pedestrian and cycle crossings to link the site to Watling Street and Poultry and across Cannon Street.
212. The Mayor of London would like this contribution to be used for the improvements to pedestrian access and safety at the junction of Gracechurch Street, Cannon Street and King William Street.
213. The Mayor of London has requested that space for 44 Cycle Hire Docking Stations within one of the proposed public squares. This is not a suitable site for a cycle hire docking station. TfL's own criteria is that these should not be close to station entrances and a cycle hire site in this location so close to Cannon Street and Bank stations would be overly busy and conflict with the high volume of pedestrian flows.
214. Whilst these projects maybe applicable, at this stage it is difficult to predict the schemes that would bring most benefit to the local transport network as some

works may take place in the interim. A decision on this would be taken when the planning obligations are received.

Highway Reparation and other obligations

215. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.
216. Prior to implementation and based on the City's standard draft, the developer will be obligated to enter into an agreement under Section 278 of the Highways Act 1980 to meet the cost of highway works that are necessary to meet the burden placed on the highway network by the development.

Employment Charter for Construction

217. The Developer has agreed to commit to the City Corporation's Employment Charter for Construction and submit a training and skills job brokerage strategy in relation to the construction process. This will maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people wishing to begin a career in construction.
218. The Economic Development Office is able to introduce the Developer or its Contractor and Sub-Contractors to local training providers and brokerage agencies to discuss their site-specific skills needs and to identify suitable local people to fill opportunities on site. The Developer is encouraged to liaise with the Economic Development Office at the earliest stage in the development process in order that the strategy can be submitted prior to commencement.

Local Procurement

219. The developer will be asked to use best endeavours to apply a Local Procurement Strategy and details of this would be submitted prior to carrying out any preparatory operations. At this stage the developer is concerned that the scale of the development would preclude using local procurement but there may be scope to include this at sub-contractor level. A Local Procurement Strategy would normally include:
 - initiatives to identify local procurement opportunities relating to the construction of the Development, such initiatives to include identifying opportunities for small and medium sized enterprises in the City of London and the fringe London Boroughs ("Local SMEs") to tender for goods and services;
 - using Local SMEs for the provision of goods and services;
 - initiatives that ensure that a target of 10% averaged across the entire construction procurement spend on all goods and services by the Owner and all contractors and sub-contractors is spent with Local SMEs;
 - initiatives to overcome barriers to Local SMEs in accessing the supply chain for the construction phase of the development;
 - timings and arrangements for the implementation of such initiatives at identified stages up to occupation;
 - mechanisms for the monitoring of the effectiveness of such initiatives.

Utility Connections

220. The development will require connection to a range of utility infrastructure. Early engagement by the applicant about utilities infrastructure provision will allow for proper co-ordination and planning of all works required to install the utility infrastructure, particularly in the public highway, so as to minimise disruption to highway users. A S.106 covenant will therefore require the submission of draft and final programmes for ordering and completing service connections from utility providers in order that the City's comments can be taken into account, and will require that all connections are carried out in accordance with the programme.

Community Infrastructure Levy

221. The Government has introduced a Community Infrastructure Levy (CIL) to be paid by developers to help fund infrastructure required to support the development of its area. The Mayor of London intends to start charging on 1st April 2012. Any development that receives planning permission after that date will be affected including planning applications submitted before 1st April 2012 but not approved by that date, cases where a local planning authority makes a resolution to grant planning permission before 1 April 2012 but does not issue the planning permission until after that date (for example, where the decision is subject to a section 106 agreement being entered into) and applications where a planning appeal is decided after 1st April 2012.
222. The CIL charge will be calculated according to the amount of additional floorspace a new development would create. The amount to be paid would be calculated when planning permission is granted and is paid when development starts. If the planning permission is issued before 1st April the CIL payment will not be applicable.

Public Access to the open space within the site

223. The 2007 draft agreement proposed that the owners be required to:
- (i) To clean, maintain and keep in repair the open space including the lighting, drainage and any furniture and landscaping;
 - (ii) To keep the open space open to the public at all times in accordance with an open space phasing plan except in case of temporary closure for maintenance and other works;
 - (iii) To keep the open space properly insured and in the event of damage to pay out any insurance payments on making good such damage.

In the event that the developer does not comply with their obligations to keep open and maintain the open space, provisions would be negotiated to enable the City Corporation to step in to ensure that those obligations are complied with.

The current planning obligations would seek similar requirements. I request that I be able to continue negotiations in respect of the use and maintenance of the open space.

Arts Strategy

224. It is proposed that the Section 106 agreement includes a Public Art Strategy identifying where works of art would be installed and specifying a maximum number and size of individual works to be displayed.
225. Anything which exceeds that size or was in a different location would need separate planning permission.

Trees

226. The previous agreement made provision for the developer to replace ten trees on Walbrook adjoining the site with comparable trees of the same or similar species in locations to be agreed with the City Corporation. If the developer was unable to replace any tree in a similar location to an existing tree they have agreed to fund the provision of a comparable tree in the vicinity of the site. The Director of Open Spaces required that this funding includes suitable irrigation and maintenance.
227. The trees on the Walbrook frontage were removed for demolition this obligation being continued into the new legal agreement.
228. The development would affect three mature London Plane trees in Bucklersbury public footway. Director of Open Spaces Department considers that the loss of these trees would be extremely regrettable and contrary to the City's Tree Strategy and that they will require severe pruning and on-going management to curtail their size in order to facilitate maintenance of the building.
229. This pruning requirement would be an on-going commitment and needs funding by the developer in perpetuity.

New entrance to Bank Tube Station on Walbrook

230. The proposal provides the opportunity for London Underground to create a new entrance at Bank Station. Transport for London agreed that they will support this application if the underground entrance is included and is expecting the developer to deliver the 'Underground entrance box' as part of the overall construction programme, with London Underground taking responsibility for its fit-out.
231. The applicants and Transport for London signed an agreement in 2007 in respect of the provision by the applicant of the new station entrance box. The agreement would be updated and a new Deed of Variation is proposed to be signed between the developer and London Underground Limited (LUL).
232. Given the benefits of this new infrastructure to the City, I propose that the section 106 agreement contains provisions to secure the new station entrance and the variation of the LUL agreement. The present draft section 106 agreement prepared by the applicants does not provide sufficient certainty in relation to the provision of the new station entrance box and the occupation of the development. Therefore the provisions relating to the station entrance box will need to be the subject of further discussions between the City Corporation, LUL and the applicant to ensure this part of the development is achieved.

Temple of Mithras

233. A legal agreement dated 29th December 2006 between the applicants, English Heritage and the City Corporation covers the management of the relocation of the Temple of Mithras. The Section 106 agreement for this redevelopment is to be linked to the agreement dated 29th December 2006 to include provisions detailing the conservation and management of the temple and the provision of public access. The area would be open to the public during normal office hours and at weekends.

City Trader Statue

234. The City Trader statue which stood on the footway in Walbrook has been removed and stored. The previous proposal required the statue to be removed, to protect it during construction work, stored and relocated. The applicant will continue to be required to fund the work associated with the statue's storage relocation and its reinstallation.

Conclusion

235. The proposal supports the strategic objective of the Corporation to promote the City as the leading international financial and business centre.
236. The proposed scheme provides an employment led mixed use development which supports the economic policies of the London Plan and LDF Core Strategy and would provide an increase in high quality floor space over the pre-existing situation.
237. This scheme would create a pedestrian way and public squares that would improve permeability, together with retail uses and the Temple of Mithras display and exhibition space would be of substantial benefit to the public.
238. The scheme makes provision for a new entrance and exit for Bank Underground station, which is needed to reduce congestion at the station and to assist in meeting the additional demands that major development in the City is placing on the Underground railway system.
239. The scheme provides, through a Section 106 Agreement, public realm and community facilities, transport improvements, funding for off-site housing, training and other measures.

Background Papers

Internal

Memo 30/12/11	Markets and Consumer Protection Department
Email 07/02/12	Open Spaces
Email 17/02/12	City of London Police

External

Letter 19/12/11	Retail Traders Association
Letter 03/01/12	Natural England
Letters 06/01/12, 05/01/12	English Heritage
Letter 12/01/12	Society for the Protection of Ancient Buildings
Letter	London and Middlesex Archaeology Society
Letter and email 12/01/12	TfL

Letter with Report 25/01/12 GLA
 Letter 06/01/12 Borough of Camden
 Letter 11/01/12 Borough of Greenwich
 Letter 18/01/12 Borough of Lambeth
 Letter 08/02/12 Borough of Lewisham
 Email 16/02/12 Environment Agency
 Letter 23/01/12 Museum of London Archaeology
 Email 26/02/12 E Graff
 Letter 27/02/12 Design Council CABE
 Letter 22/02/12 DP9
 Emails 24/02/12, 28/02/12, 29/02/12 DP9
 Email 06/03/12 LUL
 Design and Access Statement for Temple of Mithras December 2011
 Design Proposal for Temple of Mithras December 2011
 Planning Statement December 2011
 Design and Access Statement December 2011
 Energy and Sustainability Statement December 2011
 Transport Assessment December 2011
 Draft Travel Plan December 2011
 Retail Concept Statement December 2011
 Retail Impact Assessment December 2011
 Tree Condition Survey of Bucklersbury March 3012 Charles Funke Associates
 Draft Heads of Terms for proposed Section 106 Agreement received 02/12/11
 Environmental Statement comprising:-
 Non-Technical Summary December 2011
 Volume I: Environmental Statement December 2011
 Volume III: Technical Appendices December 2011
 Volume II: Townscape, Conservation and Visual Impact Assessment December
 2011 Stopping up Plan STH2614/56/02 Rev D
 Drawings and Images A-SK-2012, 2013, 2014, 2015, 2017, 2020, 2021, 2028, 2062
 and 2079 Foster and Partners
 Facade Materials Study 20 February 2012 Foster and Partners
 Samples of materials
 BRUKL output data sheets

Appendix A

London Plan Policies

The 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) and as a strategically important, globally-oriented financial and business services centre.

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 the plan.

Policy 4.3 Within the Central Activities Zone 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 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of this Plan, especially town centres.

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 supplementary planning guidance.

Policy 5.6 Development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites.

Policy 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

Policy 5.9 Reduce the impact of the urban heat island effect in London and encourage the design of places and spaces to avoid overheating and excessive heat generation, and to reduce overheating due to the impacts of climate change and the urban heat island effect on an area wide basis.

Policy 5.10 Promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and multifunctional green infrastructure, to contribute to the adaptation to, and reduction of, the effects of climate change.

Policy 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

Policy 5.12 Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 and address flood resilient design and emergency planning; development adjacent to flood defences will be required to protect the integrity of existing flood defences and wherever possible be set back from those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.

Policy 5.13 Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so.

Policy 6.5 Contributions will be sought from developments likely to add to, or create, congestion on London's rail network that Crossrail is intended to mitigate.

Policy 6.9 Developments should provide secure, integrated and accessible cycle parking facilities and provide on-site changing facilities and showers for cyclists, facilitate the Cycle Super Highways and facilitate the central London cycle hire scheme.

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 7.4 Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

Policy 7.5 London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.

Policy 7.6 Buildings and structures should:

- a be of the highest architectural quality
- b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c comprise details and materials that complement, not necessarily replicate, the local architectural character
- d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
- e incorporate best practice in resource management and climate change mitigation and adaptation
- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design

i optimise the potential of sites.

Policy 7.7 Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings. Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that will meet the criteria set out in this policy.

Policy 7.8 Development should identify, value, conserve, restore, re-use and incorporate heritage assets, conserve the significance of heritage assets and their settings and make provision for the protection of archaeological resources, landscapes and significant memorials.

Policy 7.12 New development should not harm and where possible should make a positive contribution to the characteristics and composition of the strategic views and their landmark elements identified in the London View Management Framework. It should also, where possible, preserve viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated Viewing Places.

Policy 7.21 Trees should be protected, maintained, and enhanced. Existing trees of value should be retained and any loss as the result of development should be replaced.

Unitary Development Plan and Core Strategy Policies

ARC1 Archaeology - evaluation and impact

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 preserve archaeological remains

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 Recording of archaeological remains

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.

ENV28 Design of building services

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.

ENV10 Protect and encourage public art

To protect existing works of art and to seek the provision of additional works of art which enhance the City townscape.

ENV8 Promote high quality open spaces

To promote and ensure high standards in the layout, design, surface treatment and landscaping of open spaces and streets, and to seek the retention of existing surfaces and features which contribute positively to the character and appearance of the location and the City.

ENV35 To protect daylight and sunlight

To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to levels which would be contrary to the Building Research Establishment's guidelines.

SHOP2 Seek replacement of retail uses

To seek the replacement of retail uses in development schemes and to ensure that such replacements are primarily at the pedestrian level.

SHOP3 Seek increased retail facilities

To seek, where appropriate, the provision of new or increased retail facilities, particularly where:

- i. existing retail shop facilities are being replaced on redevelopment in accordance with policy SHOP 2;
- ii. the site is in or close to a shopping centre;
- iii. the site is close to a public transport interchange;
- iv. there is a riverside frontage.

SHOP4 Variety in size of retail units

To encourage retail uses in any new development scheme to provide a variety of unit sizes compatible with the character of the area in which they are situated and to encourage large retail units in suitable areas.

SHOP6 Lively Principal Shopping Centres

To sustain the vitality and viability of the Principal Shopping Centres and to encourage measures to improve their attractiveness.

SHOP7 Balance Local Shopping Centre uses

To permit proposals for financial and professional service (A2), catering (A3) and local service uses where the location and balance of uses does not adversely affect the retail function of the Local Shopping Centre.

UTIL6 Provision for waste collection

To require adequate provision within all developments for the storage, presentation for collection, and removal of waste, unless exceptional circumstances make it impractical; to encourage provision to allow for the separate storage of recyclable waste where appropriate.

TRANS15 Seek off-street servicing

To seek, where appropriate, the provision of off-street servicing facilities in such a way as:

- i. to ensure that the location and design of vehicular access and servicing arrangements minimise the adverse effects on the adjoining highway and pay due regard to the environment and the convenience and safety of pedestrians;
- ii. to ensure that vehicular servicing and servicing access is avoided on or onto Tier 1-3 roads, except where a practical alternative cannot be provided; and
- iii. to enable vehicles to enter and leave premises in a forward direction.

TRANS18 Resist non-residential parking

To resist the provision of private non-residential parking in excess of the current planning standards.

TRANS21 Seek parking for disabled people

To seek the provision and improvement of parking arrangements for disabled people.

TRANS22 Require cycle parking

To provide cycle parking facilities by:

- i. requiring the provision of private parking space for cycles in development schemes;
- ii. maintaining an adequate overall number of spaces for cycles in public off-street car parks; and
- iii. providing an adequate supply of cycle parking facilities on-street.

TRANS23 Require parking for motorcycles

To provide parking facilities for motorcycles by:

- i. requiring the provision of private parking spaces for motorcycles in development schemes;
- ii. maintaining an adequate overall number of spaces for motorcycles in public off-street car parks and;
- iii. seeking to maintain on-street motorcycle parking at current levels, pending the approval of the Local Implementation Plan.

CS1 Provide additional offices

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.

CS2 Facilitate utilities infrastructure

To co-ordinate and facilitate infrastructure planning and delivery to ensure that the functioning and growth of the City's business, resident, student and visitor communities is not limited by provision of utilities and telecommunications infrastructure.

CS3 Ensure security from crime/terrorism

To ensure that the City is secure from crime, disorder and terrorism, has safety systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing public and corporate confidence in the City's role as the world's leading international financial and business centre.

CS4 Seek planning contributions

To manage the impact of development, seeking appropriate contributions having regard to the impact of the contributions on the viability of development.

CS10 Promote high quality environment

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 Conserve or enhance heritage assets

To conserve or enhance the significance of the City's heritage assets and their settings, and provide an attractive environment for the City's communities and visitors.

CS13 Protect/enhance significant views

To protect and enhance significant City and London views of important buildings, townscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks.

CS15 Creation of sustainable development

To enable City businesses and residents to make sustainable choices in their daily activities creating a more sustainable City, adapted to the changing climate.

CS16 Improving transport and travel

To build on the City's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel in, to, from and through the City.

CS18 Minimise flood risk

To ensure that the City remains at low risk from all types of flooding.

CS19 Improve open space and biodiversity

To encourage healthy lifestyles for all the City's communities through improved access to open space and facilities, increasing the amount and quality of open spaces and green infrastructure, while enhancing biodiversity.

CS20 Improve retail facilities

To improve the quantity and quality of retailing and the retail environment, promoting the development of the five Principal Shopping Centres and the linkages between them.

CS6 Meet challenges Cheapside/St Paul's

To develop Cheapside and St Paul's area as the City's 'high street' and key visitor destination, increasing the amount of high quality retailing, promoting the City's unique cultural and leisure activities and heritage, and improving the pedestrian environment.

SCHEDULE

APPLICATION: 11/00935/FULEIA

**Land Bounded By Cannon Street, Queen Street, Queen Victoria Street,
Bucklersbury & Walbrook London EC4**

Construction of two new buildings comprising floorspace within Classes B1 (office) and A (retail) of the use Classes Order; the reconstruction of the remains of the Temple of Mithras and new display space; the provision of a new entrance to Bank Station; the creation of new open space accessible to the public and pedestrian routes; three basement levels; and the provision of ancillary servicing and other incidental works.

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 Before any construction works hereby permitted are begun details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.
REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policies of the Core Strategy CS15 and CS18
- 3 Before any construction works hereby permitted are begun a detailed assessment of the potential to achieve further BREEAM credits in the specification of materials shall be submitted to and approved in writing by the local planning authority and the development shall be carried out in accordance with the approved details.
REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Core Strategy CS15.
- 4 Before any construction works are begun an assessment of opportunities for the installation of green roofs based on the detailed design stage of the development and details of the green roofs, if applicable, shall be submitted and approved in writing by the local planning authority.
REASON: To ensure compliance with the following policy of the Core Strategy: CS10, CS15, CS18.

- 5 Before any works are begun a survey of the perimeter of the existing site shall be carried out and submitted to the LPA showing the existing Ordnance Datum levels of the adjoining streets and open spaces.
REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan 2002: ENV8, CS10, CS16.
- 6 Before any works are begun a site survey shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing highway levels. The development shall be carried out in accordance with the approved site survey unless otherwise agreed in writing by the local planning authority.
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan 2002: ENV8, CS10, CS16.
- 7 Works shall not begin until a scheme for protecting nearby residents 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. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.
REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policy of the Core Strategy: CS15.
- 8 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 policies of the Core Strategy: CS15.
- 9 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. The development shall not be carried out other than in accordance with the approved Construction Logistics Plan or any approved

amendments thereto as may be agreed in writing by the Local Planning Authority in consultation with Transport for London.

REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.

- 10 Unless otherwise agreed by the Local Planning Authority, archaeological evaluation shall be carried out in accordance with the Method Statement for the Phase 3 Archaeological Evaluation dated 2 November 2011, hereby approved, in order to compile archaeological records.
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: ARC1.
- 11 No works except demolition to basement slab level shall take place 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. The written schemes of investigation approved on 24th February 2011 and 9th February 2012 in respect of parts of the site shall be supplemented by a further written scheme of investigation in respect of the remainder of the site. 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: ARC2, ARC3.
- 12 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been 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: ARC2, ARC3.
- 13 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 including typical details of the fenestration and entrances;
 - (c) details of typical bays of the development;
 - (d) typical details of stonework;
 - (e) details of ground floor elevations;

(f) details of soffits, hand rails and balustrades;
(g) details of the design and appearance of the arcade roof and bridge structure over the arcade;
(h) details of uses, decorative features or other means of enlivening the north facing ground floor elevation to the public square on the northern edge of the site;
(h) details of the design and appearance of lifts, associated enclosures and structures on the street and arcade frontages;
(i) details of the design and location of external louvres;
(j) details of seating, vents and other structures in the open spaces on the site.
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 and Core Strategy: CS10, CS12, CS19, ENV28, ENV36.

- 14 All unbuilt surfaces shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any such works are commenced. All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.
REASON: In the interests of visual amenity in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, ENV 9, CS10, CS15, CS19.
- 15 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 demonstrating that there is adequate sound proofing to both airborne and structure borne noise transmission between the Class A use and the surrounding offices in the building. The development pursuant to this permission shall be carried out in accordance with the approved scheme and so maintained thereafter.
REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Core Strategy: CS15.
- 16 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority specifying the kitchen extract arrangements, materials and construction methods to be used to avoid noise penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use commences and so maintained thereafter.
REASON: In order to protect residential/commercial amenities in the building in accordance with the following policy of the Core Strategy: CS15.

- 17 Before any works thereby affected are begun details shall be submitted to and approved in writing by the Local Planning Authority showing the layout of the Temple of Mithras and associated display areas at ground and basement level and the work shall be carried out in accordance with the approved details.
REASON: To ensure that Roman remains are preserved and made available to the public in accordance with the following policies of the Unitary Development Plan and Core Strategy: ARC2, CS12.
- 18 The engraved glass screens by the artist and glass engraver John Hutton that were formerly on Bucklersbury House shall be reinstated on the site in positions to be approved in writing by the Local Planning Authority prior to any works affected thereby being begun.
REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site.
- 19 Provision shall be made for disabled people to obtain access to the offices and to each retail unit, the Temple of Mithras and the new entrance/exit for Bank underground station via their respective principal entrances without the need to negotiate steps.
REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Core Strategy: CS10.
- 20 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS 15, ENV 8, CS10, CS16.
- 21 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, CS10, CS16.
- 22 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 23 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.
REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policy of the Core Strategy: CS15.

- 24 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved for offices and retail (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Core Strategy CS15.
- 25 Before any construction works are begun details of the installation of photovoltaic panels on the roof as indicated on the drawings hereby approved shall be submitted to and approved in writing by the local planning authority and shall be maintained as approved for the life of the development.
REASON: To ensure compliance with the following policy of the Core Strategy: CS15.
- 26 Before any works thereby affected are begun an assessment of the potential to incorporate the use of hydrogen fuel cell technology within the CCHP system shall be submitted to and approved in writing by the local planning authority.
REASON: To ensure compliance with the following policy of the Core Strategy: CS15.
- 27 There must be no building, roof structures or plant above the top storey except as may be approved in writing by the Local Planning Authority.
REASON: To ensure protection of the view of St Paul's Cathedral and to ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL3, ENV28, CS2, CS10.
- 28 At all times when not being used for cleaning or maintenance the window cleaning gantries, cradles and other similar equipment shall be garaged within the enclosures shown on the approved drawings.
REASON: To ensure a satisfactory external appearance in accordance with the following policies of the Core Strategy: UTIL3, ENV28, CS2, CS10, CS12.
- 29 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 in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL3, ENV28, CS2, CS10.
- 30 No part of the site or building shall be used for the parking of motor vehicles unless specifically approved for that purpose in writing by the Local Planning Authority.
REASON: To protect the visual amenities of the area and reduce commuting by car in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, TRANS 17, TRANS 18, TRANS 20, CS16.

- 31 The A3/A4 use/premises hereby permitted shall not be open to customers between the hours of 23:30 on one day and 07:00 on the following day.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.
- 32 Unless otherwise agreed in writing by the Director of Markets and Consumer Protection the level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the nearest window or facade of the nearest premises. The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. A report demonstrating compliance with this condition must be submitted to and approved in writing by the Local Planning Authority before the plant hereby approved comes into operation.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.
- 33 The areas shown on the deposited plans as public spaces and pedestrian ways through the site shall at all times be left open and landscaped for use as public areas and shall not be fenced or otherwise enclosed.
REASON: To ensure that the pedestrian areas are provided and maintained as public pedestrian routes and to protect the visual amenities of the area in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, CS10, CS16.
- 34 The areas shown on basement and ground floor plans for the Temple of Mithras and the access thereto shall be provided and maintained as an exhibition and display area related to the Roman remains on the premises and shall be not be used for any other purpose.
REASON: To ensure that the Roman remains are preserved and made available to the public in accordance with the following policies of the Unitary Development Plan and Core Strategy: ARC2, CS12.
- 35 A clear unobstructed minimum headroom of 5m must be maintained for the life of the building in the refuse skip collection area as shown on the approved drawings and a clear unobstructed minimum headroom of 4.75m must be provided and maintained over the remaining areas and access ways.
REASON: To ensure that satisfactory servicing facilities are provided and maintained in accordance with the following policies of the Unitary Development Plan: TRANS15, UTIL6.
- 36 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.
REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Unitary Development Plan: TRANS15.

- 37 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building.
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS21.
- 38 Unless otherwise agreed in writing by the Local Planning Authority no goods or service vehicles shall enter or leave the service area between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and between 07:00 and 23:00 on a Bank Holiday.
REASON: To protect the amenities of the adjoining residential accommodation in accordance with the following policies of the Core Strategy: CS15, CS21.
- 39 Automatically operated traffic signals must be positioned at the top and bottom of the ramp and must be in use at all times whilst the building is in occupation.
REASON: To ensure satisfactory vehicular circulation within the curtilage of the site in accordance with the following policy of the Unitary Development Plan: TRANS15.
- 40 The five car parking spaces shown on the approved drawings for disabled users shall be wide enough to enable them to be used by people with disabilities and the spaces shall be marked out accordingly. These spaces shall be provided and maintained throughout the life of the building for use solely by people who are disabled.
REASON: To ensure provision of suitable parking for people with disabilities in accordance with policy TRANS 21 of the Unitary Development Plan 2002 and that private car parking is not provided without motorcycle parking also being provided in accordance with policies TRANS 18 and TRANS 23.
- 41 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 442 bicycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 42 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.

REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Unitary Development Plan: TRANS22.

- 43 Details of a Servicing Management Plan demonstrating the arrangements for control of the arrival and departure of vehicles servicing the premises shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Servicing Management Plan (or any amended Servicing Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.

REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS15, CS16.

- 44 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.

REASON: To ensure the satisfactory servicing of the building in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL 6, CS10, CS17.

- 45 No live or recorded music that can be heard outside the premises shall be played.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.

- 46 Unless otherwise approved in writing by the Local Planning Authority none of the existing trees on the neighbouring highways shall be removed or pruned.

REASON: In the interests of visual amenity in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, ENV 9, CS10, CS12.

- 47 Unless otherwise agreed in writing with the Local Planning Authority, the engraved glass screens by the artist and engraver John Hutton, formerly located above the Bucklersbury and Cannon Street entrances to Bucklersbury House, shall be protected and stored in accordance with the Method Statement for the Art Glass Panels, approved on 25 May 2010 (Application number 10/00191/MDC).

REASON: In the interest of visual amenity and to maintain the historic and cultural history of the site

- 48 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: drawings numbered: PA050/03, 051/05, 097/05, 098/05, 099/05, 100/05, 101/06, 102/05, 103/05, 104/05, 105/05, 106/06, 107/05, 108/05, 109/05, 110/05, 200/04, 201/04, 202/04, 300/04, 301/04,

302/04, 303/04, 305/04, 306/04, 400/01, 401/01, 402/01. Method Statement for the Phase 3 archaeological evaluation dated 02 November 2011. Draft Travel Plan dated December 2011.

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 the Built Environment 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 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation as ground landlords; and the work must not be instituted until the consent of the City of London Corporation as freeholders has been obtained by the Head Lessee.
- 4 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation or Transport for London as Highway Authority; and work must not be commenced until the consent of the Highway Authority has been obtained.
- 5 Improvement or other works to the public highway shown on the submitted drawings require separate approval from the local highway authority and the planning permission hereby granted does not authorise these works.
- 6 The Department of the Built Environment (Highways and Streetworks Team) must be consulted on the following matters which require specific approval:
 - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
 - (b) The incorporation of street lighting and/or walkway 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.
 - (c) Connections to the local sewerage and surface water system.
 - (d) Carriageway crossovers.

- 7 The Directorate of the Built Environment (Local Transportation Team) should be consulted on:

(a) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window cill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway). You are advised that highway projection licenses do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. In such cases please also contact the Corporate Property Officer, City Surveyor's Department.

You are advised that highway projection licences do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. Please contact the Corporate Property Officer, City Surveyor's Department.

(b) Permanent Highway Stopping-Up Orders, dedication of land for highway purposes, declaration, diversion and stopping up of City and Riverside Walkways.

- 8 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

Air Quality

Compliance with the Clean Air Act 1993

(a) Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires chimney height approval. Use of such a furnace without chimney height approval is an offence. The calculated chimney height can conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.

Boilers and CHP plant

(b) The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO_x emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2011.

(c) All gas Combined Heat and Power plant should be low NOX technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2011.

(d) Developers are encouraged to install non-combustion renewable technology to work towards energy security and carbon reduction targets in preference to combustion based technology.

Standby Generators

(e) Advice on a range of measures to achieve the best environmental option on the control of pollution from standby generators can be obtained from the Department of Markets and Consumer Protection.

(f) There is a potential for standby generators to give out dark smoke on start up and to cause noise nuisance. Guidance is available from the Department of Markets and Consumer Protection on measures to avoid this.

Food Hygiene and Safety

(g) Further information should be provided regarding the internal layout of the proposed food/catering units showing proposals for staff/customer toilet facilities, ventilation arrangements and layout of kitchen areas.

(h) If cooking is to be proposed within the food/catering units 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 Markets and Consumer Protection Department 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.

- 9 The Environment Agency advises developers to ensure that any proposed piling methods do not pose a pollution risk to controlled waters. Piling to facilitate building foundations or the installation of ground source heat pumps has the potential to create a pathway between contaminated shallow soils and

deeper geological formations and aquifers. Deep piling can also result in physical disturbance of aquifers.

If piling is proposed, a Piling Risk Assessment will be required to demonstrate that the chosen piling method does not increase the risk of near-surface pollutants migrating into deeper geological formations and aquifers. A Hydrogeological Risk Assessment of physical disturbance to the aquifer should also be undertaken and if unacceptable risks are identified, appropriate mitigation measures must be provided.

The Environment Agency recommends that developers follow the risk management framework provided in our guidance for 'Piling into Contaminated Sites' and also refer to their document, 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention'.

- 10 The grant of approval under the Town and Country Planning Acts does not overcome the need to also obtain any licences and consents which may be required by other legislation. The following list is not exhaustive:

(a) Fire precautions and certification:

London Fire Brigade, Fire Prevention Branch
5-6 City Forum
City Road
London EC1N 2NY

(b) Works affecting Transport for London operational land and structures:

Borough Integration and Partnerships
Transport for London
Windsor House
42-50 Victoria Street
London, SW1H 0TL

(c) Works within 10 metres of the Docklands Light Railway tunnels or other structures:

Docklands Light Railway Ltd
P.O. Box 154
Castor Lane
Poplar
London E14 9QA

(d) Works affecting water supplies, land drainage and flood defences:

Environment Agency,
North London Planning Liaison Team
9th floor, Eastbury House
30-34 Albert Embankment
London, SE1 7TL

- 11 The developer is advised to contact the Director of Open Spaces prior to works commencing regarding the protection of nearby trees during works (Contact Martin Rodman, Client Services Manager on 020 7247 8548).
- 12 Thames Water previously advised that:
Protection should be incorporated within the proposal for protection to the property by, for example, non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions;
In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving network through on or off site storage;
There are public sewers crossing this site, therefore no building will be permitted within 3 meters of the sewers without approval from Thames Water. Should you require a building over application form or other information relating to your building/development work, please contact Thames Water on 0845 850 2777;
There are a number of very large strategic sewers passing beneath the development. Any alterations to loading and foundations and the mode and manner in which this may be carried out will require specific agreement with Thames Water Developer Services. Surface water retention should be employed such that peak flows to the combined sewers do not exceed historic peaks. All basement drainage should pump to ground level.
- 13 Reason for Grant of Planning Permission
The decision to grant this planning permission has been taken having regard to the policies in the London Plan, Unitary Development Plan and Core Strategies set out below, 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 proposal is in substantial compliance with the development plan policies that relate to it and in particular it supports the objective of promoting the City as the leading international financial and business centre.
The scheme would provide an employment led mixed use development which would support the economic policies of the London Plan, LDF Core Strategy and UDP. Space for a new entrance and exit for Bank Underground station would be provided, which is needed to help reduce congestion and assist the station to meet the additional demands that new development in the City is placing on the underground railway system.
This scheme would create a pedestrian way and public squares that would improve permeability, together with retail uses and a Temple of Mithras display and exhibition space that would be of substantial benefit to the public. The scheme provides, through a Section 106 Agreement, improvements to the public realm and public transport, funding for off-site housing, training and other measures.
The proposals are considered not to have a detrimental impact on the setting of listed buildings or Conservation Areas in the vicinity. It is concluded that the

proposal overall is acceptable subject to conditions and to a Section 106 agreement.

Relevant London Plan Policies:

- Policy 2.10 To enhance and promote the roles of the CAZ and London's financial and business services.
- Policies 2.11 and 4.3 Ensure increases in office floorspace within CAZ include a mix of uses.
- Policy 4.8 Support a diverse retail sector.
- Policy 5.2 To minimising carbon dioxide emissions.
- Policy 5.3 To demonstrate that sustainable design standards are integral to the proposal.
- Policy 5.6 Evaluate the feasibility of CHP and opportunities to extend the system.
- Policy 5.7 To provide a reduction in carbon dioxide emissions through on-site renewable energy.
- Policy 5.9 Reduce the urban heat island effect.
- Policy 5.10 Promote and support urban greening.
- Policy 5.11 Inclusion of green roofs and wall planting.
- Policy 5.12 Compliance with flood risk assessment.
- Policy 5.13 Utilise sustainable urban drainage systems.
- Policy 6.5 Crossrail contributions will be sought to mitigate congestion on the rail network.
- Policy 6.9 To provide cycle facilities.
- Policy 7.2 Development to achieve highest standard of inclusive design.
- Policy 7.3 Creation of a safe, accessible environment.
- Policy 7.4 Development should have regard to the character of the area.
- Policy 7.5 Achieve safe, relevant, high quality public spaces.
- Policy 7.6 To obtain inclusive, flexible, spaces and buildings of high architectural quality.
- Policy 7.8 To protect heritage assets.
- Policy 7.10 To conserve and enhance the authenticity, integrity and significance and Outstanding Universal Value of World Heritage Sites.
- Policy 7.12 Protect strategic views, landmarks and views of World Heritage Sites in the London View Management Framework.
- Policy 7.21 Trees should be protected, maintained, and enhanced.

Unitary Development Plan and Core Strategy Policies

- ARC1 Archaeology - evaluation and impact
- ARC2 To preserve archaeological remains
- ARC3 Recording of archaeological remains
- ENV28 Design of building services
- ENV10 Protect and encourage public art
- ENV8 Promote high quality open spaces
- ENV35 To protect daylight and sunlight
- SHOP2 Seek replacement of retail uses
- SHOP3 Seek increased retail facilities
- SHOP4 Variety in size of retail units
- SHOP6 Lively Principal Shopping Centres

SHOP7 Balance Local Shopping Centre uses
UTIL6 Provision for waste collection
TRANS15 Seek off-street servicing
TRANS18 Resist non-residential parking
TRANS21 Seek parking for disabled people
TRANS22 Require cycle parking
TRANS23 Require parking for motorcycles
CS1 Provide additional offices
CS2 Facilitate utilities infrastructure
CS3 Ensure security from crime/terrorism
CS4 Seek planning contributions
CS10 Promote high quality environment
CS12 Conserve or enhance heritage assets
CS13 Protect/enhance significant views
CS15 Creation of sustainable development
CS16 Improving transport and travel
CS18 Minimise flood risk
CS19 Improve open space and biodiversity
CS20 Improve retail facilities
CS6 Meet challenges Cheapside/St Paul's