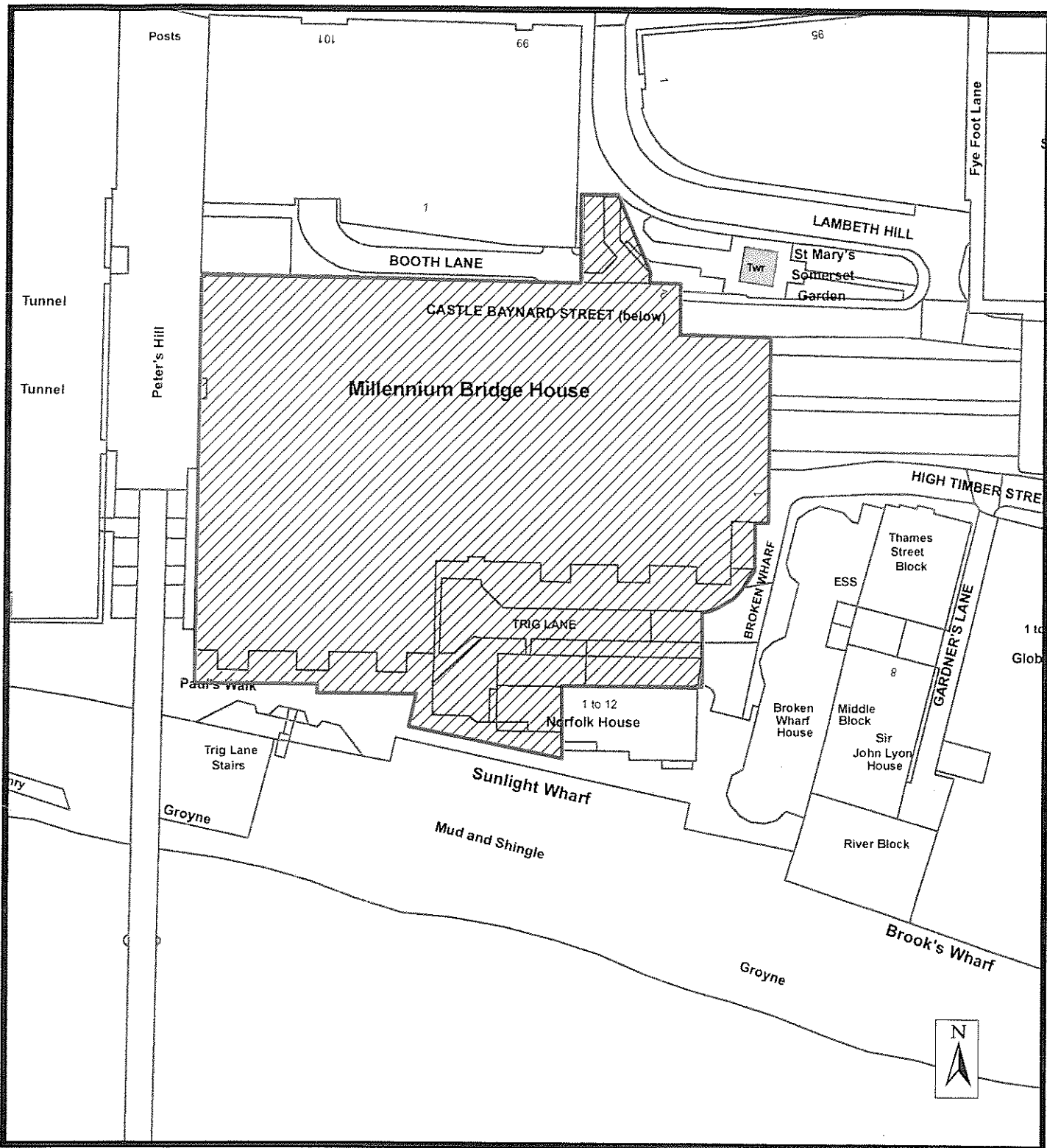


Committee:	Date:	
Planning and Transportation	9 October 2012	
Subject:		
Millennium Bridge House 2 Lambeth Hill London EC4V 4AG		
(i) Part-replacement of the existing façades (ii) creation of additional floor space through the development of existing roof top plant housings and extension of fifth floor for office use (Class B1) (2058sqm) (iii) change of use from office (Class B1) to either Class A1 or A3 at part ground, first and second floor levels (2389sq.m).		
Ward: Queenhithe	Public	For Decision
Registered No: 12/00370/FULL	Registered on: 14 June 2012	
Conservation Area:	Listed Building: No	
<u>Summary</u>		
<p>Planning permission is sought for:</p> <ol style="list-style-type: none"> i. Change of use of part ground, 1st and 2nd floors from B1 use to a flexible use for either A1 or A3 use (total of 2389sq.m). ii. Works of recladding and re-alignment to the South, West and North facade. iii. Remodelling of existing entrances on Peter's Hill and Lambeth Hill including provision of ramped access to the Peter's Hill entrance. iv. Extension of fifth floor level (900sq.m). v. Extension at sixth floor level and replacement of existing sixth floor plant rooms to create 1,158sq.m of additional B1 office space, and associated roof terrace. vi. Removal of finials and pediments to the entire perimeter at roof level. vii. Replacement of existing roof atria with new atria and lift overrun. viii. Roof terrace with hard and soft landscaping and two areas of green roof, and a photovoltaic array at 6th floor roof level. <p>Six objections have been received. These objections relate to the appearance of the proposed facades and potential noise and disruption cause by the proposed works.</p>		

Recommendation

That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule.




Site Location Plan



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ADDRESS:
Millennium Bridge House, 2 Lambeth Hill, EC4

CASE No.
12/00370/FULL

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY





12/00370/FULL

Millennium Bridge House

Site

1. The existing building extends from the north side of Upper Thames Street south to the riverside walkway and has frontages to Lambeth Hill, Peter's Hill and Trig Lane. The building is located over tunnels containing Upper Thames Street and service roads from where the building and the neighbouring City of London School are serviced.
2. The building comprises six floors and a basement. The lower two floors are accessed from the riverside walk and cover the southern part of the site only. Levels three to six occupy the whole footprint of the building. Level three has entrances off Lambeth Hill to the north and off Peter's Hill close to the start of the Millennium Foot bridge. The building is currently in office (Class B1) use.
3. The site is surrounded by office buildings, the City of London Boys' School and Norfolk House, located to the south of the building, which is in residential (Class C3) and restaurant (Class A3) use. Globe View and Sir John Lyon House are also in residential use located on the river front at a distance of approximately 30 metres from the site. These buildings and the application site are separated by an existing office building, Broken Wharf House, for which planning permission was granted on 10th January 2012 for its demolition and replacement with a new seven storey building for use as 36 residential apartments and a ground floor commercial unit (App No. 11/00469/FULMAJ).
4. Immediately to the north east of the building is the Grade I listed St. Mary's Tower and the St. Mary Somerset garden, which runs along the south of Lambeth Hill. The site does not lie within or adjacent to a conservation area. The building is within the area protected by the St. Paul's Heights Limitations.

Relevant Planning History

5. Planning permission was granted on 29th July 2009 for the change of use of the building from offices (Class B1) to a 348 bedroom hotel (Class C1), including alterations to the elevations and 1,726sq.m extension at roof level (comprising infilling atriums and recesses along the facade) (App No 08/01045/FULL). An application to extend the time limit for the implementation of this permission was granted on 19th July 2012, subject to a section 106 agreement (App No 12/00525/FULL).

Proposal

6. Planning permission is sought for:
 - Change of use of part ground, first and second floors from B1 use to a flexible use for either A1 or A3 use (total of 2389sq.m).
 - Works of recladding and re-alignment to the South, West and North facade.
 - Remodelling of existing entrances on Peter's Hill and Lambeth Hill including provision of ramped access to the Peter's Hill entrance.
 - Extension of fifth floor level (900sq.m).

- Extension at sixth floor level and replacement of existing sixth floor plant rooms to create 1,158sq.m of additional B1 office space, and associated roof terrace.
 - Removal of finials and pediments to the entire perimeter at roof level.
 - Replacement of existing roof atria with new atria and lift overrun.
 - Roof terrace with hard and soft landscaping and two areas of green roof, and a photovoltaic array at fifth floor roof level.
7. The existing inclinator lift to the west of the site is unaffected by these proposals.

Consultations

8. The application has been advertised on site and in the press. The City of London School and the occupants of Norfolk House, Benbow House (Southwark) and Falcon Point (Southwark) have been notified of the application.
9. Six objections have been received from residents of Benbow House and Norfolk House, the content of which can be summarised as follows:
- a. The flatness of the proposed building's roofline and the uniformity of its design produce a facade that is markedly different in style, materials and articulation from neighbour buildings, which dominates, and detracts from, rather than complements the view of St. Paul's Cathedral.
 - b. The uniformity of the design does not comply with the City of London's Protected Views Supplementary Document which states that "developers are encouraged to provide design solutions to help promote more articulated, interesting roofscape within the area of the St. Paul's Heights' limitations while also keeping to the limitations imposed by the St. Paul's Heights grid."
 - c. The existing facade provides a more articulated, interesting roofscape and should therefore be retained.
 - d. The proposed facade looks like a large ventilation grill, which has no sympathy to its surroundings.
 - e. The resulting building works would cause noise, disruption and disturbance to the nearby residents of Norfolk House.
10. The Environment Agency consider the proposed development to be acceptable subject to the inclusion of conditions relating to surface water drainage and the preservation of the integrity of tidal flood defences.
11. The London Rivers Association, The Surveyor to the fabric of St. Paul's and the River Thames Society have not commented on the application.
12. The London Borough of Southwark raises no objection to the proposal.
13. The views of other City of London departments have been taken into account in the preparation of this development scheme and some detailed matters remain to be dealt with under conditions.

Policies

14. The development plan consists of the London Plan, the saved policies of the Unitary Development Plan (UDP) and the Core Strategy. The London Plan, UDP and Core Strategy policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
15. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction, London Views Management Framework, Riverside Appraisal of the Thames Policy Area and the City Open Spaces Strategy 2008.
16. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

17. 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).
18. The principal issues in considering this application are:
 - The extent to which the proposals comply with the relevant policies of the London Plan, City of London Core Strategy and Unitary Development Plan.
 - The appropriateness of the change of use of part of the ground, 1st and second floors to A1 or A3 use.
 - The impact of the proposal on the St. Paul's Heights area and strategic views.
 - The development's impact on visual amenity and nearby buildings and listed buildings.
 - Impact on flood risk.
 - Parking facilities and the suitability of the servicing arrangements.

The Proposed Uses

19. The proposal includes the change of use of 2389sq.m of office (Class B1) floor space on part ground, first and second floor to a flexible use of either A1 or A3. The change of use would create two units; one at the south west end of the building on ground to second floor, with access via an entrance lobby at second floor from Peter's Hill and one at the north west corner of the second floor of the building, with access via an entrance door off the central circulation spine that would run between Peter's Hill and Lambeth Hill.

20. The provision of retail development in this location would accord with policies CS9, CS10 and CS20 of the Core Strategy and policy SHOP 3 of the UDP. The introduction of commercial uses at ground floor level on the riverside and on Peter's Hill would enable the building to have an appropriate street level presence.
21. Millennium Bridge House is located within the Thames Policy Area as defined by the Core Strategy; the western end of the building is within an area identified as having potential for improved vibrancy.
22. An extension at sixth floor roof level would provide 1,158sq.m of additional office (Class B1) floor space, which would accord with Policy CS1 of the core strategy, which seeks to encourage the supply of a range of high quality office accommodation to meet the varied needs of City office occupiers.

Design

The Existing Building

23. The existing building is not within a conservation area but does occupy a prominent site on the Thames riverside. It does not contribute positively to the setting or views of the listed St Paul's Cathedral and St Mary Somerset Tower or undesignated heritage assets such as Millennium Bridge, the Thames riverfront and riverside walkway.
24. The building is not considered to be of significance for its architectural, artistic or historic interest. As such it does not merit recognition as an undesignated heritage asset under the guidance set out in NPPF and the Historic Environment Planning Practice Guide.
25. The existing roof features, pediments and atriums intrude into the view of St Paul's Cathedral from the south bank and breach the development plane for St Paul's Heights policy limitations. The intrusions were allowed in the 1980's on the basis that they did not contain any usable floor space and to mitigate 'the planes' resulting from the implementation of the St Paul's Heights Policy. The existing building does present a lively roof line, although protrusions do block views of the Cathedral to some extent.

Proposed Alterations

26. The new south and west facades would create a tri-partite arrangement, with deep, triangular, angled vertical fins set within giant portal frames. The arrangement provides a vertical emphasis, depth and articulation, as well as a rhythm to the elevation. The three bays and the hierarchy of the expressed floor plates provide a subtle order to the elevation and breaks down the horizontal mass of the building. In oblique views, the facade takes on a tighter grain and more solid appearance. This would be particularly apparent in views along Peter's Hill and Millennium Bridge and would limit light pollution.
27. The south facade is proposed to be articulated into three bays to accentuate the verticality of the facade and break down the horizontal mass of the building. Each bay has anodized aluminium framing and aluminium triangular fins. The angles of the fins are designed to create depth, solidity and a changing perspective of the facade when viewed in approaches from the south.

28. At 1st floor level the folding glazed screens would provide a potential balcony for the south west retail unit, overlooking the river.
29. The west facade would be divided into three components and broadly follows the design concept for the south facade creating a more solid appearance to the facade when viewed obliquely.
30. The northern end of the west facade onto Peter's Hill rises to sixth floor level and returns along the western part of the north facade.
31. The main entrance bay would feature triple height glazing with coloured glass fins, set back 1.5m within a giant portal frame of anodized aluminium.
32. The pediments and finials of the north facade would be removed to modernize its appearance and coordinate with the new facades. Most of the north facade would be retained. The curtain walling would be replaced and upgraded. The western end would be altered to match the new west facade. The eastern end onto Lambeth Hill would feature a new full height glazed entrance bay.
33. The new cladding and modified retained facades would appear as an integrated whole respecting the setting and views of the listed landmark church tower of St Mary Somerset.

Entrances

34. The remodelled existing entrances on Lambeth Hill and Peter's Hill would improve access to the building and are considered acceptable in design terms.

Roof Level Works and Extensions

35. The existing sixth floor plant rooms would be replaced with slightly larger office accommodation. The existing fifth floor office accommodation would be enlarged by infilling recesses to the north and the west and by an extension southwards. The additions at fifth and sixth floor levels would be set back from the south facade and concealed behind the existing parapet on the north facade. The small extensions are considered acceptable in terms of design, bulk and massing.
36. The proposed replacement of the existing plant rooms with green roofs and landscaped terraces at roof level would provide an attractive roof scape in views from St Paul's and assist drainage of rainwater and biodiversity.
37. The removal of the existing pediments, finials, parapets, plant rooms and domed atria would improve the ability to appreciate the entablature of St Paul's Cathedral in views from the south.
38. A new lift is required to serve the proposed sixth floor. The proposed lift over-run would breach St Paul's Heights. Its location and orientation have been amended to reduce its visual bulk. The lift over-run would be clad in Portland Stone coloured anodized aluminium to blend discreetly with St Paul's entablature. The visual impact of the lift over-run is not considered to detract from the setting and views of the Cathedral.
39. Objections have been raised to the flat, boxy shape of the replacement South facing facade and the uniformity of the proposed roof line. The proposed alterations and re-cladding would provide a building which complements its riverside surroundings and the setting of heritage assets.

40. The removal of the existing roof line projections would result in a calmer, less distracting roof line, which would reveal more of St Paul's Cathedral in views from the south bank. The proposals are considered to be acceptable in design terms and to improve the wider setting of the Cathedral.

Impact on Views

Local Views and London View Management Framework

41. The site lies within the St. Paul's Heights policy area. The existing building infringes the St. Paul's Heights limitations in 17 locations. There are several elements that significantly infringe the Heights, most noticeably the four large pediments at the front of the building, which infringe by up to 5.78m, and the front atrium roof, which infringes by up to 1.94m. These elements would be removed as part of the proposal.
42. Whilst elements of the proposed roof alterations would exceed the St. Paul's Heights limitations, the majority of the infringements would be below and behind the existing parapet. There would be noticeably fewer elements that would infringe the Heights and those that do infringe would be less significant than the existing. The maximum infringement would be 1.63m at the front of the new lift overrun, which would represent a significant reduction. Other elements of the proposed roof alterations would exceed the Heights by a maximum of 0.5m.
43. Overall, the proposed alterations at roof level would significantly contribute to the eventual restoration of the view of St. Paul's Cathedral, and ensure that a number of the currently obstructed views of the Cathedral would be unobstructed. This accords with Policy CS13 of the Core Strategy and the Protected Views Supplementary Planning Document.
44. The site falls within the Background Assessment Areas for three of the Mayor's Protected Vistas, Alexandra Palace, Kenwood and Parliament Hill. However the development threshold planes for these three views, at a minimum of 52m AOD, would not be breached by the development which is 29m AOD at its highest point. The proposal would not adversely impact upon the protected vistas.
45. The appearance of the building is considered to be satisfactory in terms of its context within local and longer distance views across and along the river, including the Mayor's river prospect views.
46. River Prospect Views 13A from the Millennium Bridge and 13B from Thames side at Tate Modern would be most affected by the proposals.
47. The alterations to the building would provide a beneficial impact on the view from Millennium Bridge at 13A, especially at night time. Clearer views of St. Paul's Cathedral would be achieved by the proposed alterations, particularly the view of the entire length of the Cathedral in the proposed view from Millennium Bridge at 13B.
48. The proposals are in accordance with CS10, CS12, CS13 of the Core Strategy and the Mayor's LVMF supplementary planning guidance which seek to protect and enhance significant City and London views of important buildings, townscape and skylines.

49. Given the overall reduction in infringements into St Paul's Heights development plane and the consequent improvement in views of the Cathedral and the Mayor's River Prospect views, the proposed lift over-run and enlargement of the floor plate at 5th and 6th floor levels, which infringe the St. Paul's Heights, are considered acceptable in this rare circumstance.

Transport, Parking and Servicing

50. The existing building provides parking facilities for 18 cars within the basement off Trig Lane together with the facility to accommodate three cars in the forecourt along the Trig Lane frontage. One space in the forecourt area is designated as a disabled parking space. The existing forecourt parking would remain.
51. It is proposed to retain 13 of the 18 car parking spaces in the basement, two of which would be designated for disabled parking.
52. 25 motorcycle parking spaces are proposed at basement level to a standard of one space per 750sqm of office floor space.
53. 74 cycle parking spaces are proposed at basement level to a standard of one space per 250sqm.
54. The building would continue to be serviced via the internal service bay accessed from High Timber Street.
55. The refuse and servicing strategy is considered to be acceptable. A condition is included requiring the submission of a Delivery and Servicing Management Plan prior to the occupation of the building.

Flood Risk

56. The application site is within Flood Zone 3 as defined by the Environment Agency. In this instance the Environment Agency have agreed that a flood risk assessment was not required for this proposal as the development would be a refurbishment and not a redevelopment, and the proposed uses are defined as 'less vulnerable' to flood risk under the Technical Guidance to the National Planning Policy Framework (NPPF).

Sustainability and Energy

57. The London Plan (2011) climate change policies require developments to make the fullest contribution to mitigating climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply, and incorporating low and zero carbon energy technologies.
58. The planning stage BREEAM rating is assessed as "very good", however, the consultants state that further potential credits have been highlighted to raise the score to "excellent" for the implemented development. A condition is attached requiring a post-construction BREEAM assessment demonstrating that the building performance has been optimised.
59. A green roof is proposed that would contribute to slowing water run-off and providing biodiversity. An area of 70sq.m. on the roof has been identified as being suitable for the installation of solar or photovoltaic panels.

60. The connection of the development into a district heating network is currently not deemed feasible. Should the opportunity to connect to a district heating system become available this would be acceptable to the applicants and has been requested by condition.
61. The proposed energy efficiency measures would result in carbon emissions savings of almost 69% compared to the existing building. The refurbished building would be improved to comply with Part L2B 2010 (Building Regulations) for refurbishments.

Mayoral Planning Obligations

62. Since April 2010 the Mayor of London has sought contributions towards the cost of funding Crossrail through the negotiation of planning obligations in accordance with London Plan Policy 6.5. Mayoral planning obligations are payable by developers according to an indicative level of charges for specific uses set out in the Mayoral SPG (July 2010): offices (£137 per sq.m net gain in floorspace), retail (£88) and hotels (£60) provided there is a net gain of 500sq.m for that use. There is an initial reduction of 20% in the Mayoral planning obligation payable for developments that are commenced by 31st March 2013.
63. The Mayor of London has stated in his Mayoral CIL Charging Schedule (April 2012) that he will not 'double charge' developments that are liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail. His approach is to treat any Mayoral CIL payment as a credit towards any Mayor planning obligation liability. Therefore the Mayoral planning obligation liability can be reduced by the Mayoral CIL.
64. In this case the Mayoral CIL is **£58,600**. The full Mayoral planning obligation would be £50,632 and is less than the Mayoral CIL therefore, the developer will be liable for the Mayoral CIL of £58,600 only.
65. These contributions towards the funding of Crossrail will be collected by the Corporation. Under the CIL regulations the Corporation is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London.

City of London's Planning Obligations SPG policy

66. On 8th June 2004 the City's Supplementary Planning Guidance on Planning Obligations was adopted. This policy seeks a contribution of £70sq.m from developments over 10,000sq.m provided that there is also an increase of 2,000sq.m.
67. In this case the proposed net increase would be 1,172sq.m. On the basis the figure indicated in the Supplementary Planning Guidance would not be triggered and the City would not be seeking contributions to mitigate the impact of the development.

Conclusion

68. Millennium Bridge House is an area that is considered to be suitable for retail development, and as having potential for improved vibrancy. The provision of

additional office floor space would contribute positively to the City's role as a leading business centre.

69. Local residents have objected to the appearance of the proposed facades and the potential noise and disruption that would be caused by the proposed works.
70. The proposed alterations and re-cladding have been designed to provide a building which complements its riverside surroundings and the setting of nearby heritage assets, and are considered to be acceptable in design terms.
71. The removal of the existing roof line projections would result in a calmer, less distracting roof line, which would significantly contribute to the eventual restoration of the views of St. Paul's Cathedral, and ensure that a number of currently obstructed views of the Cathedral would be unobstructed.
72. To ensure that local residents and nearby occupiers are protected during demolition and construction works, conditions are proposed requiring detailed method statements to be submitted prior to the commencement of the works.

Background Papers

Internal

Memo 14 May 2012 Department of Markets and Consumer Protection

External

Construction Method Statement March 2012 Buro Four

Design and Access Statement March 2012 ORMS

Ecology Statement March 2012 Amec

Energy Strategy March 2012 Norman, Disney & Young

Facade Cleaning & Maintenance Strategy March 2012 ORMS

Noise Impact Assessment March 2012 Sandy Brown

Transport Assessment March 2012 Clewlow

E-mail 11 May 2012 Eleanor Holloway

Letter 18 May 2012 Environment Agency

E-mail 20 May 2012 Simon Bates

E-mail 20 May 2012 Paul Hook

E-mail 24 May 2012 Keith Bedell-Pearce

E-mail 25 May 2012 Ms L Hill

Letter 01 June 2012 Buro Four

E-mail 07 June 2012 Peter Read

Letter 20 June 2012 Southwark Council

Letter 02 July 2012 Buro Four

Letter 19 July 2012 Buro Four

Energy Strategy Addendum 19 July 2012 Norman, Disney & Young

Appendix A

London Plan Policies

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

Policy 2.10 Enhance and promote the unique international, national and London wide roles of the Central Activities Zone (CAZ) and as a strategically important, globally-oriented financial and business services centre.

Policy 2.11 Ensure that developments proposals to increase office floorspace within CAZ include a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in the plan.

Policy 4.2 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 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 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

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

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

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

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

Policy 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 7.2 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 7.6 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 7.8 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 7.19 Development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy 7.29 Development proposals along the River Thames should be consistent with the published Thames Strategy.

Unitary Development Plan and Core Strategy 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.

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.

CS9 Meet challenges of Thames/Riverside

To ensure that the City capitalises on its unique riverside location, sustaining the river's functional uses in transport, navigation and recreation, whilst minimising risks to the City's communities from flooding.

CS10 Promote high quality environment

To promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City and creating an inclusive and attractive environment.

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.

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).

CS18 Minimise flood risk

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

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.

TRANS22 Require cycle parking

To provide cycle parking facilities by:

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

SHOP3 Seek increased retail facilities

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

- i. existing retail shop facilities are being replaced on redevelopment in accordance with policy SHOP 2;
- ii. the site is in or close to a shopping centre;

- iii. the site is close to a public transport interchange;
- iv. there is a riverside frontage.

TRANS15 Seek off-street servicing

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

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

TRANS18 Resist non-residential parking

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

TRANS21 Seek parking for disabled people

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

ENV6 Design of alterations to buildings

To ensure that all alterations or extensions to an existing building take account of its scale, proportions, architectural character, materials and setting.

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.

SCHEDULE

APPLICATION: 12/00370/FULL

Millennium Bridge House 2 Lambeth Hill London

(i) Part-replacement of the existing façades (ii) creation of additional floor space through the development of existing roof top plant housings and extension of fifth floor for office use (Class B1) (2058sqm) (iii) change of use from office (Class B1) to either Class A1 or A3 at part ground, first and second floor levels (2389sq.m).

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, based on the Department of Markets and Consumer Protection's Code of Deconstruction and Construction Practice, has been submitted to and approved in writing by the Local Planning Authority. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.
REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policy of the Core Strategy: CS15.
- 3 A Demolition Method Statement shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. A staged scheme of protective works may be submitted in respect of individual stages of the demolition 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 demolition shall not be carried out other than in accordance with the approved scheme.
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.
- 4 A Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking

place on the site. A staged scheme of protective works may be submitted in respect of individual stages of the construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.

- 5 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site deconstruction of the existing buildings has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out 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 (in consultation with Transport for London).

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

- 6 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out 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 (in consultation with Transport for London).

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

- 7 Prior to the commencement of development, a Construction Method Statement addressing the impacts of the development on the River Thames tidal flood defences throughout the construction phase and thereafter shall be submitted to, and approved in writing by, the local planning authority. If the Construction Method Statement proposes any activities that would cause loading or vibration (including the location of construction machinery or storage of materials) within 16m of the flood defences, a monitoring scheme with baseline values for the flood defences will also be required. The approved Construction Method Statement (and monitoring scheme if required) shall then be implemented in accordance with the approved details.

REASON: To preserve the integrity of the River Thames tidal flood defences throughout construction of the development and afterwards, and to prevent an increased risk of flooding which would be caused by failure of the flood defences.

8 No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100-year critical storm will comply with the London Plan Code (policy 5.13) and associated Sustainable construction SPD requirements if the water is not discharged to the river. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

REASON: To prevent the increased risk of flooding, both on and off site and in the interests of sustainability.

9 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;

(c) details of ground floor elevations and entrances;

(d) details of soffits, hand rails and balustrades;

(e) details of all alterations to the existing facade;

(f) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level

(g) details of plant and ductwork to serve the [A1] [A3] use(s);

(h) details of ventilation and air-conditioning for the [A1] [A3] use(s);

(i) details of all ground level surfaces including materials to be used;

(j) details of hard and soft landscaping at roof level and approach to Lambeth Hill entrance;

(k) details of photovoltaics.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS10, CS12.

10 Before any works thereby affected are begun, a scheme shall be submitted to and approved by the Local Planning Authority which specifies the fume extract arrangements and materials and constructional methods to be used to avoid noise penetration to the upper floors from the Use Class A1/A3 use on the ground floor. The details approved must be implemented before the Use Class A1/A3 use commences and so maintained thereafter.

REASON: In order to protect residential amenities in accordance with the following policies of the Core Strategy: CS15, CS21.

11 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.

REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policy of the Core Strategy: CS15.

- 12 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 Core Strategy CS15.

- 13 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 Core Strategy: CS10, CS15, CS18, CS19.

- 14 Before any construction works hereby permitted are begun details of the incorporation of Sustainable Urban Drainage Systems into the development shall be submitted to and approved in writing by the local planning authority.

REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policies of the Core Strategy CS15 and CS18.

- 15 Within 6 months of the commencement of the development, a scheme demonstrating that the life of the flood defences are commensurate with that of the development shall be submitted to, and approved in writing by, the local planning authority. The scheme shall include:

- 1) a river wall condition survey included intrusive testing.
- 2) a scheme of any required remedial works to the flood defences.
- 3) confirmation that the defences can be raised by 0.6m to account for climate change.

The scheme shall then be implemented in accordance with the approved details.

REASON: To ensure that the River Thames tidal flood defences are fit for purpose for the lifetime of the development, and to prevent an increased risk of flooding which would be caused by failure of the flood defences.

- 16 Details of a Servicing Management Plan demonstrating the arrangements for control of the arrival and departure of vehicles servicing the premises shall be submitted to and approved in writing by the Local Planning Authority prior to

the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Servicing Management Plan (or any amended Servicing Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.

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

- 17 Unless otherwise agreed in writing by the Director of Markets and Consumer Protection the level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the nearest window or facade of the nearest premises. The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. A report demonstrating compliance with this condition must be submitted to and approved in writing by the Local Planning Authority before the plant hereby approved comes into operation.
- REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.
- 18 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.
- REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS21.
- 19 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The offices in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.
- REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Core Strategy: CS16.
- 20 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 one pedal cycle per 250sq.m. of floorspace (minimum 74 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 Unitary Development Plan: TRANS22.

- 21 Car parking provision within the development shall not exceed 1 space per 1500sq.m of floorspace (max 13 spaces). The car parking provided on the site must remain ancillary to the use of the building and must at all times throughout the life of the building be used solely by the occupiers thereof and their visitors.
REASON: To ensure compliance with the car parking standards and that the car parking provided remains ancillary to the use of the building in accordance with the following policy of the Unitary Development Plan: TRANS18.
- 22 A minimum of 2 of the car parking spaces on the site shall be wide enough to enable it/them to be used by people with disabilities and the space(s) shall be marked out accordingly and provided and maintained throughout the life of the building and be readily available for use by disabled occupiers and visitors without charge to the individual end users of the parking.
REASON: To ensure provision of suitable parking for people with disabilities in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS21, CS16.
- 23 2 car parking spaces suitable for use by people with disabilities shall be provided on the premises in accordance with details to be submitted to and approved in writing by the Local Planning Authority before any works affected thereby are begun, and shall be maintained throughout the life of the building and be readily available for use by disabled occupiers and visitors without charge to the individual end users of the parking.
REASON: To ensure provision of suitable parking for people with disabilities in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS21, CS16.
- 24 A minimum of one motor cycle parking space per 750sq.m. of floorspace (25 spaces) shall be provided and maintained on the site throughout the life of the building. The motor 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 motor cycle parking and that the motor cycle parking remains ancillary to the use of the building and to assist in reducing demand for public motor cycle parking in accordance with the following policies of the Unitary Development Plan: TRANS18, TRANS23.

- 25 The pass door shown adjacent to or near to the main entrance on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Core Strategy: CS10.
- 26 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, CS10, CS16.
- 27 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 28 All City Walkways within the development shall be constructed in accordance with specifications to be submitted to and approved in writing by the Local Planning Authority prior to any works thereby affected being begun, which shall include details of surface finishes, handrails, balustrades and parapets
REASON: In the interests of public safety and to ensure uniformity of design treatment of all City Walkways in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS7, ENV8, CS10, CS16.
- 29 No live or recorded music that can be heard outside the premises shall be played.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.
- 30 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: Drawing Numbers: 1897.PL.050, 1897.PL.051, 1897.PL.052, 1897.PL.053, 1897.PL.054, 1897.PL.,055, 1897.PL.056, 1897.PL.057, 1897.PL.058, 1897.PL.059, 1897.PL.061, 1897.PL.070.RevB, 1897.PL.071.RevA, 1897.PL.072, 1897.PL.073, 1897.PL.074, 1897.PL.075, 1897.PL.076.RevA, 1897.PL.077, 1897.PL.078, 1897.PL.080, 1897.PL.081, 1897.PL.082, 1897.PL.090, 1897.PL.091.RevA, 1897.PL.095, 1897.PL.100, 1897.PL.101, 1897.PL.102, 1897.PL.103, 1897.PL.104, 1897.PL.105, 1897.PL.106, 1897.PL.111.RevA, 1897.PL.113.RevB, 1897.PL.121, 1897.PL.123, 1897.PL.125, 1897.PL.127, 1897.PL.129, 1897.PL.131, 1897.PL.133, 1897.PL.135, 1897.PL.137, 1897.PL.139, 1897.PL.141.
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

- 1 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.

- 2 The Department of the Built Environment (Highways and Streetworks Team) must be consulted on the following matters which require specific approval:
 - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.

 - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City.

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

 - (d) Carriageway crossovers.

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

 - (f) The provision of City Walkway drainage facilities and maintenance arrangements thereof.

- 3 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.

(f)

Boilers and CHP plant

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.

(g)

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.

(h)

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 may be acceptable providing sufficient abatement is fitted to the plant to reduce emissions to air.

(i)

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

(j)

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.

(k)

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

(l)

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

Noise Affecting Residential Properties

(m)

The proposed residential flats are close to busy roads and are in an existing commercial area which operates 24 hours a day. The scheme should include effective sound proofing of the windows and the provision of air conditioning or silent ventilation units to enable the occupants to keep their windows closed to benefit from the sound insulation provided. This may need additional planning permission.

(n)

The proposed residential units are located in a busy City area that operates 24 hours a day and there are existing road sweeping, deliveries, ventilation plant and refuse collection activities that go on through the night. The units need to

be designed and constructed to minimize noise disturbance to the residents. This should include acoustic treatment to prevent noise and vibration transmission from all sources. Sound insulation treatment needs to be provided to the windows and either air conditioning provided or silent ventilation provided to enable the windows to be kept closed yet maintain comfortable conditions within the rooms of the flat. This may need additional planning permission.

Ventilation of Sewer Gases

(o)

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

(p)

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.

(q)

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.

(r)

From the 1 July 2007, the Health Act 2006 and associated Regulations prohibited the smoking of tobacco products in all enclosed or partially enclosed premises used as workplaces or to which the public have access. All such premises are required to provide signs prescribed by Regulations. Internal rooms provided for smoking in such premises are no longer permitted. More detailed guidance is available from the Markets and Consumer Protection Department (020 7332 3630) and from the Smoke Free England website: www.smokefreeengland.co.uk.

- 4 This approval relates only to the details listed above and must not be construed as approval of any other details shown on the approved drawings.
- 5 Please be aware that the Environment Agency's prior written consent is required for any proposed works or structures, in, under, over or within sixteen metres of the landward extent of any tidal Thames flood defences. This is under the terms of the Water Resources Act and the Thames Region Land Drainage Byelaws. For further information on obtaining a Flood Defence Consent please contact the Environment Agency's Development and Flood Risk team on 0207 091 4028 or email dc-london@environment-agency.gov.uk. Please note that the information required to discharge the condition relating to a construction method statement will also be required as part of an application for Flood Defence Consent.
- 6 Reason for Grant of Planning Permission - The decision to grant this planning permission has been taken having regard to the policies in the London Plan, Unitary Development Plan and Core Strategies set out below, relevant government guidance and supplementary planning guidance, representations received and all other relevant material considerations. Objections were made to the application. These were taken into account by the Local Planning Authority but were not considered to outweigh the reasons for granting planning permission.

Millennium Bridge House is an area that is considered to be suitable for retail development, and as having potential for improved vibrancy. The provision of additional office floor space would contribute positively to the City's role as a leading business centre.

The proposed alterations and re-cladding have been designed to provide a building which complements its riverside surroundings and the setting of nearby heritage assets, and are considered to be acceptable in design terms.

The removal of the existing roof line projections would result in a calmer, less distracting roof line, which would significantly contribute to the eventual restoration of the views of St. Paul's Cathedral, and ensure that currently obstructed views of the Cathedral would be restored.

London Plan Policies

Policy 2.10 To enhance and promote the roles of the CAZ and London's financial and business services.

Policies 2.11 and 4.3 Ensure increases in office floorspace within CAZ include a mix of uses.

Policy 4.2 To support mixed use development and offices to improve London's competitiveness.

Policy 4.3 Increased offices in CAZ should provide for a mix of uses.

Policy 5.2 To minimising carbon dioxide emissions.

Policy 5.3 To demonstrate that sustainable design standards are integral to the proposal.

Policy 5.6 Evaluate the feasibility of CHP and opportunities to extend the system.

Policy 5.7 To provide a reduction in carbon dioxide emissions through on-site renewable energy.

Policy 5.11 Inclusion of green roofs and wall planting.

Policy 5.12 Compliance with flood risk assessment.

Policy 5.13 Utilise sustainable urban drainage systems

Policy 6.5 Crossrail contributions will be sought to mitigate congestion on the rail network.

Policy 6.9 To provide cycle facilities.

Policy 6.13 Development to meet parking standards.

Policy 7.2 Development to achieve highest standard of inclusive design.

Policy 7.3 Creation of a safe, accessible environment.

Policy 7.4 Development should have regard to the character of the area.

Policy 7.6 To obtain inclusive, flexible, spaces and buildings of high architectural quality.

Policy 7.8 To protect heritage assets.

Policy 7.12 Protect strategic views, landmarks and views of World Heritage Sites in the London View Management Framework.

Policy 7.13 Minimise potential physical risks, including fire and flood.

Policy 7.19 Make a positive contribution to biodiversity.

Policy 7.29 Development proposals along the River Thames should be consistent with the published Thames Strategy.

Unitary Development Plan and Core Strategy Policies

CS1 Provide additional offices

CS12 Conserve or enhance heritage assets

CS9 Meet challenges of Thames/Riverside

CS10 Promote high quality environment

CS13 Protect/enhance significant views

CS15 Creation of sustainable development

CS17 Minimising and managing waste

CS18 Minimise flood risk

CS20 Improve retail facilities

TRANS22 Require cycle parking

SHOP3 Seek increased retail facilities

TRANS15 Seek off-street servicing

TRANS18 Resist non-residential parking

TRANS21 Seek parking for disabled people

ENV6 Design of alterations to buildings

CS19 Improve open space and biodiversity

Hart, Liam

From: Richard.Steele@cityoflondon.gov.uk
Sent: 07 June 2012 20:07
To: Hart, Liam
Subject: Application Comments for 12/00370/FULL

Planning Application comments has been made. A summary of the comments is provided below.

Comments were submitted at 7:49 PM on 07 Jun 2012 from Mr Peter Read.

Application Summary

Address: Millennium Bridge House 2 Lambeth Hill London EC4V
4AG

Proposal: Partial demolition of the building including part replacement of the existing facades, refurbishment of the retained building to Category A fit-out, and the creation of additional floor space through the development of existing roof top plant housings for office use (Class B1), and the creation of A1/A3 space at Levels 0, 1 and 2.

Case Officer: Liam Hart

[Click for further information](#)

Customer Details

Name: Mr Peter Read
Email: Not specified
Address: 9 Norfolk House Trig Lane London

Comments Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Reasons for comment:
- Noise
- Residential Amenity
- Traffic or Highways

Comments: Millenium Bridge House (MBH) is no more than 20 metres from Norfolk House (NH), a residential property. The noise, dust and dirt from the proposed works will be intrusive and damaging to NH. The plans include nothing to limit the noise disturbance for residents or repairs to the facia of NH arising from the dust and dirt. One apartment has two children aged 1 and 3, and another has two children aged 12 and 14. The noise, dust and general disturbance will be harmful to all residents but, especially, to these children. Car parking for NH is accessed via the MBH car park. During the works, access to the NH car park is to be unnacceptably restricted and there is significant potential for damage to NH residents' cars from the dust and dirt created during the works.

Vehicular access to NH is provided via High Timber Street and Broken Wharf. The width of High Timber Street has recently been reduced such that it is not wide enough for two cars to pass at the same time. The trucks that will be required for the renovation will either cause severe traffic issues during daytime, or noise disturbance if at night. We already have difficulty with trucks making deliveries to the local restaurants, businesses in Broken Wharf House and making garbage collections. The additional traffic will cause chaos for residents.

Restrictions to NH access for the installation of a crane would be unacceptable bearing in mind the number of days access is already restricted by the Marathon etc. The Thames side facade of MBH is, currently, in keeping with the surrounding properties. The proposed new facade is modern, square and totally different from its surroundings and will, therefore, be an eyesore for viewers from the river, the Globe and Tate Modern, all key tourist attractions. The current view from each looking across the Millennium Bridge to St Pauls includes the City of London School and MBH, all of which are in keeping with one another. The proposed riverside facade does not

Hart, Liam

From: Richard.Steele@cityoflondon.gov.uk
Sent: 25 May 2012 16:31
To: Hart, Liam
Subject: Application Comments for 12/00370/FULL

Planning Application comments has been made. A summary of the comments is provided below.

Comments were submitted at 4:12 PM on 25 May 2012 from Ms L Hill.

Application Summary

Address: Millennium Bridge House 2 Lambeth Hill London EC4V
4AG

Proposal: Partial demolition of the building including part replacement of the existing facades, refurbishment of the retained building to Category A fit-out, and the creation of additional floor space through the development of existing roof top plant housings for office use (Class B1), and the creation of A1/A3 space at Levels 0, 1 and 2.

Case Officer: Liam Hart

[Click for further information](#)

Customer Details

Name: Ms L Hill

Email: 1

Address: Benbow House 24 New Globe Walk London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: Thank you for allowing public comment on the proposed changes to Millennium House. I wish to object to the proposed facade as viewed from the riverfront. Roofline The Design and Access statement makes much of the flatter roofline of the proposed building. This is, however, a necessary requirement for all such redevelopments to comply with the City of London view protection policy, 'St Paul's Heights', which requires currently obstructed views to be restored. Applied to Millennium House this ought to result in an improved view of St Paul's from the riverside. However, as the 'before' and 'after' photos demonstrate, the unvarying flatness of the proposed roofline gives the building a more weighty and dominant appearance which pushes the building forward and detracts from the view of St Paul's Cathedral. Millennium

House Facade The proposed facade has two main visual elements. Firstly, it is a rectangular block with no variation in height or depth, Secondly, it incorporates as an overriding feature many narrow vertical lines. The Design and Access statement (20939/2) hopes that the 'verticality of Millennium Bridge House', will 'break down its overall horizontal scale, and generate a sense of motion and participation for the viewer'. Drawing 2093/37 best demonstrates the failure of this aim. Millennium House and its neighbours Placing such a distinctly rectangular building (reminiscent of 1970s office blocks or even car parks) alongside its easterly neighbours merely emphasizes its uniformity, bulk, and its complete lack of empathy with its surroundings. In conclusion, the proposed Millennium House has a facade that is markedly different in style, materials and, most importantly, articulation from its neighbours. Its very uniformity immediately catches the viewer's gaze and it dominates rather than complements the view of St Paul's Cathedral. Somewhat paradoxically, the current facade does none of these things despite intruding into the skyline.

Hart, Liam

From: Richard.Steele@cityoflondon.gov.uk
Sent: 24 May 2012 14:10
To: Hart, Liam
Subject: Application Comments for 12/00370/FULL

Planning Application comments has been made. A summary of the comments is provided below.

Comments were submitted at 1:51 PM on 24 May 2012 from Mr Keith Bedell-Pearce.

Application Summary

Address: Millennium Bridge House 2 Lambeth Hill London EC4V 4AG

Proposal: Partial demolition of the building including part replacement of the existing facades, refurbishment of the retained building to Category A fit-out, and the creation of additional floor space through the development of existing roof top plant housings for office use (Class B1), and the creation of A1/A3 space at Levels 0, 1 and 2.

Case Officer: Liam Hart

[Click for further information](#)

Customer Details

Name: Mr Keith Bedell-Pearce

Email:

Address: 24 Benbow House New Globe Walk London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: The proposed new façade is aesthetically inconsistent with the rest of the waterfront developments to the east and west of the Millennium Bridge and significantly prejudices the context of the view of St Paul's from across the river. This a a view seen by more than 4 million visitors to Bankside every year. Paragraph 2.15 of the City's Protected Views planning document says: "Strict observance of the Heights limitations can sometimes lead to a uniform roofscape. Developers are encouraged to provide design solutions to help promote more articulated, interesting roofscape within the area of the St Paul's Heights limitations while also keeping to the limitations imposed by the St Paul's Heights grid." Ironically, the existing façade does indeed provide a "more articulated, interesting roofscape" whereas the

proposed new façade is the epitome of uniformity. If consent is granted, I submit that it should be on condition of the retention of the existing facade, including the current roof line.

Hart, Liam

From: Richard.Steele@cityoflondon.gov.uk
Sent: 20 May 2012 22:08
To: Hart, Liam
Subject: Application Comments for 12/00370/FULL

Planning Application comments has been made. A summary of the comments is provided below.

Comments were submitted at 9:50 PM on 20 May 2012 from Mr Paul Hook.

Application Summary

Address: Millennium Bridge House 2 Lambeth Hill London EC4V 4AG

Proposal: Partial demolition of the building including part replacement of the existing facades, refurbishment of the retained building to Category A fit-out, and the creation of additional floor space through the development of existing roof top plant housings for office use (Class B1), and the creation of A1/A3 space at Levels 0, 1 and 2.

Case Officer: Liam Hart

[Click for further information](#)

Customer Details

Name: Mr Paul Hook

Email: _____

Address: 11 Benbow House 24 New Globe Walk London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: While I have no problem with this development in terms of scale or functionality, I am concerned about the visual impact on its frontage to the river. Possibly figure 31 from the submission does it an injustice, but it looks just like a large ventilation grill in front of Saint Pauls. The building it is due to replace at least has a sense of character in keeping with the river front, whereas this proposal is a very austere facade with no sympathy to its surroundings. On this aspect I object.

Hart, Liam

From: Richard.Steele@cityoflondon.gov.uk
Sent: 20 May 2012 09:43
To: Hart, Liam
Subject: Application Comments for 12/00370/FULL

Planning Application comments has been made. A summary of the comments is provided below.

Comments were submitted at 9:25 AM on 20 May 2012 from Mr Simon Bates.

Application Summary

Address: Millennium Bridge House 2 Lambeth Hill London EC4V
4AG

Proposal: Partial demolition of the building including part replacement of the existing facades, refurbishment of the retained building to Category A fit-out, and the creation of additional floor space through the development of existing roof top plant housings for office use (Class B1), and the creation of A1/A3 space at Levels 0, 1 and 2.

Case Officer: Liam Hart

[Click for further information](#)

Customer Details

Name: Mr Simon Bates

Email:

Address: 16 Benbow House 24 New Globe Walk London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: Although there are no traditional grounds for objection, we do object to the ugliness of the box-like nature of the proposed building and the consequential uniformity of the roofline. This does not comply with the City's own planning document on Protected Views which states that "developers are encouraged to provide design solutions to help promote more articulated, interesting roofscape within the area of the St Paul's Heights limitations". The proposed design is the epitome of uniformity! Aren't the designers supposed to be professional architects? Our 4-year old granddaughter would have been able to draw the box-like design they've come up with. Must try harder! The result is not only a negative impact on the view of St Paul's for, neighbours such as ourselves but also, the annual 4 million visitors who come specifically

to take in this view. Simon & Carole Bates, 16 Benbow House.

Wells, Janet

From: Hart, Liam
Sent: 11 May 2012 10:27
To: DBE - Support Services
Subject: FW: Millennium bridge house 2 Lambeth hill EC4V 4AG - objection

Dear DBE SS,

Please can you acknowledge this objection?

App Ref: 12/00370/FULL

Thank you,

Liam

Liam Hart
Planning Officer
Development Division (West)
Department of the Built Environment
City of London
Telephone 0207 332 1795
www.cityoflondon.gov.uk

-----Original Message-----

From: David Holloway
Sent: 10 May 2012 16:42
To: Hart, Liam
Subject: Millennium bridge house 2 Lambeth hill EC4V 4AG - objection

Dear Liam Hart

I am writing to object to the new facade and reconstruction of the above property. The harsh flat roof and boxy shape with uniform, unimaginative windows will be an eyesore, especially interfering with the monumental and beautiful St Paul's which will now look as if it is sitting on a sixties office block. Please can you forbid this dreary and depressing building from taking shape on our historic and iconic river frontage.

I would agree if you were to claim that the current building is pretty drab, but compared to the proposal it becomes a beauty of line and design - quite a feat! What's more the building to the right (facing from the river) has obviously been designed in keeping with the current facade and if the above is changed so dramatically, it will look out of place. What do we do then? Knock down that one too and match it to this horror?

The current building at least has three dimensional depth and a broken skyline so that it doesn't jar on the eye as much as this bland, ugly throwback to the worst of '60s unimaginative, utilitarian un-design.

I object because:

ACKNOWLEDGED
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1. It is ugly
2. It will ruin the view from the Tate
3. It shows a complete lack of empathy with St Paul's
4. London deserves a more imaginative and sympathetic style of architecture.

As planners you are responsible for saving our city from such dire examples of architecture - you have failed in the past - look at the rest of the river frontage - but you can say 'not on my watch' for the sake of us taxpayers who love our city and pay your salaries.

Please say no.

Thank you

Best regards

Eleanor Holloway
59 Benbow House
Southwark
SE1 9DS

Sent from my iPad