

Committee:	Date:
Planning and Transportation	8 October 2018
Subject: Tenter House 45 Moorfields London EC2Y 9AE Demolition of existing building and structures to existing basement slab level and construction of an 18 storey office building (Class B1) [28,071sq.m GEA] with ground and first floor retail (Class A1/A2/A3/A5) [735sq.m GEA], together with works to the two basements and the ground floor level with associated servicing, waste storage, plant facilities and cycle parking and public realm improvements to New Union Street [Total Floorspace 28,806 sqm GEA]	Public
Ward: Coleman Street	For Decision
Registered No: 17/01050/FULMAJ	Registered on: 30 October 2017
Conservation Area: No	Listed Building: No

Summary

This site comprises a 1960s office building which fronts onto City Point Plaza with Moorfields running along its eastern boundary and New Union Street abutting its southern boundary.

The proposal involves redevelopment of the office building with two basements, ground rising to 18 storeys (87.9 AOD) and would include six roof terraces and four internal winter gardens for use by office occupiers. It is proposed to provide a total of 735 sq.m (GEA) of flexible retail floorspace (Class A1/A2/A3/A5) is proposed across two retail units at ground and first floor level which would provide active frontages onto New Union Street and City Point Plaza.

The proposals include the upgrade of New Union Street (a private service road) which has been identified as an east-west route from Moorfields to Barbican.

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 proposals are considered not to have a detrimental impact on the settings of listed buildings or Conservation Areas in the vicinity.

Concerns have been raised by Barbican residents, particularly the impact of roof terraces, the loss of daylight & sunlight and the noise and disturbance from the increased servicing activity. A table summarising the concerns is included in the report and the full representations are attached.

There would be reductions in sunlight and daylight to some residential premises. The assessments carried out demonstrate that it is the presence of the balconies, rather than the size of the proposed development that is the main factor in the relative loss of daylight and/or sunlight.

Following concerns raised by residents, the servicing bay has been re-designed to include a door so that the operation of the loading bay would take place only when the door is closed. Conditions have been recommended to limit the number of vehicles and the delivery times to minimise disruption to nearby residential occupiers. Restrictions are proposed on the use of the office terraces at night.

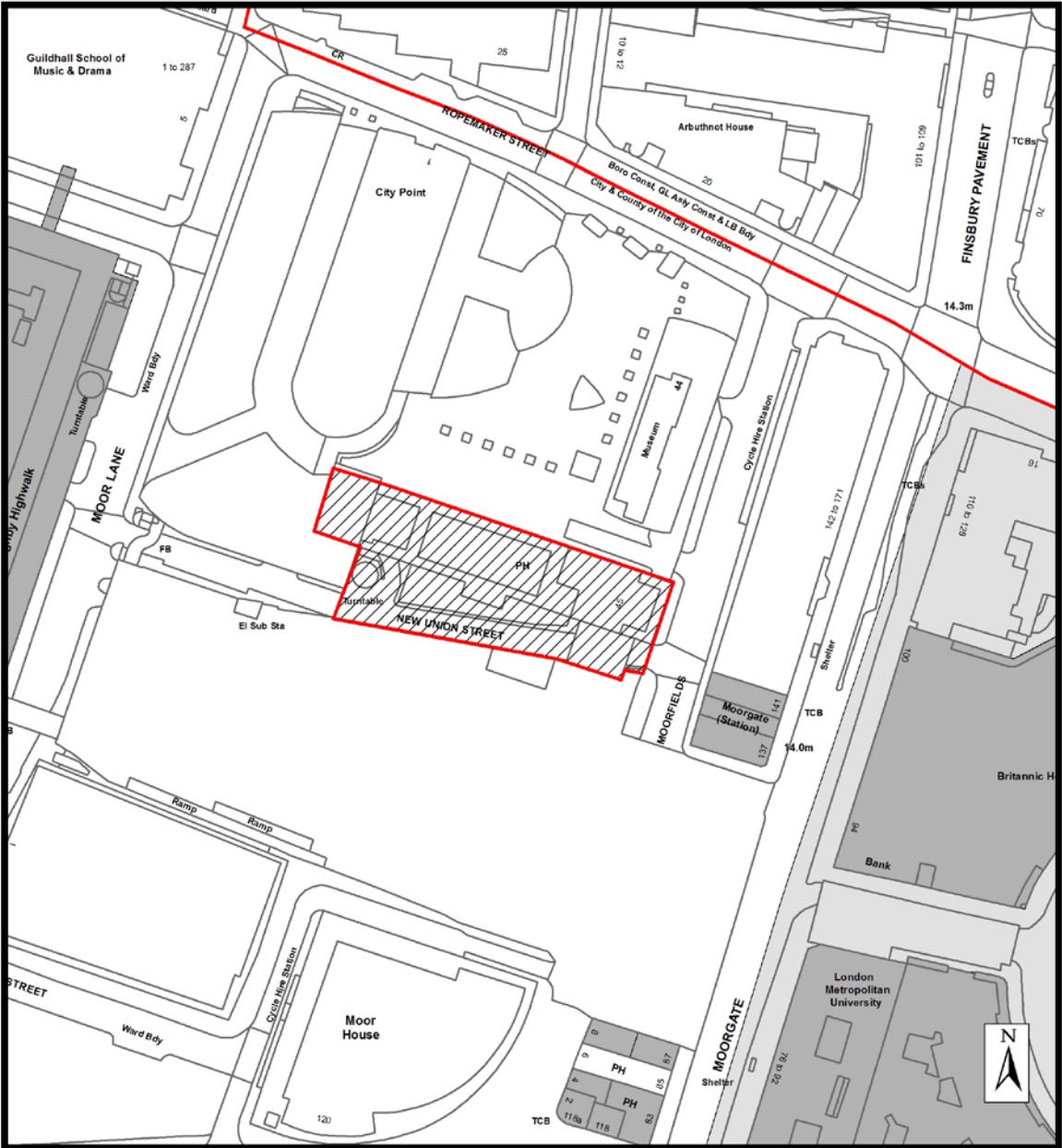
It is concluded that the proposal overall is acceptable subject to conditions and to a Section 106 agreement being entered into to cover the matters set out in the report.

Recommendation

(a) Planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to planning obligations and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until such obligations have been executed;

(b) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

Site Location Plan



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ADDRESS:

Tenter House, 45 Moorfields

CASE No.

17/01050/FULMAJ

- CITY BOUNDARY
- SITE LOCATION
- LISTED BUILDINGS
- CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



View from City Point Plaza



View along New Union Street



View from Moorfields



View of North Elevation

Main report

Site

1. The site fronts City Point Plaza, with Moorfields running along its eastern boundary and New Union Street abutting its southern boundary. New Union Street is a private road which provides service access and is used as a pedestrian thoroughfare between Moor Lane and Moorfields.
2. The current building comprises some 15,465 sq m of commercial floorspace (Class B1a) arranged over basement, ground and 10 upper levels with a small area of plant on the roof. The existing building extends over the eastern end of New Union Street. The main entrance to Tenter House is from Moorfields. There is a public house situated at ground floor level (Class A4), the 'Rack and Tenter', which extends to approximately 335 sq m. The Site includes 51 car parking spaces in the basement, with no formal disabled or cycling provision. Vehicular access to this area is via a ramp which is located alongside the existing entrance to Tenter House with access from Moorfields. Servicing takes place from New Union Street.
3. The building was constructed in the 1960s, as part of a three-building development focused around City Point Plaza and connected below ground by multi-level basements which extend underneath the plaza.
4. The site does not fall within a conservation area, but the Finsbury Circus and the proposed Barbican and Golden Lane conservation areas are located by. Listed buildings within the vicinity that could potentially be affected by the proposed development include the Grade II* Britannic House 1-6 Finsbury Circus, Grade II 137-141 Moorgate, Salisbury House 31 Finsbury Circus, Electra House 76-92 Moorgate, & the Barbican Estate.
5. On the western side of Moor Lane is Willoughby House in the Barbican. This has 7 floors above the second-floor podium and is in residential use.
6. To the north and south there are the following buildings:
 - City Point Tower - Ground and 34 upper floors; office and retail uses. Extensively refurbished in 1998-2001;
 - 21 Moorfields - Planning permission has recently been granted for a mixed-use development above and around the new Crossrail station entrance to provide office (Class B1), retail (Use Class A1/A3/A4) space, a replacement City Walkway, and a new urban square (17/01095/FULEIA) which are located at podium level.
 - Moor House - Ground and 17 upper floors; office and retail uses. Completed in 2005;
 - 44 Moorfields - Ground and 7 upper floors in office use. Built in 1960s;
 - Moorgate Exchange, Fore Street – Ground and 12 upper floors in office and gymnasium/fitness centre use. Built in 2012-13.

- London Wall Place, bounded by London Wall, Fore Street and Bread Street is nearing completion. This development will provide two buildings. The east building, 121 London Wall, is 14 storeys, 74.9m, high providing 41,785sq.m of office floorspace and 1,020sq.m of retail floorspace. The west building, 123 London Wall, is 18 storeys, 91.37m, high, providing 26,030sq.m of office floorspace and 225sq.m of retail floorspace.

Relevant Planning History

7. In December 1997 outline planning permission was granted for Demolition of the existing building and construction of new building for office and retail uses within Classes B1 and A1, A2, A3 with car parking and servicing (3350/1AJ). This permission was not implemented.
8. In February 2002 planning permission was granted for the renewal of outline planning permission for redevelopment to provide office space and retail uses with car parking and services (3350/1AM). This permission was not implemented.
9. In October 2008 planning permission was granted for the renewal of outline planning permission (3350/1AM) for redevelopment to provide office space and retail uses with car parking and servicing (22,400 sq.m 13 storeys). This permission was not implemented.
10. In March 2012 planning permission was granted for the replacement of an extant outline planning permission (ref 06/00687/FULL dated 24 October 2008) in order to extend the time limit for implementation of the redevelopment to provide office space and retail uses with car parking and servicing. This permission was not implemented.

Proposals

11. The proposal involves the redevelopment of the existing building to provide an office development with retail uses.
12. The existing building and structures would be demolished to the existing basement slab level. The proposed building would rise to 18 floors above ground level which would provide 28,071 sq.m (GEA) of office floorspace (Class B1) and 735 sq.m (GEA) of retail floorspace (Class A1/A2/A3/A5) at first and ground floor level.
13. Works to the two basement levels are proposed to provide servicing areas, waste storage, plant facilities and cycle parking.
14. It is proposed to redesign and enhance the public realm along New Union Street to provide an improved pedestrian link from Moorfields to the Barbican.
15. The building would continue to be serviced from New Union Street (with servicing restrictions during peak times). The existing car parking spaces within the basement would be removed and no motorcycle parking is proposed on the site. Pedal cycle parking and changing facilities would be provided at basement level.

16. Six external roof terraces (at levels 11, 13 and 15) and four internal winter gardens are proposed which would provide accessible outdoor space and internal breakout spaces for occupiers of the building.

Consultations

17. A Statement of Community Involvement has been submitted with the application outlining the developer's engagement with the statutory authorities, interest groups and with residents, building owners and occupiers in the surrounding area. A public exhibition was held at Tenter House on 19 and 20 July 2017, which was attended by approximately 20 people. A further residents liaison meeting was organised by the applicants which took place on 5 December 2017.
18. The scheme has been amended since first received. The original proposals included three options for the ground floor, basement and associated public realm, the provision of car parking at basement level and a smaller servicing bay. The revised scheme redraws the boundary so that the scheme would be car-free and provides a larger servicing bay so that a reduced number of vehicles would need to reverse into the servicing bay, limiting the noise from reversing beepers to address concerns raised by residents.
19. The revised scheme has been consulted upon and the consultation responses are summarised below. Copies of all letters and e-mails making representations are attached in your separate bundle.
20. The Greater London Authority has no comment on the application.
21. Natural England has no comments to make on this application.
22. The City of Westminster did not wish to comment on the application.
23. Historic England has no comments to make on this application.
24. Transport for London have commented that they have no objection in principle to the proposed development but have said there are a number of potential constraints on the redevelopment of a site situated close to railway infrastructure. They have recommended conditions are added requiring further details to ensure that the development does not impact on the existing London Underground transport infrastructure.
25. The Department of Open Spaces welcomes the high volume of greening through façade planting at various levels of the building, roof gardens and internal planted areas.
26. The Barbican Residents Association objected to elements of the original application on the grounds of residential amenity, density and highway safety.
27. Since the application was revised and reconsulted on, the Barbican Residents Association have sent an email (dated 07/08/2018) to confirm the original letter (dated 19 December 2017) is no longer relevant given the changes made to the servicing area.
28. A total of 36 representations have been received from nearby residents and occupiers objecting to the application. The representations are

summarised in the table below. Copies of the full representations are appended to this report.

Issue	Objection	Response
Noise	<ul style="list-style-type: none"> • Reversing ‘bleepers’ of lorries going into loading bays will be intrusive. • Increase in traffic means more noise pollution. • Moor Lane has unique acoustics adding to the increase in noise pollution. 	See paragraphs 70-83 (Transport and Servicing) and 156-163 (Noise and Vibration)
	<ul style="list-style-type: none"> • Ventilation for new building will increase noise pollution. 	Noise from plant controlled by condition.
Residential Amenity	<ul style="list-style-type: none"> • Overshadowing on some of Willoughby House in the morning. • Loss of natural light. • Light pollution at night. • Motion sensor lights should be installed to reduce light pollution. • Loss of privacy. 	See paragraphs 91-126 (Daylight and Sunlight)
	<ul style="list-style-type: none"> • Will affect access to Barbican Estate car park. 	Access to the Barbican Estate car park remain unchanged
	<ul style="list-style-type: none"> • Due to listed status of Barbican estate, all windows are single glazed, exacerbating noise issue. 	A number of residents have installed appropriate double-glazing modules or secondary glazing (LBC required)

Traffic or Highways	<ul style="list-style-type: none"> • More traffic in a heavily residential area. • Servicing hours of use compromises residential amenity. • Moor Lane already congested due to lorries for City Point. • Moor Lane is narrow & not safe for queuing vehicles. • Moor Lane is a cycle highway and has an approved enhancement scheme. Proposal for service vehicles undermines and contradicts this. • Decrease in Pedestrian safety. 	See paragraphs 70-83 (Transport and Servicing)
	<ul style="list-style-type: none"> • Increase in traffic means more pollution. 	See paragraphs 144-148 (Air Quality)
Design	<ul style="list-style-type: none"> • The building is too tall and dense near a residential building. • Impact on the historic environment. • Design of new building architecturally inferior to what it is replacing. 	See paragraphs 37-56 (Design)
	<ul style="list-style-type: none"> • Overshadowing of City Point Plaza in the afternoon. 	See paragraphs 91-126 (Daylight and Sunlight)
	<ul style="list-style-type: none"> • Pedestrian enhancement of New Union Street at odds with redeveloped Tenter House - will create a tunnel with little or no views. 	See paragraphs 87-90 (Public Realm)
	<ul style="list-style-type: none"> • Loss of public space on ground floor. 	There would be no loss of public space as result of the proposed development.
Other	<ul style="list-style-type: none"> • Lack of communication from developers to Barbican residents. 	See paragraph 17-18

	<ul style="list-style-type: none"> Unfair that Tenter House and 21 Moorfields developments have not been considered as a whole project with regards to light survey, highway safety etc 	The assessments submitted in support of the application take into account the cumulative impact of 21 Moorfields.
	<ul style="list-style-type: none"> Application fails to adequately provide protection to neighbours during construction phase. 	Construction logistics and management would be secured via conditions.

Policy Context

29. The development plan consists of the London Plan, the Draft London Plan (out for consultation) and the Local Plan. The London Plan, draft London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report. Relatively little weight should be afforded to the Draft London Plan as it is at an early stage prior to adoption.
30. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

31. 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);
 - 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) and;
 - For development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the

character or appearance of that area (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).

32. The NPPF states at paragraph 2 that:
- “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
33. Paragraph 10 states that “at the heart of the NPPF is a presumption in favour of sustainable development which should be seen running through both plan-making and decision-taking For decision-taking this means: approving development proposals that accord with the development plan without delay...”
34. It states at paragraph 8 that sustainable development has an economic, social and environmental role.
35. Paragraph 192 of the NPPF advises, “In determining planning applications, local planning authorities should take account of:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable development;
 - communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.”
36. The principal issues in considering this application are:
- The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the London Plan and the Local Plan.
 - The impact of the proposals on neighbouring residential occupiers.
 - The impact of the proposals on heritage assets.
 - The impact on nearby buildings and spaces, including daylight/sunlight and amenity.

Design

Bulk, mass and Height

37. The design of the new building responds to the changed architectural context of the building's immediate surroundings since the construction of the existing building. The City Point buildings have been partially redeveloped to the west and the former Britannic Tower remodelled and increased in height to become City Point Tower, the 21 Moorfields

development of up to 16 stories above the Crossrail station is currently under construction. On the north side of the piazza (across the City boundary in LB. Islington) 25 Ropemaker Street is a twenty-storey building and Islington have identified this as an area suitable for further tall buildings. The cumulative impact of these changes has been to raise the general scale of development in this locality.

38. The massing of the proposed building closely corresponds to the height of 21 Moorfields to the south in terms of its overall height, set-backs along Moorfields, and the alignment of the southern flank wall. A rectilinear volumetric form derived from the outline of the site boundary has been extruded upwards and stepped in height to form six legible architectural volumes that would rise between eleven and fifteen stories above ground level. The heights of the stepped elements respond to site constraints that include the avoidance of intrusion into longer distance and local views and to achieve acceptable daylight and sunlight conditions for the nearby Willoughby House on the Barbican Estate. The profile of the top of the building has been designed to form a coherent architectural composition that rises to 87.9m AOD at its highest point.

Architectural Appearance

39. The main office entrance faces Moorfields. The glazing would be set back to create a double height loggia marking the entrance and to provide additional circulation space behind the comparatively narrow Moorfields pavement. A pair of revolving doors flanked by pass doors would lead into a spacious reception area. A large retail unit would occupy the remainder of the northern ground floor frontage with accommodation at both ground and first floor. The retail unit would be differentiated from the office reception by a change in the glazing pattern which would be brought forwards at this point. The unit would adjoin an existing A1 unit on the south side of the piazza. The western end of the building is partially cantilevered over this existing unit from the second floor upwards. An additional small unit would be sited unit on the southern elevation at the entrance to New Union Street.
40. At upper levels the design of the principal north and east facades reinforces the massing arrangement of the six stepped vertical volumes by separating each by means of a clear glazed recess. An arrangement of recessed double height atriums would provide further articulation and interest to each of the six façade elements. A primary arrangement of silver coloured rectangular columns would be located behind the glazing line except where the glazing to the atriums sets back. A secondary treatment of thinner projecting silver metal fins located in front of the glazing would continue from ground to roof level. Each of the six vertical elements would be set back at its upper level with the secondary metal fins projecting slightly higher than the parapet level to form a crown.

41. The building would make extensive use of greenery and planting to enhance its appearance and identity in line with the City's aim of achieving a significant increase in the amount of greening on development schemes to address bio-diversity, rainfall attenuation, air pollution, and visual amenity issues. Vertical external planting would be included at the double height atriums and at the upper levels of the façade. Six roof terraces would be located at two levels and would incorporate varied areas of extensive planting, lawn, shrubbery and small trees.
42. The southern side of the development would be largely built up to the 21 Moorfields building line, the two developments abutting each other either side of a central lightwell. This southern portion of the building would bridge over New Union Street for much of its length.
43. New Union Street is currently used as a servicing road for the City Point buildings dipping down to basement level mid-way along its length to allow access to the Tenter House service entrance at basement level. The proposed development provides an opportunity to achieve a radical change in the character of this street.

Impact on City Point Plaza

44. The proposed development would have significant impact on the appearance of the piazza. The southern and eastern sides of the space are defined by buildings of the 1960s with the western City Point buildings being of a more contemporary architectural style and of a larger scale. There would be a significant increase in height to the south. Although the increase in height would result in some impact in terms of daylight and sunlight, these have been assessed as acceptable. The appearance of the proposed building would coordinate well with the City Point buildings, its more varied architectural form and the vertical greenery and four new ground level trees would contribute to an acceptable revised appearance of the square.

Impact on the significance and setting of adjoining Listed Buildings

45. The scheme has the potential to have an impact on the significance and setting of the following listed buildings in the vicinity.
46. Lutyens House (Grade II*), Salisbury House and Electra House (Grade II) are robust City buildings in the classical style. They occupy the southern and western sides of Finsbury Circus and have frontages to the surrounding streets. The upper parts of the proposed development would be seen above the roofscape of these buildings in various westward views from around the Circus and from its western arm close to Moorgate. In most views this would be mitigated by significant levels of tree cover (even when not in leaf) or the foreground of buildings in Moorgate itself. The westward setting of these buildings is dominated by

Moor House and the tower of City Point and the proposed scheme would not be detrimental to the setting of these buildings.

47. 37-41 Moorgate (Grade II). This is a six-storey corner building built in 1900 for the Underground railway. It has modern taller buildings immediately to its north, south (the site of the proposed Crossrail over site development) and west (including Tenter House and City Point). The proposed building would change the setting of this listed building by significantly increasing the height and mass of visible development in the background views. Although the setting would be altered by the proposed development it would not be detrimental to the listed building's significance.
48. Barbican (Grade II). Tenter House is located close to the eastern edge of the Barbican and the redevelopment would be visible from within the estate's highwalks and flats in the vicinity of Willoughby House and to a lesser degree Speed House, Andrews House and Gilbert House. The upper levels of the proposed building would also be visible from Gilbert Bridge, that traverses the Barbican lake. The proposed development would also be seen in conjunction with these buildings from some points looking west. The Tenter House redevelopment would integrate itself into the view of the upper levels of the existing grouping of modern commercial buildings on the eastern side of Moor Lane and would not have an adverse effect on the setting or significance of the Barbican.

Impact on the Significance of the Finsbury Circus Conservation Area

49. Finsbury Circus was laid out in 1815-17 by William Montague to the designs of George Dance the Younger. The garden has tall plane trees and, until it became a Crossrail worksite, had serpentine paths from the 19th century layout, with a bowling green. An impressive range of buildings encircle the gardens which form the central character of the conservation area and an important townscape group. There are long views of significant 19th century buildings along the external elevations of the conservation area.
50. In many of these views the development would be obscured by foreground buildings in the Circus and heavy tree foliage. It would be visible from the western side of the Circus as the viewer exits towards Moorgate where much of the proposed building would be obscured by the approved development at 101 Moorgate. The visible upper levels of the development would be angled glazing to relate formally to Finsbury Circus and provide an appropriate closure to the view.
51. It is considered that the proposed building would not have a detrimental effect on the significance of the Finsbury Circus Conservation Area.

Impact on the Significance of the Proposed Barbican and Golden Lane Conservation Area

52. The proposal to establish a Barbican and Golden Lane Conservation Area has previously been reported to Committee and responses to the public consultation document that proposes its designation are before you. The boundary of the conservation area essentially coincides with the boundary of the listed building designation of the Estate. The impact

of the proposals is described above, and it is considered that the proposals would not have a negative impact on the significance of the conservation area.

London Views Management Framework

53. The London View Management Framework (LVMF) provides a London wide policy framework to protect and manage strategically important views of London and its major landmarks. The eastern part of the site falls within the background assessment area of the Protected Vista of St. Paul's Cathedral from Westminster Pier (view 8A.1).
54. The proposed building is only marginally visible to the left of the south west tower of the Cathedral when trees are not in foliage. The majority of the building would be concealed behind the Royal Festival Hall and other foreground buildings in this view. The small section of the proposal that would be visible would merge with the general pattern of background development behind the Cathedral and is not considered to have any impact on the view. The recently approved 21 Moorfields development, when complete would obscure any view of the Tenter House redevelopment proposals.
55. In accordance with paragraph 170 of the Visual Management Guidance in the LVMF, the development would preserve the viewer's ability to recognise or appreciate the dome, peristyle and south-west tower of St. Paul's Cathedral, ensuring these elements retain a backdrop of clear sky. The development does not harm the Protected Vista and is in accordance with policy 7.12 of the London Plan 2015 and policy CS13 of the Local Plan. No other LVMF views would be affected.

Design Conclusion

56. The design and increased height of the proposed building is considered to be acceptable and the proposed facing materials appropriate. The design incorporates a generous amount of greening. The impact on City Point Plaza in terms of appearance and the sunlight/daylight factors is acceptable and the improvement and upgrading of New Union Street is welcomed. The development would not have adverse impacts either on local or longer distance views or on the settings of nearby listed buildings and conservation areas.

Economic Development

57. The National Planning Policy Framework establishes a presumption in favour of sustainable development and places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
58. 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.
59. 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 Local Plan.

60. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.
61. The London Plan projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
62. Strategic Objective 1 in the City of London Local Plan is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. Local Plan Policy DM1.2 encourages the provision of large office schemes.
63. The scheme meets the aims of policy CS1 in delivering a significant growth in both office floorspace and employment. The current application provides for an additional increase in floorspace and employment in line with the requirements of the Local Plan. The proposed development would result in an additional 11,978 sq.m (GIA) of Class B1 office floorspace consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ and deliver additional office floorspace sought in Local Plan policy CS1.
64. Using the London Plan's assumed density of one person per 12sq.m Net Internal Area (NIA) the number of office workers in the new building could be up to 1814 full time employees.
65. The proposed development includes large uniform floor plates maximising internal usable areas and addressing the needs of international business in accordance with Local Plan policy DM1.2 and could provide flexible floor space for a variety of occupiers. This site is also ideally located to benefit from the proximity of the Crossrail/Elizabeth Line now nearing completion.

Retail Provision

66. The site of this development is not within a designated Principal Shopping Centre (PSC) however, the Moorgate PSC is located immediately to the east of this site.

67. Local Plan policy DM 20.1 encourages new retail units to be located within these areas.
68. The retail provision within the existing building comprises a public house known as the Rack and Tenter (Class A4) (335sq.m). The proposed developed increases the amount of retail floorspace to 735 sq.m (GEA) providing two units at ground and first floor level of flexible retail floorspace (Class A1/A2/A3/A5). One unit would have a frontage onto City Point Plaza at the western end of the building at ground and first floor level. The second retail unit would be located on the corner of New Union Street and Moorfields at ground floor level, providing an active frontage along the pedestrian route which would enliven and activate the space.
69. The creation of new retail units in this development would be of benefit to the area and the workers located here, providing additional retail frontage on Moorfields, New Union Street and City Point Plaza complementing the nearby Moorgate PSC. When Crossrail opens many more visitors will be using Moorgate Station and the public realm improvement works to the south and east of the site on Moorfields will create a more pedestrian friendly environment in this area. The proposal is in accordance with Local Plan policy DM 20.3, which allows retail outside of the PSC's where it would help form an active frontage, provide amenity to City workers and enhance vibrancy.

Transport and Servicing

Trip Generation

70. The site is located in an area with a Public Transport Accessibility Level (PTAL) rating of 6b. This is the highest level of accessibility and rated as "Excellent".
71. The submitted transport assessment predicts that the proposed development would generate a total of 839 two-way person trips during the AM peak and 692 trips during the PM peak; this represents an increase of 370 trips during the AM and 308 trips for the PM when compared with the existing buildings on the site.
72. The majority of trips are expected to be made by public transport (82%), walking (7%) and cycling (8%).

Car Parking

73. The existing basement provides 51 on-site car parking spaces which are accessed from a ramp via Moorfields. All of the car parking spaces which fall within the application red line boundary will be removed. Thirteen car parking spaces would be retained at basement level, however these would be outside of the planning application red line boundary and not part of the development.
74. There are no accessible parking bays proposed within the development. There are existing accessible parking bays on Moorfields which are available to Blue and Red Badge holders.

Cycle Parking

75. The proposal includes a total of 317 long stay and 34 short stay cycle parking spaces within the building accessed via a dedicated entrance on New Union Street. This level of provision is fully compliant with the London Plan 2016 and would provide approximately 84% of the long-stay cycle parking spaces identified as a requirement in the draft London Plan.
76. 34 short stay cycle parking spaces would be provided, 15 of which would be located within the basement and 19 would be provided on the public realm (on private land) at ground floor level.
77. A total of 342 lockers and 33 showers would be provided in line with the City's and London Plan policies.

Servicing

78. Servicing of the proposed development would continue to be undertaken off-street via New Union Street (a permissive path), as it is in the existing situation. The service yard has been designed to provide a total of three loading bays which would be able to accommodate vehicles up to 10m long.
79. Refuse bins for general waste and recyclables would be stored inside a dedicated storage area to the rear of the service yard. Access for refuse collection would be made available during the operational hours of the loading bay.
80. A number of objections have been received by nearby residential occupiers raising concerns about the amount of noise and disturbance from the reversing 'bleepers' of lorries into the loading bay and the operations of loading and unloading as well as queuing of vehicles on Moor Lane.
81. It is anticipated that the proposed development would result in approximately 67 servicing vehicles each day, an increase of 25 vehicles over the existing situation. The majority of deliveries would be carried out using small vehicles (less than 7.5t including transit vans, car, motorcycles and bicycles) and would be able to enter and exit the loading bay in forward gear. A small number of vehicles, approximately 6 per day (9%), would be required by Heavy Goods Vehicles (HGVs), which would need to reverse into the loading bay. Whilst it would be desirable to prohibit the reversing of any vehicles into the loading bay, it is not considered that 6 vehicles per day reversing into the loading bay would unduly impact on highway safety or cause noise disturbance from the reverse beepers of the HGVs.
82. In order to mitigate any potential impacts on the nearby residential occupiers from the operation of the loading bay and the queuing of vehicles on Moor Lane, the following measures are proposed (which would be secured via condition and S106 obligations):
 - A door to be fitted at the entrance of the loading bay and any loading, unloading and compacting activity would take place only

when the loading bay doors are closed. (A condition is recommended requiring further details of the noise attenuation properties and design details of the loading bay door.)

- Hours of operation would be limited to between 7am and 9pm from Monday to Friday and 9am-6pm on Saturdays; with prohibitions between 7am-9am and 5pm-7pm Monday to Friday
 - Limiting the number of deliveries to 72 vehicles per day.
 - All deliveries to the site would be pre-booked to ensure that all deliveries could be accommodated within the four loading bays within the servicing area;
 - A Banksman would be positioned at the loading bay access during the hours of operation controlling access to and egress from the loading bay.
83. In compliance with policy DM16.5 of the Local Plan the proposed on-site servicing area is of sufficient size to meet the requirements of the building and allow refuse collection and service vehicles to be loaded and unloaded conveniently

Security

84. Retractable bollards are proposed at the eastern end of New Union Street, which would control vehicle access to help withstand an attack from a hostile vehicle as well as improve pedestrian permeability. Details of HVM measures incorporated within the building would be secured by condition.

Stopping up/Dedication of land as public highway

85. There is no intended permanent stopping up.

Section 278 Agreement

86. Section 278 works are considered necessary to mitigate the impacts of the increase in the potential number of cyclist and pedestrian trips generated to and from the site. Section 278 works include but are not limited to; highway improvements to the section of Moorfields starting immediately east of the proposed development up to Ropemaker Street.

Public Realm

87. Local Plan Policy DM10.4 encourages enhancing connections between spaces and the provision of pleasant walking routes. The applicants undertook a pedestrian survey to determine the existing pedestrian demand along New Union Street. The results of this survey demonstrated that New Union Street is used regularly as a cut through by pedestrians, with flows expected to increase as a result of development in the area from 21 Moorfields and the new Crossrail entrance at Moorgate. The Barbican and Golden Lane Area Strategy encourages the use of New Union Street as a public street and seeks to improve its quality as a key pedestrian route which would provide a route to the Barbican and the Culture Mile attractions.

88. It is proposed to enhance the entire stretch of New Union Street to make the route more pleasant and safer to use for pedestrians. A condition is recommended requiring details of the landscaping strategy for New Union Street.
89. It is proposed to re-pave the area directly outside the north elevation of the proposed building in concrete to match the materials in the City Point Plaza to provide more coherence with the Plaza.
90. There are current proposals by the City of London to carry out public realm improvements in the area which includes the Moorgate ticket hall for Crossrail and the resurfacing of the area in high quality materials and closure to general traffic.

Residential Amenity

Daylight and Sunlight

Policy Background

91. Local Plan Policy DM10.7 Daylight and Sunlight resists development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's (BRE) guidelines. The policy requires new development to provide acceptable levels of daylight and sunlight for occupiers. Paragraph 3.10.41 of the Local Plan indicates that BRE guidelines will be applied consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely developed city centre locations. Unusual existing circumstances, such as the presence of balconies or other external features which limit the daylight and sunlight that a building can receive, will be taken into account. Policy DM21.3 of the Local Plan requires development proposals to be designed to avoid overlooking and seek to protect the privacy, daylighting and sunlighting levels to adjacent residential accommodation.
92. London Plan policies 7.6 (Architecture) and 7.7 (Tall and Large Buildings) seek to ensure that development does not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate and additionally, in the case of tall and large buildings, noise, reflected glare, aviation, navigation and telecommunication interference.
93. BRE guidelines consider several factors in determining the impact of development on daylight and sunlight on existing dwellings:
 - Daylight to windows: Vertical Sky Component (VSC): a measure of the amount of sky visible from a centre point of a window. The VSC test is the main test used to assess the impact of a development on neighbouring properties. A window that achieves 27% or more is considered to provide good levels of light, but if with a proposed development in place the figure is both less than 27% and reduced

by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable.

- Daylight Distribution: No Sky Line (NSL): The distribution of daylight within a room is measured by No Sky Line, which separates the areas of the room (usually measured in Sq. ft) at a working height (usually 0.85m) that do and do not have a direct view of the sky. The BRE guidelines states that if with the proposed development in place the level of daylight distribution in a room is reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are considered less important.
 - Sunlight: sunlight levels are calculated for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are considered less important although care should be taken not to block too much sun. The BRE explains that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% APSH between 21 September and 21 March; and receives less than 0.8 times its former sunlight hours as result of a proposed development; and has a reduction in sunlight hours received over the whole year greater than 4% of annual probable sunlight hours.
94. Average Daylight Factors (ADF) may also be considered. ADF is the ratio of internal light level to external light level. BRE advise that ADF is not generally recommended to assess the loss of light to existing buildings, therefore, ADF has not been assessed in this case.
95. The applicant's assessment has been carried out in accordance with the Building Research Establishment (BRE) guidelines "Site Layout Planning for Daylight and Sunlight 2011, A Guide to Good Practice".
96. The impact of the development upon the daylight amenity to residential rooms is considered by the consultants to be minor adverse in situations where:
- despite VSC alterations to the windows serving the room, the NSL alteration to the room is fully BRE compliant;
 - despite NSL alterations to the room, the VSC alteration to all windows serving the room is fully BRE compliant; or
 - all VSC and NSL alterations applicable to the room are either less than 30% of their baseline values and/or the windows and room retain VSC or NSL levels of at least 70% of the BRE recommended minimums.
97. It should be noted that where there are existing low levels of daylight in the baseline figures any change in the measured levels can appear to

have a disproportionate impact. To give a more complete picture the same level of change can be described in two ways:

Percentage change - 10% reduced to 8% = 20% reduction

Actual change - 10% reduced to 8% = 2% reduction

98. The submitted Daylight and Sunlight report submitted in support of the application has analysed the loss of light to Willoughby House and Andrewes House as these are the residential properties that are likely to be affected by the new development. These have been assessed in terms of both VSC and NSL and APSH.
99. The daylight, sunlight and overshadowing assessment submitted by the applicant has been independently assessed by BRE to review the scope, methodology and conclusions of the report.

Willoughby House

100. Willoughby House is located approximately 70m to the west of the proposed development and contains residential accommodation across seven floors. The majority of the windows facing the Site serve bedrooms save for the top floor of the building which are mainly living rooms.
101. In terms of the VSC 201 out 295 windows facing the site would meet the BRE criteria for VSC.
102. There are 94 windows, serving 88 rooms, which would experience losses that exceed the BRE criteria for VSC. All the windows which are affected have low existing levels of VSC, ranging between 2%-8% (which is materially below the 27% target suggested by the BRE). The absolute reduction in VSC ranges between 0.81%-1.73% which is considered to be relatively modest.
103. Of the 88 rooms which are affected, 82 of the windows serve bedrooms and six living rooms. The living rooms are served by two other windows which would remain unaffected by the proposed development and the BRE guidelines state that daylight into bedrooms is not afforded the same protection as principal living areas.
104. With regards to No Sky Line (NSL), 197 out of the 208 rooms analysed, would meet the BRE criteria. With regards to the 11 rooms that would exceed the BRE criteria are understood to be bedrooms and the BRE guidelines state are bedrooms are less important the main living areas.
105. BRE guidance states, "Existing windows with balconies above them typically receive less daylight. Because the balcony cuts out light from the top part of the sky, even a modest obstruction opposite may result in a large relative impact on the VSC, and on the area receiving direct skylight. One way to demonstrate this would be to carry out an additional calculation of the VSC and area receiving direct skylight, for both the existing and proposed situations, without the balcony in place this would show that the presence of the balcony, rather than the size of the new obstruction, was the main factor in the relative loss of light."

106. In accordance with the recommendations of the BRE Guidance, calculations have been undertaken which discounts the effects of the overhanging balconies for all the windows within Willoughby House. The results show that all the windows fully comply with the BRE criteria for VSC. The windows would experience no more than an 8% reduction, which illustrates that it is the presence of the balconies rather than the mass of the proposed development that is the main factor for the loss of light.

Andrewes House

107. Andrewes House is located to the south west of the proposed development and contains residential units. 42 windows within this property have been analysed and the VSC results show that all the windows would meet the BRE Criteria and the effect on this building is considered to be negligible.

Sunlight

Willoughby House

108. With regards to sunlight, 208 rooms within the east facing elevation have been assessed. 201 out of the 208 rooms assessed would meet the BRE criteria for Annual Probable Sunlight Hours (APSH).
109. The seven rooms which do not meet the BRE criteria are understood to be bedrooms. These bedrooms have low existing levels of APSH, ranging from between 9%-13% (which is noticeably below the 25% criteria) and the BRE guidelines state that bedrooms naturally have a lower requirement for sunlight by comparison to living rooms.
110. In accordance with the recommendations of the BRE Guidance, calculations have been undertaken which discounts the effects of the overhanging balconies. The results show that all the rooms assessed would retain sunlight levels which are in excess of the BRE Criteria. It can therefore be concluded that the architectural features (i.e. overhanging balconies) of Willoughby House are inhibiting compliance with the BRE guidelines and not the mass of the proposed development.

Andrewes House

111. In terms of sunlight, 42 windows of this property have been analysed. All the rooms analysed would meet the BRE criteria for sunlight and the effect on this building is considered to be negligible.

Sunlight to City Point Plaza (Open Space)

112. The applicants have undertaken a detailed sun on the ground assessment to consider the extent of any overshadowing to City Point Plaza.
113. The BRE guidelines recommend that at least half an amenity area should receive 2 hours of sunlight on March 21.
114. The City Point Plaza is currently a poorly sunlit open space, which the existing Tenter House blocking midday sunlight, Moorfields House blocking out any morning sun and City Point Plaza obstructing the

afternoon sun. The submitted daylight and sunlight report suggests that only 9% of City Point Plaza (northern end of City Point Plaza) currently receives two hours of sun on March 21, which is less than half of the open space, during lunchtime hours.

115. With the proposed development, nearly all of the sunlit area (north of the Plaza) would be lost. The shadow cast by the proposed development would be longer and no part of the Plaza would receive 2 hours sunlight on March 21.
116. The daylight and sunlight report has assessed the amount of sunlight received on June 21. In the existing situation the Plaza is sunlight during the period of 1200-1500 (BST) and nearly 70% of the Plaza receives two hours of sunlight on June 21.
117. As a result of the proposed development, 55% of the Plaza would continue to receive two hours of sunlight, with a large area at the northern end of the Plaza which would receive in excess of 4 hours of sunlight. The effect of the proposed development on City Point Plaza is considered to be moderate adverse.
118. The applicants have explored opportunities to amend the design of the building to reduce the loss of sunlight to the Plaza. The report states that the opportunities are constrained as the site can only accommodate a building which is positioned on an east-west axis, which is also located immediately to the south of City Point Plaza.
119. In October 2008 planning permission was granted for a 13-storey office block but this permission was not implemented. If it had been implemented, only 1.4% of the Plaza would be sunlight for 2 hours on March 21. It can be argued there is no appreciable difference between the proposed development and that which was granted.
120. It is acknowledged that there would be a noticeable loss of sunlight provision to City Point Plaza, however the space itself is not very well sunlit in the existing situation. On March 21 only a small area of the at the north of the plaza receives a reasonable amount of sunlight. However, in summer months, when the Plaza is likely to be used more widely, it would continue to receive more than two hours of sunlight.

Daylight and Sunlight Conclusions

121. Despite the dense urban location of the Site, the vast majority of alterations to the daylight and sunlight amenity of the surrounding residential properties are either in full compliance with BRE guidance or are considered to be no greater than minor adverse in nature.
122. In respect of the few residential rooms that do experience effects which depart from BRE guidance, these are predominantly located under large balconies serving rooms to the floors above them.
123. BRE guidance states that existing windows with balconies above them typically receive less daylight and sunlight because the balcony reduces visibility of the top part of the sky. As such, even a modest obstruction opposite these windows may result in a large relative impact upon on the

VSC, APSH and NSL. The BRE suggests that, in order to demonstrate that it is the presence of the balcony rather than the size of the new obstruction that is the main factor in the relative loss of daylight and/or sunlight, additional daylight and sunlight calculations should be carried out for both the existing and proposed situations without the balconies in place.

124. These assessments were carried out and, as indicated by the BRE, they demonstrated that it is the presence of the balconies, rather than the size of the proposed development that is the main factor in the relative loss of daylight and/or sunlight.
125. The impact on sunlight in City Point Plaza has been assessed as moderate adverse. There would be a noticeable loss of sunlight provision, but the space itself is not well sunlit in the existing situation. On March 21, only the seating at the north of the plaza receives a reasonable amount of sunlight; and this would be lost as a result of the proposed development. On June 21 at least 55% of the plaza would continue to receive some sunlight.
126. By virtue of the limited impact of the proposed development on the daylight and sunlight received by the neighbouring residential occupiers and the amount of sunlight received by the City Point Plaza, it is considered that the proposals are in compliance with policies DM10.7 and DM21.3 of the Local Plan and policies 7.6 and 7.7 of the London Plan.

Wind Micro-Climate

127. The likely effect of the development on wind microclimate in the immediately surrounding area has been assessed using two methodologies and the results considered against the policy requirements of policies 7.6 and 7.7 of the London Plan and DM10.1 of the Local Plan. The assessment has been undertaken using a boundary layer wind tunnel and computer-based technologies to simulate the wind microclimate conditions and the likely effects on sensitive receptors have been assessed for suitability using the widely accepted Lawson Comfort Criteria.
128. For a mixed-use urban site such as the proposed development and surrounding area, the desired wind microclimate would typically have walking during the windiest season on pedestrian thoroughfares, standing conditions at main entrances, sitting conditions at outdoor seating and amenity areas during the summer season.
129. The assessment, using wind tunnel tests, provides details of the average and gust wind conditions around the existing site and the proposed development and assesses the cumulative impact with other proposed developments including 21 Moorfields and 20 Ropemaker Street. Assessments are given for both the summer season and the windiest season. The measurements covered ground and terrace level locations along the building facades and at corners, thoroughfares within open amenity spaces and on pedestrian routes within and around the site.

130. The methodology adopted to carry out the wind assessment combined the use of Computational Fluid Dynamics (CFD) and physical model-based wind testing using a boundary layer wind tunnel testing. Both studies were carried out independently from one another. The combination of the two methods of assessment provides a comprehensive understanding of wind effects around the site.
131. The design of the development has been amended to incorporate a number of wind mitigation features in order to address potential areas of concern around the site. The presence of these measures is included in the final wind assessment results.

Existing Baseline Scenario

132. The baseline assessment scenario has wind conditions suitable from their intended uses during the windiest season within the open spaces and pedestrian routes around the site.

Proposed Development with Future Consented Buildings (Cumulative scenario)

133. Wind conditions in the cumulative scenario indicate that the future consented developments would have a little to no effect on the conditions in the majority of locations assessed in and around the development. There are some receptors at the terrace levels and within City Point Plaza which would experience wind conditions which would be one category windier than their intended uses. As a result, wind mitigation measures are proposed to make the conditions suitable for their intended uses. The mitigation measures are discussed below.

Ground Level – City Point Plaza

134. Wind conditions in the City Point Plaza area to the north of the proposed development, would experience conditions one category windier than the intended use of 'walking' during the windiest season. In order to maintain the pedestrian 'standing' comfort criteria mitigation measures are proposed. It is recommended that four 8m high trees with interlocking canopies are planted in conjunction with 1.5m high densely foliating evergreen shrubs in the outside the north elevation of the proposed development.

Level 11, 13 and 15 Terraces

135. Wind conditions on the proposed level 11, 13 and 15 terraces would experience conditions one category windier than the intended use for an outdoor terrace and would experience conditions suitable for 'standing' rather than 'sitting' as a result of south westerly and southerly winds funnelling between the proposed development and the adjacent City Point Tower. In order to maintain wind conditions suitable for 'siting', it is recommended landscaping is implemented in line with the details provided in the 'Tenter House Pedestrian Micro-Climate Study' prepared by Windtech which include;
- 4-5m high densely foliating evergreen trees with interlocking canopies

- 1.5m high densely foliating evergreen shrubs with planter boxes
- 1.5m high impermeable parapets

Conclusion

136. Off all the configurations tested the changes in the wind conditions would not be significantly worsened and in most cases would remain suitable for their intended uses. Where there are minor impacts caused by the Proposed Development, mitigation measures such as localised landscaping are recommended to be implemented to improve wind conditions and these would be secured via a condition.

Sustainability and Energy

137. The applicants have submitted a Sustainability Statement, which includes a BREEAM pre-assessment and an Energy Assessment.

Energy

138. The Energy Strategy provides evidence that the proposed development has been designed to achieve a 35.31% improvement over the 2013 Building Regulations requirements which would be in line with London Plan Policy 5.2.
139. This would be achieved through energy efficiency measures such as a connection to the low carbon Citigen CHP network for space heating and hot water and the installation of photovoltaic panels to contribute to the electricity demand for the site. A range of other renewable energy technologies have been considered and but were considered to be unsuitable due to site specific constraints. A s106 obligation is recommended to provide a post construction energy strategy confirming a connection to the Citigen network and installation of photovoltaic panels to demonstrate the London Plan Carbon offsetting targets are met. If targets are not met, then a carbon offsetting contribution would be required.

Sustainability

140. The sustainability statement submitted with the application demonstrates that this development has been designed to achieve a BREEAM rating of “Excellent” under the BREEAM 2014 new offices criteria. A condition has been attached to request post construction confirmation that this rating has been achieved.
141. The sustainability statement addresses climate change and sustainable design of the development, including energy efficiency, sustainable materials, conserving water resources, waste management, pollution, urban greening and biodiversity.
142. The proposed landscaping strategy includes planting on the façade and on the podium and roof terraces of the building, thereby enhancing site ecology and biodiversity compared to the existing situation. Implementation of the landscaping strategy would be subject to appropriate conditions to ensure the size, quality, maintenance and diversity of the landscaping and green roofs.

143. Subject to conditions in respect of the green roofs/podium, Citigen connection, details of photovoltaic panels and a post construction BREEAM, the proposed range of climate change and sustainable design measures are considered to be in accordance with policies CS15, DM15.5, DM10.2 and 19.2 of the Local Plan and policies 5.10 and 5.11 of the London Plan.

Air Quality

144. The application includes an assessment of the likely changes in air quality as a result of the construction and operational phases of the development and has been considered having regard to Policies 7.14 of the London Plan and CS15 of the Local Plan.
145. During construction dust emissions would increase and would require control through the implementation of good practice mitigation measures in the Construction Method Statements to be approved under conditions attached to the planning permission.
146. The report states that the number of additional vehicles during the construction phase would lead to a small increase in the number of vehicles on the local highway network. The overall impact would not be considered sufficient to cause a significant effect at any of the nearby local air quality receptors.
147. During the operational phase, the overall impact of the proposed development would be considered to be negligible and would not cause a significant effect on any of the nearby local air quality receptors.
148. In line with the Sustainable Design and Construction SPG (2014) an Air Quality Neutral Assessment is required to be submitted for all new development. The Air Quality Neutral Assessment (AQNA) demonstrates that the proposed development would not meet the building emission benchmarks, however the plant that was assessed is only for backup purposes as the development will be connecting to the Citigen heat network. It is recommended that the AQNA is resubmitted when more information is available and this would be secured via a condition.

Terraces and Winter Gardens

149. Local Plan Policy DM10.3 encourages the provision of high quality roof gardens and terraces to provide an amenity space for tenants.
150. The proposed development would provide six roof terraces which would provide accessible outdoor space for the office tenants. There would be one terrace at level 11, three terraces at level 13 and one terrace at 15. The terraces would comprise hard and soft landscaping with pockets of seating and would provide views towards Finsbury Circus and St Paul's. A condition is recommended to provide details of the landscaping to provide details of the landscaping. Conditions are recommended controlling the hours of use and operations of the external terraces to minimise disruption to nearby occupiers and residents.
151. There are four internal winter gardens which would comprise planting and seating to provide informal break out spaces for office tenants to use at levels 5, 7, 11 and 13.

Urban Greening

152. The draft London Plan Policy G5 requires major developments to contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping, green roofs and green walls. The Mayor has developed a generic Urban Greening Factor model to assist boroughs and developers in determining the appropriate provision of urban greening for new developments. The draft policy suggests a target Urban Greening Factor (UGF) of 0.3 for commercial developments.
153. There are a number of bio-diverse green landscaped areas proposed on the building which would positively enhance the site's ecological value. Vertical planting is included at the double height atriums and at the tops of the building. A number of green roofs and terraces are proposed at varying levels across the building. The UGF for this application has been calculated as 0.36 which would exceed the draft London Plan Policy G5 and is welcomed.

Flood Risk and Drainage

154. A flood risk assessment has been submitted as part of the application. The site is within Flood Zone 1 and has low risk of flooding from fluvial or tidal sources, ground water and sewers. The residual low risk of flooding from groundwater sources would not warrant specific mitigation measures.
155. The Flood Risk Assessment includes a Sustainable Urban Drainage (SuDs) Assessment, which sets out the appropriate measures for the site. The most appropriate SuDs techniques for the site would be rainwater harvesting. A condition is recommended to provide details of the proposed SuDs including a lifetime maintenance plans for the SuDs.

Noise and Vibration

156. Moor Lane is a vehicular access route between Fore Street to the south and Silk Street, Ropemaker Street and Chiswell Street to the north. It provides access/egress to New Union Street (a private service road) and the Barbican carpark ramp beneath Willoughby House. There is a timed restriction for through traffic between the hours of 11pm and 7am Monday to Friday.
157. Concerns have been raised by a number of objectors regarding the noise impact on residents at Willoughby House from servicing traffic on Moor Lane, the 'beeping' of reversing vehicles into the loading bay and loading bay operations.
158. To mitigate against the break-out noise from the loading bay, it is proposed to include a door on the loading bay so that loading and unloading would take place only when the doors are closed.
159. As detailed above, it is anticipated that there would be a total of 67 delivery vehicles across the proposed operational period of 7am – 9pm

with restrictions at peak periods. Of these deliveries it is anticipated only 9% (6 vehicles) would be deliveries from HGVs.

160. The noise consultants, in consultation with the transport consultants, have undertaken a noise assessment to assess the impact on Willoughby House of reversing alarms from vehicles reversing into the loading bay. The noise impact assessment demonstrated that no significant impact is expected to arise and is consistent with the character and level of the existing background noise levels at the times deliveries would be permitted.
161. Noise and vibration during construction would be subject to compliance with details to be approved under conditions which would deal with the management of all freight vehicle movements to and from the site and include a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects attributable to the development.
162. Noise levels from mechanical plant in the completed development would be required to comply with the City of London's standard requirement that there would be no increase in background noise levels and approved under planning conditions to ensure there would not be an adverse effect on the surrounding area.
163. The impacts on noise and vibration would be managed through conditions to control adverse effects.

Archaeology

164. The site is in an area of archaeological potential situated outside the Roman and medieval defensive wall. There is potential for early Roman remains related to the period prior to construction of the wall, including Roman burials. There is also potential for evidence from the later medieval and post medieval periods such as drainage ditches and later building foundations.
165. An Historic Environment Assessment has been submitted with the application. The existing building has a single basement with piled foundations and the west side of New Union Street is at basement level which has affected potential archaeological survival. Archaeological potential on the remainder of the site is less certain as it has not modern basements. The proposed development has a new basement at two levels and extends further north and south than the existing basement. The deeper and extended basement and new foundations would remove any surviving archaeological remains on the site.
166. Archaeological evaluation is required to provide additional details of the nature, character and date of potential archaeological remains, to supplement the findings of the assessment and design an appropriate mitigation strategy. It has not been possible to carry out evaluation at this stage as the buildings are in use.
167. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and details of foundations and piling design.

Historic Plaques

168. There are historic plaques on the west and north elevations of the building and these should be carefully removed, stored and reinstated on the new building. A condition is attached to cover this aspect.

Planning Obligations and Community Infrastructure Levy

169. The development would require planning obligations in a Section 106 agreement to mitigate the impact of the proposal and make it acceptable in planning terms. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.
170. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
171. The planning obligations and CIL contributions are set out below.

Mayoral CIL and planning obligations

Liability in accordance with the Mayor of London's policies	Contribution	Forwarded to the Mayor	City's Charge for Administration and Monitoring
Mayoral Community Infrastructure Levy payable	£681,100	£653,856	£27,244
Mayoral Planning Obligation Net Liability *	£1,207,380	£1,207,380	-
Crossrail Administration and Monitoring	£3,500	-	£3,500
Total liability in accordance with the Mayor of London's policies	£1,891,980	£1,861,236	£30,744

* Net liability on the basis of the CIL charge remaining unchanged and subject to variation.
 $£1,888,480$ [CROSSRAIL indexed] – $£681,100$ [CIL indexed] = $£1,207,380$ (indexed)

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution	Available for Allocation	Retained for Administration and Monitoring
City CIL	£1,021,650	£970,567	£51,083

City Planning Obligation Affordable Housing	£272,440	£269,716	£2,724
City Planning Obligation Local, Training, Skills and Job Brokerage	£40,866	£40,457	£409
City Planning Obligation Monitoring Charge	£1,750	-	£1,750
Total liability in accordance with the City of London's policies	£1,336,706	£1,280,740	£55,966

City's Planning Obligations

172. The obligations set out below are required in accordance with the City's SPD. They are necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the tests in the CIL Regulations and government policy.

- Highway Reparation and other Highways obligations
- Delivery and Servicing Management Plan
- Local Training, Skills and Job Brokerage Strategy (Demolition)
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement Strategy
- Carbon Offsetting
- Utility Connections

173. I request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

Monitoring and Administrative Costs

174. A 10-year repayment period would be required whereby any unallocated sums would be returned to the developer 10 years after practical completion of the development. Some funds may be set aside for future maintenance purposes.

175. The applicant will pay the City of London's legal costs and the City Planning Officer's administration costs incurred in the negotiation, execution and monitoring of the legal agreement and strategies.

Site Specific Mitigation

176. The City will use CIL to mitigate the impact of development and provide necessary infrastructure but in some circumstances, it may be necessary to seek additional site-specific mitigation measures to ensure that a development is acceptable in planning terms. Other matters requiring mitigation are still yet to be fully scoped.

Conclusions

177. 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 development would benefit from the proximity of the Crossrail line now under construction.
178. The proposals are considered not to have a detrimental impact on the settings of listed buildings and Conservation Areas in the vicinity.
179. Concerns have been raised by Barbican residents, particularly in relation to the impact of roof terraces, the loss of daylight & sunlight and the noise and disturbance from delivery and servicing. There would be minor reductions in sunlight and daylight to some residential properties. The appropriate assessments were carried out and, as indicated by the BRE guidance, they demonstrated that it is the presence of the balconies, rather than the size of the proposed development that is the main factor in the relative loss of daylight and/or sunlight.
180. There would be the loss of sunlight to the north of City Point Plaza on 21 March, however the space is not very well lit in the existing situation. In the summer months, when the Plaza is more likely to be used, it would continue to receive more than 2 hours of sunlight.
181. The applicants have amended the scheme to increase the size of the loading bay and included a door to the loading bay to minimise disruption to nearby residential occupiers. Increasing the size of the loading requires fewer vehicles per day to reverse into the loading bay which would minimise the sound from reverse 'bleepers'. Conditions have been recommended to control the number and timings of vehicles delivering to the site.
182. 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.

Background Papers

Internal

Memo Department of Markets and Consumer Protection dated 4 December 2017

Memo Department of Markets and Consumer Protection dated 18 September 2018

Email Department of Open Spaces (Patrick Hegarty) dated 31 July 2018

Memo Department of Markets and Consumer Protection – Air Quality dated 16 August 2018

External

Email Transport for London dated 15 August 2018

Letter Historic England dated 31 July 2018

Letter City of Westminster dated 13 August 2018

Email Natural England dated 8 August 2018

Letter Greater London Authority dated 20 December 2018

Consultation Responses

Barbican Residents Association (letter) dated 19 December 2017

Barbican Residents Association (email) dated 7 August 2018

James Mills dated 26 November 2017

Trevor And Jacqueline Kavanagh dated 26 November 2017

Beatriz Phipp dated 01 December 2017

Tim Bishop and Ian Loudon dated 26 November 2017

Dr Michael Swash dated 29 November 2017 and 6 December 2017

Mr Graham Webb dated 17 November 2017 and 28 July 2018

Miss Stephanie Gamble dated 28 November 2017

Mr Jorge Rodrigues dated 10 November 27 November 2017

F Hogan – dated 29 November 2017

John & Ann Ponting dated 24 November 2017 and 18 August 2018

Richard Haynes dated 28 November 2017

Mr Nick Astbury dated 20 November 2017

Ms Hilary Sunman dated 18 December 2017

Mr Peter Smart dated 22 November 2017

Mr Simon Ebbins dated 29 November 2017

Mr Christopher Makin dated 18 December 2017

Ms Nina Strangeway dated 22 December 2017

Mr Richard Gaskell dated 12 November 2017

Dr Maria Granowska dated 26 November 2017

Dr Paul Horsnell dated 28 November 2017

Dr Steve Nicholson dated 22 November 2017

Mr Martin Gilday dated 26 November 2017

Mr Richard Haynes dated 28 November 2017

Mrs Mary Durcan dated 08 December 2017

Miss Kathryn Gray – dated 29 November 2017

Ms Natalie Robinson dated 18 December 2017

Miss Tracey Wiltshire dated 01 December 2017

Mrs Katherine Jarrett dated 27 November 2017

Ms Lila Rawlings dated 27 November 2017

Ms Sarah Guy dated 29 November 2017

Mr Sam Nicholson dated 27 November 2017

Mr Tim O'Hara dated 27 November 2017

Mr Peter Reid dated 29 November 2017

Mr Nazar Sayigh dated 09 September 2018

Application Documents

JLL Reconsultation Covering Letter dated 8 July 2018

Planning Statement and Statement of Community Involvement dated July 2018

Construction Management Plan dated July 2018

Daylight, Sunlight and Overshadowing Report dated July 2018
Framework Delivery and Servicing Plan dated July 2018
Design and Access Statement dated July 2018
Drainage Strategy Report dated July 2018
Historic Environment Assessment dated July 2018
Energy Strategy July 2018
Sustainability Statement dated July 2018
Pedestrian Microclimate Wind Tunnel Study prepared by Windtech dated 5 July 2018
Pedestrian Wind Comfort Assessment dated July 2018
Noise Assessment dated July 2018
Townscape Heritage and Visual Impact Assessment dated July 2018
Transport Assessment dated July 2018
Travel Plan dated July 2018
Utility Supplier Information dated July 2018
Tenter House – Draft London Plan urban Greening Factor

Appendix A

London Plan Policies

The London Plan policies which are most relevant to this application are set out below:

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 2.12 Identify, protect and enhance predominantly residential neighbourhoods within CAZ and develop sensitive mixed-use policies to ensure that housing does not compromise CAZ strategic functions elsewhere in the zone.

Policy 3.1 Protect and enhance facilities and services that meet the needs of particular groups and communities.

Policy 3.2 New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities.

Policy 4.1 Promote and enable the continued development of a strong, sustainable and increasingly diverse economy;

Support the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity;

Promote London as a suitable location for European and other international agencies and businesses.

Policy 4.2 Support the management and mixed-use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes.

Policy 4.3 Within the Central Activities 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 4.5 Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision.

Policy 4.6 Support the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors.

Policy 4.7 Support a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres.

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 5.18 Encourage development waste management facilities and removal by water or rail transport.

Policy 6.1 The Mayor will work with all relevant partners to encourage the closer integration of transport and development.

Policy 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.

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 6.13 The maximum standards set out in Table 6.2 should be applied to planning applications. Developments must:

ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

Policy 7.1 Development should be designed so that the layout, tenure, mix of uses interface with surrounding land will improve people's access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport.

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 7.13 Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards.

Policy 7.14 Implement Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimise public exposure to pollution.

Policy 7.15 Minimise existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals and separate new noise sensitive development from major noise sources.

Policy 7.18 Resist the loss of local protected open spaces unless equivalent or better quality provision is made within the local catchment area.

Policy 7.19 Development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

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.

Relevant Local Plan Policies

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.

CS5 Meet challenges facing North of City

To ensure that the City benefits from the substantial public transport improvements planned in the north of the City, realising the potential for rejuvenation and "eco design" to complement the sustainable transport infrastructure.

DM3.3 Crowded places

On all major developments, applicants will be required to satisfy principles and standards that address the issues of crowded places and counter-terrorism, by:

- a) conducting a full risk assessment;
- b) keeping access points to the development to a minimum;
- c) ensuring that public realm and pedestrian permeability associated with a building or site is not adversely impacted, and that design considers the application of Hostile Vehicle Mitigation measures at an early stage;
- d) ensuring early consultation with the City of London Police on risk mitigation measures;
- e) providing necessary measures that relate to the appropriate level of crowding in a site, place or wider area.

DM10.1 New development

To require all developments, including alterations and extensions to existing buildings, to be of a high standard of design and to avoid harm to the townscape and public realm, by ensuring that:

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;

- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.2 Design of green roofs and walls

- 1) To encourage the installation of green roofs on all appropriate developments. On each building the maximum practicable coverage of green roof should be achieved. Extensive green roofs are preferred and their design should aim to maximise the roof's environmental benefits, including biodiversity, run-off attenuation and building insulation.
- 2) To encourage the installation of green walls in appropriate locations, and to ensure that they are satisfactorily maintained.

DM10.3 Roof gardens and terraces

- 1) To encourage high quality roof gardens and terraces where they do not:
 - a) immediately overlook residential premises;
 - b) adversely affect rooflines or roof profiles;
 - c) result in the loss of historic or locally distinctive roof forms, features or coverings;
 - d) impact on identified views.
- 2) Public access will be sought where feasible in new development.

DM10.4 Environmental enhancement

The City Corporation will work in partnership with developers, Transport for London and other organisations to design and implement schemes for the enhancement of highways, the public realm and other spaces. Enhancement schemes should be of a high standard of design, sustainability, surface treatment and landscaping, having regard to:

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;
- c) the use of natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City;
- d) the inclusion of trees and soft landscaping and the promotion of biodiversity, where feasible linking up existing green spaces and routes to provide green corridors;
- e) the City's heritage, retaining and identifying features that contribute positively to the character and appearance of the City;
- f) sustainable drainage, where feasible, co-ordinating the design with adjacent buildings in order to implement rainwater recycling;
- g) the need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered;
- h) the need for pedestrian priority and enhanced permeability, minimising the conflict between pedestrians and cyclists;
- i) the need to resist the loss of routes and spaces that enhance the City's function, character and historic interest;
- j) the use of high quality street furniture to enhance and delineate the public realm;
- k) lighting which should be sensitively co-ordinated with the design of the scheme.

DM10.7 Daylight and sunlight

- 1) To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's guidelines.
- 2) The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight.

DM10.8 Access and inclusive design

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

- a) inclusive and safe for of all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;
- b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
- c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

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.

DM12.1 Change affecting heritage assets

- 1. To sustain and enhance heritage assets, their settings and significance.
- 2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.
- 3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.
- 4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
- 5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

DM12.4 Archaeology

- 1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.
- 2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.

3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

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.

DM15.1 Sustainability requirements

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
 - a) BREEAM or Code for Sustainable Homes pre-assessment;
 - b) an energy statement in line with London Plan requirements;
 - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.
4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

DM15.2 Energy and CO2 emissions

1. Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.
2. For all major development energy assessments must be submitted with the application demonstrating:

- a) energy efficiency - showing the maximum improvement over current Building Regulations to achieve the required Fabric Energy Efficiency Standards;
- b) carbon compliance levels required to meet national targets for zero carbon development using low and zero carbon technologies, where feasible;
- c) where on-site carbon emission reduction is unviable, offsetting of residual CO₂ emissions through "allowable solutions" for the lifetime of the building to achieve national targets for zero-carbon homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;
- d) anticipated residual power loads and routes for supply.

DM15.3 Low and zero carbon technologies

- 1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.
- 2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
- 3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
- 4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.4 Offsetting carbon emissions

- 1. All feasible and viable on-site or near-site options for carbon emission reduction must be applied before consideration of offsetting. Any remaining carbon emissions calculated for the lifetime of the building that cannot be mitigated on-site will need to be offset using "allowable solutions".
- 2. Where carbon targets cannot be met on-site the City Corporation will require carbon abatement elsewhere or a financial contribution, negotiated through a S106 planning obligation to be made to an approved carbon offsetting scheme.

3. Offsetting may also be applied to other resources including water resources and rainwater run-off to meet sustainability targets off-site where on-site compliance is not feasible.

DM15.5 Climate change resilience

1. Developers will be required to demonstrate through Sustainability Statements that all major developments are resilient to the predicted climate conditions during the building's lifetime.
2. Building designs should minimise any contribution to the urban heat island effect caused by heat retention and waste heat expulsion in the built environment.

DM15.6 Air quality

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect

neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.

2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

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.

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
 - a) road dangers;
 - b) pedestrian environment and movement;
 - c) cycling infrastructure provision;
 - d) public transport;
 - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

DM16.2 Pedestrian movement

1. Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by

maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.

2. The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:
 - a) the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
 - b) the shortest practicable routes between relevant points.
3. Routes of historic importance should be safeguarded as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.
4. The replacement of a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.
5. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.
6. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration pedestrian routes and movement in neighbouring areas and boroughs, where relevant.

DM16.3 Cycle parking

1. On-site cycle parking must be provided in accordance with the local standards set out in Table 16.2 or, for other land uses, with the standards of the London Plan. Applicants will be encouraged to exceed the standards set out in Table 16.2.
2. On-street cycle parking in suitable locations will be encouraged to meet the needs of cyclists.

DM16.4 Encouraging active travel

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.
2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

DM16.5 Parking and servicing standards

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.
2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.
3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.
4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.
5. Coach parking facilities for hotels (use class C1) will not be permitted.
6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.
7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

CS17 Minimising and managing waste

To support City businesses, residents and visitors in making sustainable choices regarding the minimisation, transport and management of their waste, capitalising on the City's riverside location for sustainable waste transfer and eliminating reliance on landfill for municipal solid waste (MSW).

DM17.1 Provision for waste

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.
2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

CS18 Minimise flood risk

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

DM18.2 Sustainable drainage systems

1. The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping, where feasible and practical, and should follow the SuDS management train (Fig T) and London Plan drainage hierarchy.
2. SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.
3. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.

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.

DM19.2 Biodiversity and urban greening

Developments should promote biodiversity and contribute to urban greening by incorporating:

- a) green roofs and walls, soft landscaping and trees;
- b) features for wildlife, such as nesting boxes and beehives;
- c) a planting mix which encourages biodiversity;
- d) planting which will be resilient to a range of climate conditions;
- e) maintenance of habitats within Sites of Importance for Nature Conservation.

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.

DM20.3 Retail uses elsewhere

To resist the loss of isolated and small groups of retail units outside the PSCs and Retail Links that form an active retail frontage, particularly A1 units near residential areas, unless it is demonstrated that they are no longer needed.

CS21 Protect and provide housing

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near identified residential areas, as shown in Figure X, to meet the City's needs, securing suitable, accessible and affordable housing and supported housing.

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:
 - a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
 - b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.
2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.
3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

SCHEDULE

APPLICATION: 17/01050/FULMAJ

Tenter House 45 Moorfields London

Demolition of existing building and structures to existing basement slab level and construction of an 18 storey office building (Class B1) [28,071sq.m GEA] with ground and first floor retail (Class A1/A2/A3/A5) [735sq.m GEA], together with works to the two basements and the ground floor level with associated servicing, waste storage, plant facilities and cycle parking and public realm improvements to New Union Street [Total Floorspace 28,806 sqm GEA]

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. 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 (including payment of any agreed monitoring contribution)
REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.
- 3 No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 4 Within five working days of any site contamination being found when carrying out the development hereby approved the contamination must be reported in writing to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 5 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be

submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.

REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 6 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: green roofs, rainwater harvesting systems, attenuation systems, rainwater pipework, flow control devices, pumps, design for system exceedance, design for ongoing maintenance (including removing sediment); surface water flow rates shall be restricted to no greater than 5 l/s, provision should be made for an attenuation volume capacity capable of achieving this, which should be no less than 210m³;
 - (b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.
 - (c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.

REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.

- 7 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

- (a) A Lifetime Maintenance Plan for the SuDS system to include:
 - A full description of how the system would work, it's aims and objectives and the flow control arrangements;
 - A Maintenance Inspection Checklist/Log;
 - A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.

REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.

- 8 Before any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site 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 Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.
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 Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 9 All Parish Markers and commemorative plaques on the existing building shall be carefully removed prior to demolition commencing, stored for the duration of building works, reinstated and retained for the life of the building on the new building in accordance with detailed specifications including fixing details which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works affected thereby.
REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1.
- 10 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 policy of the Local Plan: DM12.4.
- 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. 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 policy of the Local Plan: DM12.4.

- 12 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.

REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.

- 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 facade(s) including typical details of the fenestration and entrances;
- (c) details of a typical bay of the development;
- (d) details of ground floor elevations;
- (e) details of the ground floor office entrance(s);
- (f) details of photovoltaic panels
- (g) details of soffits, hand rails and balustrades;
- (h) details of junctions with adjoining premises;
- (i) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level
- (j) details of all ground level surfaces including materials to be used;
- (k) details of the arrangements for the provision of refuse storage and collection facilities within the curtilage of the site to serve each part of the development.

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 Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.

- 14 A landscaping scheme for New Union Street, the roof terraces, facades and all external surfaces within the site boundary, to include details of all planting and plant species, artwork and lighting must be submitted to and approved in writing by the Local Planning Authority before any works affected thereby are begun. The landscaping scheme shall take into account the wind mitigation measures identified in the 'Tenter House Pedestrian Micro-Climate Study' prepared by Windtech (dated 5/07/2018).

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 Local Plan: DM10.1, DM19.2.

- 15 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The demolition shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

REASON: To ensure that demolition works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to demolition work commencing in order that the impact on the transport network is minimised from the time that demolition starts.

- 16 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development has been submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The development shall not be carried out otherwise 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.

REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.

- 17 The green roof(s) and green walls indicated on the drawings hereby approved shall be designed to achieve at least the number of BREEAM credits indicated in the pre-assessment in relation to flood risk/water run-off and enhancing ecological value of the site. Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM15.1, DM18.2, DM19.2.
- 18 Prior to any plant being commissioned and installed in or on the building an Air Quality Report and Air Quality Neutral Assessment shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any submitted and approved Air Quality Assessment. The measures detailed in the report shall thereafter be maintained in accordance with the approved report(s) for the life of the installation on the building.
REASONS: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.
- 19 No development other than demolition shall take place until the detailed design of all wind mitigation measures has been submitted to and approved in writing by the Local Planning Authority. These details shall include the size and appearance of any features, the size and appearance of any planting containers, trees species, planting medium and irrigation systems. No part of the building shall be occupied until the approved wind mitigation measures have been implemented unless the Local Planning Authority agrees otherwise in writing. The said wind mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority.
REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2. These details are required prior to construction in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 20 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun. The mitigation measures shall be maintained for the life of the building. REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 21 (a) 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 window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
(b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority. REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 22 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.
- 23 Roof terraces hereby permitted shall not be used or accessed between the hours of 1800 hours on one day and 0800 hours on the following day and not at any time on Saturdays, Sundays or Bank Holidays, other than in the case of emergency. REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 24 No amplified or other music shall be played on the roof terraces.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 25 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A1, A3 or A4 uses. The details approved must be implemented before the individual Class A1, A3 or A4 uses are implemented.
REASON: In order to protect commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7.
- 26 No cooking shall take place within any Class A1, A3 or A4 units hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Any works that would materially affect the external appearance of the building will require a separate planning permission.
REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.
- 27 The Class A1 or A3 or Class A4 use hereby permitted shall not be open to customers between the hours of 23:00 on one day and 07:00 on the following day.
REASON: To safeguard the amenity of the nearby residents, adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 28 A clear unobstructed minimum headroom of 5m must be maintained for the life of the building in the loading area (including refuse storage area) as shown on the approved drawings.
REASON: To ensure satisfactory servicing facilities in accordance with the following policy of the Local Plan: DM16.5.
- 29 Servicing vehicles are permitted into/on the premises between the hours of 0700 to 2100 hours on Mondays to Fridays and 0900 to 1800 hours on Saturdays, excluding between 0700-0900 hours and 1700-1900 hours on Mondays to Fridays. Servicing of the premises is not permitted outside of these hours or at any time on a Sunday or a bank holiday. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building. This shall apply for the life 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 Local Plan: DM15.7, DM16.2, DM21.3.

- 30 No more than 72 motor vehicles (not including motorcycles) shall be permitted access to the servicing area within the building during the between 7.00am to 9.00pm from Monday to Friday which shall apply for the life of the building.
REASON: To protect the amenities of neighbouring residential and commercial occupiers in accordance with the following policies of the Local Plan: DM21.3, DM21.5.
- 31 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 Local Plan: DM10.1, DM10.8, DM16.2.
- 32 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 policy of the Local Plan: DM17.1.
- 33 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety
- 34 Details of the design and acoustic properties of the loading bay door shall be submitted to and approved by the Local Planning Authority before any works thereby affected are begun and shall be maintained for the life of the building.
REASON: To ensure a satisfactory external appearance and to minimise disruption to nearby residents in accordance with the following policies of the Local Plan: DM10.1 and DM21.3.
- 35 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 317 long stay spaces and 34 short stay spaces. 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 Local Plan: DM16.3.

- 36 Changing facilities and showers shall be provided to accommodate 342 lockers and 33 showers 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 Local Plan: DM16.4.

- 37 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (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 Local Plan: CS15, DM15.1, DM15.2.

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

REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Local Plan: DM10.8.

- 39 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for demolition, all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- o provide details on all structures
- o provide details on the use of tall plant/scaffolding
- o accommodate the location of the existing London Underground structures
- o demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land
- o demonstrate that there will at no time be any potential security risk to our railway, property or structures
- o accommodate ground movement arising from the construction thereof
- o mitigate the effects of noise and vibration arising from the adjoining operations within the structures

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in

order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

- 40 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: P0100 Rev A, P0101 Rev A, P0102, P0198, P0199, P0200, P0201 Rev A, P0202 Rev A, P0203 Rev A, P0204 Rev A, P0205 Rev A, P0206 Rev A, P0207 Rev A, P0208 Rev A, P0209 Rev A, P0210 Rev A, P0211 Rev A, P0212 Rev A, P0213 Rev A, P0214 Rev A, P0215 Rev A, P0216 Rev A, P0217 Rev A, P0218 Rev A, P0219 Rev A, P0300 Rev A, P0301 Rev A, P0302 Rev A, P0303 Rev A, P0310, P0311 Rev A, P0312 Rev A, P0313 Rev A, P0400 Rev A, P0401 Rev A, P0410 Rev A, P0411, P0412 Rev A, P0413 Rev A, P0414 Rev A, P04100 Rev A, P4101 Rev A, P4102 Rev A, P4103 Rev A, P4104 Rev A, P4110, P4111, P4112 Rev A, P4113, P4114 Rev A

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 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:
 - detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;
 - a full pre application advice service has been offered;
 - where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.
- 2 The Mayoral Community Infrastructure Levy is set at a rate of £50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

The City of London Community Infrastructure Levy is set at a rate of £75 per sq.m for offices, £150 per sq.m for Riverside Residential, £95 per sq.m for Rest of City Residential and £75 on all other uses on "chargeable development".

The Mayoral and City CIL charges will be recorded in the Register of Local Land Charges as a legal charge upon "chargeable development" when development commences. The Mayoral CIL payment will be passed to Transport for London to support Crossrail. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: www.planningportal.gov.uk/cil).

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section 106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 3 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.
- 4 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, Chief Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged. Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.
- 5 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.

- 6 The Department of the Built Environment (Transportation & Public Realm Division) 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. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.
 - (c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, 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 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.
 - (d) Bridges over highways
 - (e) Permanent Highway Stopping-Up Orders and dedication of land for highway purposes.
 - (f) Declaration, alteration and discontinuance of City and Riverside Walkways.
 - (g) The provision of City Walkway drainage facilities and maintenance arrangements thereof.
 - (h) Connections to the local sewerage and surface water system.
 - (i) Carriageway crossovers.
 - (j) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".
- 7 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:
- Noise and Dust
- (a) The construction/project management company concerned with the development must contact the Department of Markets and Consumer Protection and provide a working document detailing steps they propose to take to minimise noise and air

pollution for the duration of the works at least 28 days prior to commencement of the work. Restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

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

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

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

Air Quality

(e) Compliance with the Clean Air Act 1993:

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.

Terraces and Open Space

(f) The location of outside space is an important consideration with regard to the exposure of air pollutants. The applicant is therefore minded to consider the location of existing and planned combustion plant termination points relative to any terrace, general access areas or openable windows etc. In addition to any building control or planning requirements, the third edition of the Chimney Height Memorandum (1981) requires that that certain types of combustion plant terminate at least 3m above any area to which there is general access.

Boilers and CHP plant

(g) 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.

(h) All gas Combined Heat and Power plant should be low NO_x 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.

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

(j) 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

(k) 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.

(l) 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.

Cooling Towers

(m) Wet cooling towers are recommended rather than dry systems due to the energy efficiency of wet systems.

Ventilation of Sewer Gases

(n) The sewers in the City historically vent at low level in the road. The area containing the site of the development has suffered smell problems from sewer smells entering buildings. A number of these ventilation grills have been blocked up by Thames Water Utilities. These have now reached a point where no further blocking up can be carried out. It is therefore paramount that no low level ventilation intakes or entrances are adjacent to these vents. The Director of Markets and Consumer Protection strongly recommends that a sewer vent pipe be installed in the building terminating at a safe outlet at roof level atmosphere. This would benefit the development and the surrounding areas by providing any venting of the sewers at high level away from air intakes and building entrances, thus allowing possible closing off of low level ventilation grills in any problem areas. Food Hygiene and Safety

(o) 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.

(p) 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.

- 8 Under the Building Act 1984 the proposals for the above planning application, fall within the requirements of Section 18 as amended by Schedule 8 paragraph 6 of the Water Act 1989. The requirements of the Sewerage Undertaker (Thames Water Utilities Ltd) are that;
Any building proposal which includes catering facilities will be required to be constructed with adequate grease traps to the satisfaction of Thames Water utilities ltd or their contractors.
- 9 The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; tall plant and scaffolding.