

<b>Committee:</b>	<b>Date:</b>	
Planning and Transportation	27 November 2012	

**Subject:**

River Plate House 7 - 11 Finsbury Circus London EC2M 7EA

Redevelopment of the site behind partially retained facade to South Place and erection of a new 9 storey office building (ground floor plus 8 storeys) (Class B1(a)) with alternative uses of part ground and part lower ground for retail (Class A1/A2/A3/A4) and/or gymnasium (Class D2) and/or offices (Class B1(a)), roof top and basement M & E plant, together with servicing facilities, one disabled car parking space, cycle parking and associated ancillary works. (Total floorspace: 23,152sq.m (GIA)).

<b>Ward:</b> Coleman Street	<b>Public</b>	<b>For Decision</b>
<b>Registered No:</b> 12/00811/FULMAJ	<b>Registered on:</b> 10 August 2012	
<b>Conservation Area:</b> Finsbury Circus	<b>Listed Building:</b> No	

**Summary**

All of the building except part of one facade on South Place would be demolished and a new building would be constructed with new facades to Finsbury Circus, South Place Mews and the western part of the South Place frontage. It is proposed to rebuild and 'stretch' the fourth and fifth floors of the retained facade.

An objection has been raised about the design of the new facade on the grounds that it would be damaging to the setting of Britannic House (listed Grade I) and Finsbury Circus. The objector suggests that the existing facade should be retained.

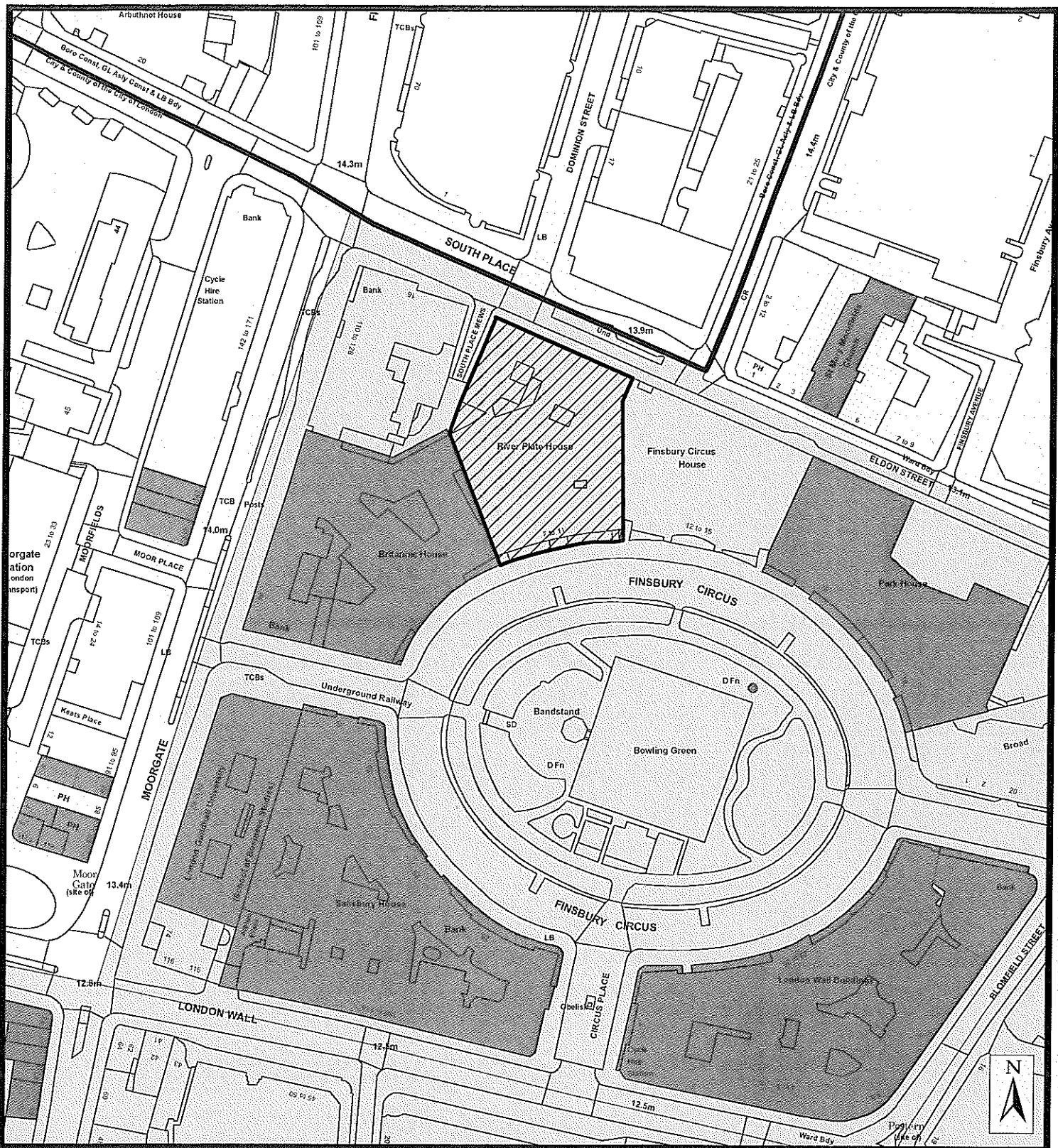
The scale, architectural language and materials of the proposed building are considered to preserve and enhance the character and appearance of the conservation area and to complement the setting of the listed buildings and historic garden.

The following recommendation relates to the planning application. There is a separate recommendation before your Committee relating to an application for conservation area consent (12/00812/CAC). Both applications are considered in this report.

## **Recommendation**

- (a) Planning permission be granted for the above proposal in accordance with the details set out in the attached scheduled, subject to Planning Obligations being entered into as set out in the body of this report, the decision notice not to be issued until such obligations have been executed;
- (b) That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

# Site Location Plan



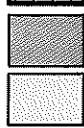
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ADDRESS:  
River Plate House, Finsbury Circus

CASE No.  
12/00811/FULMAJ



## SITE BOUNDARY



## LISTED BUILDINGS



## CITY OF LONDON BOUNDARY



## DEPARTMENT OF THE BUILT ENVIRONMENT



Finsbury Circus Elevation



South Place Elevation

7 – 11 Finsbury Circus

## **Site**

1. This site has frontages to Finsbury Circus, South Place and South Place Mews. South Place Mews is a cul-de-sac with a private gated area at its end providing a service area to this and neighbouring buildings.
2. The boundary with the Borough of Islington lies in the middle of South Place.
3. River Plate House was built in the late 1980s and is in office use. The building has 6 floors of accommodation above ground and a floor of roof plant, with a maximum height of 45.75m AOD. The existing floorspace is 19,390sq.m (GEA).
4. The existing facades to Finsbury Circus and South Place Mews were constructed of Portland Stone in the 1980s. The South Place frontage is in two parts; a Portland Stone facade from 1927-29 that was retained in the 1980s scheme and a brick and stone facade that was built in the 1980s.
5. The site is in the Finsbury Circus Conservation Area and the immediately adjoining building (Britannic House) is a listed building (Grade II\*). 16, 18, 23, 25, 28 and 30 Finsbury Circus are also listed (grade II), together with a Drinking Fountain and Shelter within the gardens.
6. Finsbury Circus Gardens is registered as a Garden of Historic Interest (grade II). Much of the gardens are currently being used as a work site for the construction of Crossrail.
7. Construction work is taking place at the neighbouring site, 14 Finsbury Circus/South Place (Finsbury Circus House). This involves partial demolition and an extension with a new facade to South Place. The building would have ground and eight upper floors, including a double height roof to Finsbury Circus and a triple height roof storey to South Place, with a plant enclosure at roof level above the 8th floor. The building would be used for office purposes.
8. Planning permission was granted in 2007 to redevelop 110-128 Moorgate/16 South Place with a ten storey office and retail building. This was not implemented and an application to extend the time to commence the development was approved in 2011. A planning application for an alternative redevelopment scheme was also agreed in 2011. Both of the 2011 decisions were subject to planning obligations requiring Section 106 agreements but these have not been concluded and the planning permissions have not been issued.

## **Proposal**

9. The scheme involves demolition of everything built in the 1980s and the 1927-29 facade at fourth and fifth floor levels on South Place. The ground to third floor 1927-29 facade would be retained.
10. A new building would be constructed with basement, lower ground, ground and eight upper floors providing office floor space of 22,371sq.m (GIA) and retail, gymnasium and/or office space of 781sq.m (GIA).
11. There would be new facades to Finsbury Circus, South Place Mews and the western part of the South Place frontage. The fourth and fifth floor in the 1927-

29 facade on South Place would be rebuilt to match the existing stone work but would be 'stretched' to align windows with the new floors.

12. The retained facade would be altered by replacing the existing windows and door screens with modern windows and doors.
13. This report deals with the application for planning permission (12/00811/FULMAJ) and the application for Conservation Area Consent (12/00812/CAC).

### **Consultations**

14. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters remain to be dealt with under conditions and the Section 106 agreement.
15. The Open Spaces department is concerned about the visual impact of the Finsbury Circus facade on the historic context of Finsbury Circus and the setting of a listed (Grade II) Drinking Fountain and Shelter on the north side of the garden.
16. English Heritage did not wish to offer any comments and recommended the proposals "*should be determined in accordance with national and local advice, and on the basis of the (City's) specialist conservation advice*".
17. CAAC has no objection to the proposals but requested that the detailing of the glazing be discussed with officers, specifically to conceal the front of the floor slab behind the glass on the intermediate level.
18. Thames Water has no objection but requests a condition regarding piling and recommends various informatics. These are included on the schedule.
19. Transport for London has no objection but made detailed comments, including a request for conditions requiring a Travel Plan and Construction Logistics Plan. These are included in the schedule.
20. Islington Council raises no objection.
21. The Lutyens Trust welcomes the replacement of the Finsbury Circus facade and made detailed comments on aspects of the design. These are dealt with under "Considerations".
22. Twentieth Century Society welcomes the retention of the South Place facade and had no objection to the loss of the Finsbury Circus facade.
23. An individual has raised concerns about the design of the new facade, which he considers would be damaging to Britannic House and would destroy the 'Edwardian baroque' of the Circus and setting of the grade 1 Britannic House. He suggests that the existing facade should be retained.
24. The architect responsible for the existing 1980s building has commented on aspects of the existing building but not on its replacement.
25. Copies of the representations are attached to this report.

### **Policies**

26. The development plan consists of the London Plan, the saved policies of the Unitary Development Plan 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.

27. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations and Sustainable Design and Construction.
28. Government Guidance is contained in the National Planning Policy Framework (NPPF).

### **Considerations**

29. The Corporation, in determining the planning application has the following main statutory duties to perform:-
  - to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
  - to determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
  - in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990); in this case the duty is to the desirability of preserving the setting of listed buildings in the area, particularly Britannic House;
  - to pay special attention to the desirability of preserving or enhancing the character or appearance of the Finsbury Circus Conservation Area [S 72(1) Planning (Listed Buildings and Conservation Areas) Act 1990].
30. 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, Core Strategy and the saved policies of the Unitary Development Plan.
  - The impact of the proposal on heritage assets.
  - The impact on the nearby buildings and spaces.

### **Economic Development Issues**

31. 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.
32. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the London Plan and Core Strategy, particularly policies 2.10 and CS1.

33. The building would provide high quality office accommodation to meet the demands of the City's major commercial occupiers. The proposed building would provide high quality office accommodation and a 19% (4,344sq.m) increase in gross internal office space on the site. Using the London Plan's assumed density of 1 person per 16sq.m (NIA) the number of office workers in the new building could be 1,447 compared with 1,175 in the existing building.

#### Retail or Gymnasium use

34. The proposal includes space at ground and lower ground levels fronting South Place for flexible retail and/or gymnasium and/or office use.
35. Policy SHOP3 of the UDP seeks the provision of new or increased retail facilities in new developments. The proposed development would include two units providing 843sq m (GEA) of new retail space (Classes A1 Shop, A2 Financial and Professional Services, A3 Restaurants and Cafes and/or A4 Drinking Establishment) and/or D2 Gymnasium and/or Offices B1 at ground and basement floors.
36. The proposed units are located at street level on the South Place frontage of the building either side of the office entrance. They would enhance the street vitality of the building whilst contributing to retail provision in the area and help to enliven the existing pedestrian route between Moorgate and Liverpool Street via South Place.
37. Retail use of the proposed space would accord with saved UDP policy SHOP 3. However, should the office use be implemented the proposal would be acceptable without retail provision. The site is isolated from nearby retail units with no retail units within the building immediately adjoining site on South Place.

#### Transport, Servicing and Parking

38. A loading bay is provided off the service yard at the end of South Place Mews which is shared with neighbouring buildings. This would contain waste bins and compactor, one car parking space for disabled users and space for delivery vehicles.
39. Service vehicles would reverse from within the shared service yard into the loading bay. This manoeuvre would be on private land and would not be dangerous to the public.
40. The single disabled users' parking space accords with the car parking policy in the London Plan and the UDP. As no other car parking is proposed no motorcycle parking is required under UDP policies and it is necessary to impose a condition to prevent the parking space being used other than by a disabled user.
41. 159 bicycle parking spaces are proposed on the lower ground floor, accessed by a service lift from the service yard. This number meets the requirements of TfL guidelines and exceeds the minimum (124) required by UDP policy TRANS 22. Associated shower and changing facilities are provided adjacent to the bicycle parking.
42. A Delivery and Servicing Management Plan, Construction Logistics Plan and a Travel Plan will be required by conditions or in the Section 106 agreement.

### Conservation Area Consent for Demolition of the Existing Buildings

43. The existing building was approved in 1986 and replaced a much lower building in Finsbury Circus constructed in the 1920s, a 1929 extension at No.12-13 South Place and a small 19th century building at No.14 South Place. The 1986 scheme included the replacement of the 19th century facade in South Place with a design that would fit the larger scale of the new building. The facade of No. 12-13 South Place was retained up to its main cornice level and the fifth floor was replaced in a matching design.
44. The 1980's Finsbury Circus facade has detailing to complement Lutyens' Britannic House and the conservation area context. Aspects of the design, such as its solidity, depth and materials, the hierarchy of facade elements and richness of detailing are considered to positively contribute to the character and appearance of the conservation area.
45. As part of the current development scheme, the applicants have considered the options to refurbish and extend the existing building and to redevelop behind a retained Finsbury Circus façade. In particular it was assessed whether the Finsbury Circus elevation might be adapted to increase the areas of fenestration to improve daylight into the building and visual connectivity to Finsbury Circus.
46. The refurbishment option was deemed unviable by the applicants whose studies demonstrated that without an increase in floorspace a refurbishment would not be financially viable.
47. With regard to the facade retention option, the architects considered it difficult to match up the improved floor to ceiling heights of a new building with the openings of the retained Finsbury Circus facade and to increase the proportion of glazing in the facade. The required floor to ceiling dimensions for prime office floorspace that would provide flexibility and 'open plan' workspace with good daylight conditions could not be achieved.
48. In relation to the design of the Finsbury Circus elevation, the applicants' assessment concluded that the facade has little architectural merit and it is proposed to demolish the whole building with the retention of the 1920s South Place facade up to third floor level.
49. English Heritage and the Lutyens' Trust have not objected to the proposed demolition. One objection from a member of the public has been received, who queries that "*a fine facade of the 1980s that relates so well to Britannic House may be destroyed for a new proposal that does not create such a harmonious street frontage as the present building.*"
50. While the existing River Plate House with its contextual 1980s facades and the retained 1920s facade is considered to be an appropriate neighbour to Britannic House and harmonises with the character of the conservation area, it is not of such outstanding architectural merit as to outweigh the qualitative limitations of the internal space and its relationship to the facades. The replacement of the existing building with an equally sympathetic building that would provide high quality and flexible office floorspace with long term potential would be acceptable. The proposed demolition in South Place would have a minor effect

on the north-western edge of the conservation area where the existing architectural language of the office elevations is increasingly modern.

### Proposed New Building

#### Design and Heritage

51. The designated heritage assets affected by the proposal are the Finsbury Circus Conservation Area, the grade II\* listed Britannic House and the grade II listed Park House and Finsbury Circus Historic Garden. The scale and architectural form of the proposed building would be in keeping with the characteristics of the historic context which is based on the formal townscape composition of Finsbury Circus.
52. The main parapet line would be raised and the mansard roof extended to match the proportions of Britannic House in the Finsbury Circus elevation and the scale of historic and refurbished buildings in the Eldon Street/South Place elevations.
53. In Finsbury Circus, the building would have a contemporary classical appearance which responds to the conservation area context. Simplified forms for the individual facade elements would be used and the facades modelled by varying the scale, depth and order of columns and solid faces. The solid base of the building would be expressed with narrow window openings and a contrasting large, glazed entrance. The middle portion would be characterised by a regular rhythm of columns which slightly increase in depth towards the top and the centre of the elevation to achieve a subtle articulation of the middle over its 4-storey height and across its full width. The narrow openings would be detailed with bronze coloured frames, spandrels and trims. The elevation would terminate in a lighter, colonnaded attic storey with an external terrace and recessed glazing behind. The arrangement of columns would emphasise the curve of the elevation and create visual interest that would complement Britannic House rather than compete with it.
54. The regular rhythm of the proposed facade treatment is considered to be sympathetic to the characteristics of the historic buildings in Finsbury Circus and would sit comfortably next to Britannic House without harming its setting.
55. A slate-clad mansard roof with two levels of single dormers is proposed on the Finsbury Circus elevation. Above that there are a further two levels of roof structures including a recessed office floor with glazed frontage, terraces, green roofs, photovoltaic panels and plant enclosures not visible from ground level within the Circus, therefore not affecting the character and appearance of the conservation area or the setting of the neighbouring historic buildings in these views. In high level views, layers of glazed screens, PV panels and plant screens would become visible along with similar structures on the roofs of the neighbouring buildings including Britannic House, but the arrangement of these structures in clear lines parallel to the building's edge would ensure a tidy appearance of the roofscape.
56. In South Place, the upper part of the retained facade would be rebuilt and stretched. The existing windows would be replaced by bronze framed glazing to match the framing within the new elevations and further detailed window bars would be introduced in keeping with the historic character of the retained facade. The new facades would consist of a regular stone framework and full

height glass infills with bronze frames to maximise daylight ingress. The stone grid would be layered and detailed to retain the impression of solidity in the predominantly oblique views of the building. At ground level the openings in the retained facade as well as in the new facade would be fully glazed to integrate retail frontages and the office entrance and improve the relationship of the building with the street.

57. The retained and new facades in South Place would be linked by a single, open floorplate behind, and architectural features would be aligned where possible, such as the ground floor cornice and fascia, 1st and 2nd floor bottom line of openings, fifth floor cornice and parapet line. At 3rd floor level, the floor slab would be visible behind the lower part of the glazing. However, the introduction of a mullion where the top of the floor slab would meet the glazing and the use of opaque glazing within the lower part of the windows at that level would reduce the perception of the slab edge through the glazing. At roof level, a new 2-storey, zinc-clad mansard with large roof lights would visually unify the retained and new portions of the north elevation but incorporate a pronounced shadow gap in between. A further office floor with fully glazed frontage, recessed behind a terrace, and a screened plant floor would rise above the mansard but would not be visible from street level, with the exception of the view south from Dominion Street which would reveal all horizontal layers, typical for a city central modern office development but which would not be seen in the historic conservation area context.
58. The new facade in South Place is considered to be of an appropriate quality and simplicity in keeping with the general character of the location on the northern edge of the conservation area. It would moderate between the retained facade and the modern building to the west and would be an acceptable replacement for the existing facade. The new roofscape above the retained and new facades would be clearly modern and reflect the current scale of the South Place/Eldon Street buildings. The impact of the proposed treatment of the new South Place elevations on the conservation area is considered to be neutral.

#### London View Management Framework

59. The site lies partially within the Landmark Background Assessment Areas of the Linear Views from Westminster Pier (view 8A) and Richmond Park (view 9A) to St. Paul's Cathedral but the proposed development does not breach the threshold planes.

#### Sustainability and Energy

60. 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. All developments are required to make the fullest contribution to London's adaption to climate change by managing flood risk and by reducing the urban heat island effect through sustainable design and urban greening. Corresponding policies are set out in Chapter 5 of the London Plan.
61. As part of the supporting documentation, the applicants have submitted an Energy and Sustainability statement and a BREEAM (Building Research Establishment Environmental Assessment Method) New Construction 2011 pre-

assessment. The development would achieve an anticipated BREEAM rating of “Excellent”.

62. The energy efficiency of the scheme is based on a range of active and passive design measures to reduce the carbon emissions and address climate change adaptation, such as improved fabric performance, low air leakage and energy efficient building services. The proposal includes the installation of a site wide combined heat and power (CHP) system to meet the basic heat and hot water demand. The building has been designed to provide the opportunity to connect to a district heating system should this become available in the future.
63. The assessment of low and zero carbon technologies concludes that the only feasible renewable technology would be PV cells which would work in conjunction with the CHP system. Suitable south facing roof areas would accommodate an installation of 180sq.m of photovoltaic panels. In addition, a condition is included requiring an assessment of the scope for installing a green roof around the PV panels. Two small areas of green roofs are included to encourage biodiversity and contribute to cooling of the building and reducing rain water run-off. A grey water recycling system would be used to reduce water consumption and water run-off.
64. The energy strategy indicates an appropriate standard of sustainable design. The proposed energy efficiency measures would improve the Part L2A 2010 (Building Regulations) requirements for the regulated carbon emissions by 16%. The installation of a CHP system would achieve 7.8% and the PV panels would contribute a further 2.2% amounting to an overall 26% of regulated carbon emissions savings over the Part L2A 2010 requirements. These figures show that the development has the potential to comply with the London Plan carbon reduction target of 25% for non-domestic buildings.

#### Archaeology

65. The site is in an area of high archaeological potential outside the Roman and medieval city wall, known as Moorfields Marsh, where remains of all periods have been recorded. An archaeological assessment, entitled Historic Environment Assessment, has been submitted with the application.
66. The existing building has a basement which will have removed all archaeological remains within its footprint. Around the perimeter of the site outside the existing basement and where the basement level is higher there is potential for archaeological remains to survive. The potential includes remains of Roman burials, road and water management features, remains associated with the Moorfields Marsh, prehistoric and post medieval structural remains. Previous archaeological work on the site recorded Moorfields Marsh deposits, tributaries of the Walbrook River and Roman burials. The proposal to extend the basement to an area slightly larger than the lower ground floor will have an impact on surviving remains. Archaeological evaluation is appropriate to provide additional information on the date, character and nature of archaeological survival and to supplement the findings of the assessment. Conditions are attached to require approval of an archaeological evaluation, a programme of archaeological work and foundation design.

### **Planning Obligations and Community Infrastructure Levy**

67. Under Section 106 of the Town & Country Planning Act 1990 an agreement or planning obligation can be made between parties, usually the developer and the local authority, or a unilateral undertaking can be submitted by a prospective developer:
  - restricting the development or use of land in any specified way;
  - requiring specified operations or activities to be carried out in, on or under or over the land;
  - requiring the land to be used in any specified way; or
  - requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.
68. Planning obligation arrangements were modified by the Community Infrastructure Levy Regulations 2010 ('the CIL Regulations'). The Regulations introduce statutory restrictions on the use of planning obligations to clarify their proper purpose, and make provision for planning obligations to work alongside any Community Infrastructure Levy ('CIL') arrangements which local planning authorities may elect to adopt.
69. Regulation 122 states that it is unlawful for a planning obligation to constitute a reason to grant planning permission when determining a planning application if the obligation does not meet all the following tests:
  - necessary to make the development acceptable in planning terms;
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development.
70. The National Planning Policy Framework (March 2012) stated that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It repeated the tests set out above and then stated that where planning obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. (NPPF paragraphs 203-206).

### **Mayor of London Policies**

#### **Mayoral Community Infrastructure Levy (CIL)**

71. On 1st April 2012 the Mayor of London introduced a new statutory charge, the Mayoral Community Infrastructure Levy (CIL), in accordance with London Plan Policy 8.3. The Mayoral CIL is paid by developers to help fund strategically important infrastructure, initially focussing on Crossrail. The Mayor has set a charge of £50 per sq.m and this applies to all development over 100sq.m except social housing, education related development, health related development and development for charities for charitable purposes.

## Mayoral Planning Obligations

72. 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.
73. 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.
74. In this case the Mayoral CIL is £211,200. The full Mayoral planning obligation would be £580,399 but this is reduced to £369,199 after deduction of the Mayoral CIL. The full Mayoral planning obligation is also subject to a 20% discount if the development is commenced before 31st March 2013.
75. These contributions towards the funding of Crossrail will be collected by the City Corporation. Under the CIL regulations the City 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. The whole of the Mayoral planning obligation income received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 Mayoral planning obligation administration and monitoring charge to the City Corporation. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

Liability in accordance with the Mayor of London's policies	Contribution £	Forwarded to the Mayor	Retained by City Corporation
Mayoral Community Infrastructure Levy payable	211,200	202,752	8,448
Mayoral planning obligation net liability	369,199	369,199	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500
<b>Total liability in accordance with the Mayor of London's policies</b>	<b>583,899</b>	<b>571,951</b>	<b>11,948</b>

### City of London's Planning Obligations SPG policy

76. 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.
77. In this case the proposed net increase would be 4,538sq.m (GEA). On the basis of the figure indicated in the Supplementary Planning Guidance, the planning obligation figure would be £317,660. It is the City's practice that all financial contributions should be index-linked with reference to the appropriate index from the date of the Committee resolution.
78. The applicant has agreed a breakdown which accords with the Supplementary Planning Guidance as follows:

Category	Contribution £	Percentage share %
<b>Total Contribution under City's SPG</b>	<b>317,660</b>	
Allowance for Monitoring of Agreement by City (1%)	3,177	1%
<b>Balance available for allocation</b>	<b>314,483</b>	<b>100</b>
<hr/>		
<b>Proposed allocations:</b>		
Local Community and Environment	157,242	50
Affordable Housing	94,345	30
Transportation	47,172	15
Local Training and Skills	15,724	5
<b>Total allocation under City's SPG</b>	<b>314,483</b>	<b>100</b>

79. I have set out below the details that I am recommending concerning the planning obligations. All of the proposals are considered to be 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 above tests contained in the CIL Regulations and in government policy. I would also request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

#### Local Community and Environmental Improvements

80. It is inevitable that a development of the scale and intensity of the proposals will have a range of impacts in the vicinity of the site both in terms of the demolition and construction phase, and in terms of the operational phase, as referred to in this report. The contribution for Local Community Facilities and the Environment will be used to help mitigate the impact of the development by providing facilities and opportunities which may include but are not limited to education, health & welfare, church works and for the benefit of other voluntary organisations, arts & culture, leisure and recreation, childcare provision, street scene and air quality improvements. The City has identified a number of matters

required to mitigate the impact of the development and which meet the planning tests and these are set out below. However, other matters requiring mitigation for the benefit of the local community are still yet to be fully scoped and it is proposed that the Local Community Facilities and Environment Contribution will be used to help mitigate such impacts also.

81. It has been proposed that the contribution be put towards the delivery of the emerging Liverpool Street Area Strategy. The strategy is due to be presented to members before being adopted.
82. It will include a series of proposals to improve the function and environment of the area with particular emphasis on projects to the west of Bishopsgate, including Liverpool Street, Moorfields and Moorgate and Sun Street/ Eldon Street and Finsbury Circus Areas. The projects propose to adapt the area to cope with future demands of increasing numbers of local workers as a result of development (including those in River Plate House) as well as increased numbers of people using the streets and London Underground tube and Crossrail improvements. In summary proposals aim to:
  - Improve routes to stations by improving crossings/junctions in the area
  - Improve the pedestrian environment and accessibility to ensure streets and spaces are accessible to all
  - Reduce conflict between pedestrians and modes of transport and improve road safety for all
  - Create new and enhance existing public spaces in the area and implement measures for climate change adaptation and pollution reduction
  - Adaptations to the street environment in direct relation to the development
83. Other matters requiring mitigation for the benefit of the local community are still to be fully scoped and it is proposed that the Local Community Facilities and Environment Contribution will be used to help mitigate such impacts also.
84. The applicant will be required to pay some of this contribution for feasibility and design studies upon demolition and the balance would be payable on or before the implementation of the planning permission.

#### Affordable Housing

85. The Affordable Housing contribution will be used for the purpose of off-site provision of affordable housing in suitable locations in or near to the City of London in accordance with the London Plan. The applicant will be required to pay this contribution on or before the implementation of the planning permission.

#### Transport Improvements

86. The proposed development will generate additional demands for movement in the form of new walking, cycle, public transport, taxi and servicing trips. Although these movements may have a destination at the development, they will have their origins elsewhere, probably outside the City. As a result, the impacts of these additional movements will be felt throughout the City, not just in the area immediately surrounding the development.

87. It is therefore proposed that the Transport Contribution should go towards projects in the emerging Traffic Management Programme. The Traffic Management Programme is an emerging series of projects that seek to actively improve the functionality of City Streets in order to help them to accommodate growth in movement. This Programme has been set out in the City's adopted Local Implementation Plan (2011).

#### Local Training, Skills and Job Brokerage

88. The Local Training, Skills and Job Brokerage contribution will be applied to the provision of training and skills initiatives, including job brokerage, in the City or City fringes. The Developer will be required to pay this contribution on or before the implementation of planning permission.

#### Highway Reparation and other Highways obligations

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

#### Utility Connections

91. The development will require connection to a range of utility infrastructure. Early engagement by the applicant about utilities infrastructure provision will allow for proper co-ordination and planning of all works required to install the utility infrastructure, particularly under public highway, so as to minimise disruption to highway users. A s106 covenant will therefore require the submission of draft and final programmes for ordering and completing service connections from utility providers in order that the City's comments can be taken into account, and will require that all connections are carried out in accordance with the programme. Details of the utility connection requirements of the Development including all proposed service connections, communal entry chambers, the proposed service provider and the anticipated volume of units required for the Development will also be required.

#### Method Statement, Plans and Audits

##### Delivery and Servicing Management Plan

92. The developer would be required to submit for approval a Delivery and Servicing Management Plan prior to occupation. In the event of any breach of the Management Plan, the developer will be required to resubmit a revised document, and should the developer default on this requirement, the City will be given the ability to provide a replacement plan. The operation of the Delivery and Servicing Management Plan will be subject to an annual review.

##### Travel Plan

93. The developer would be required to submit both interim and full Travel Plans prior to occupation and six months after occupation respectively. The obligations in relation to this shall apply for the life of the building.

#### Local Training, Skills and Job Brokerage Strategy (Construction)

94. The applicant will be required to submit for approval details of the Local Training, Skills and Job Brokerage Strategy (Construction) in line with the aims of the City Corporation's Employment Charter for Construction. This Charter aims to maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people wishing to begin a career in construction. The Strategy will be submitted in two stages: one to be submitted prior to the First Preparatory Operation Date in respect of the Preparatory Operations; the second to be submitted prior to Implementation in respect of the Main Contract Works Package.
95. The Economic Development Office is able to introduce the Developer or its Contractor and Sub-Contractors to local training providers and brokerage agencies to discuss their site-specific skills needs and to identify suitable local people to fill opportunities on site. The Developer is encouraged to liaise with the Economic Development Office at the earliest stage in the development process in order that the strategy can be submitted prior to commencement.

#### Local Procurement

96. The developer will be required to submit for approval a Local Procurement Strategy prior to implementation of the planning permission. The Local Procurement Strategy shall include details of: initiatives to identify local procurement opportunities relating to the construction of the development; initiatives to reach a 10% target for local procurement, from small to medium sized enterprises in the City and City fringes; the timings and arrangements for the implementation of such initiatives; and suitable mechanisms for the monitoring of the effectiveness of such initiatives e.g. a local procurement tracker can be used to capture this information.
97. The developer will be required at the 6 month stage, or half way through the project (whichever is earliest), to report to the City of London Corporation's Economic Development Office on their performance against the 10% local procurement target.
98. The Economic Development Officer is able to provide information and guidance to the Developer its Contractor and Sub-Contractors. The Developer is encouraged to liaise with the Economic Development Officer at the earliest stage in the development process in order that the strategy can be submitted prior to implementation.

#### Monitoring and Administrative Costs

99. A 10 year repayment period would be required where by any unallocated sums would be returned to the developer 10 years after practical completion of the development.
100. The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City Planning Officer's administration costs in respect of the same. 1% of the total contribution (secured under the City's SPG) will be allocated to the monitoring of the agreement.
101. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

## **Conclusion**

102. This application supports the strategic objective of the City of London to promote the City as the leading international financial and business centre by providing an increase in high quality floorspace designed to meet the requirements of office users.
103. The scale, architectural approach and materials of the proposed building are considered to preserve and enhance the character and appearance of the conservation area and to safeguard the setting of the listed buildings and historic garden.

## **Background Papers**

### Internal

Memo 30/08/12	Waste and Amenity Planning Manager
Memo 17/08/12	Open Spaces
Letter 25/07/12	City Police to Gerald Eve

### External

Email 28/09/12	G Hart
Email 11/10/12	G Binmore
Letter 4/10/12	Islington
Letter 19/09/12	The Lutyens Trust
Letters 24/08/12	English Heritage
Letter 14/09/12	CAAC
Email 20/08/12	Thames Water
Email 06/09/12	Transport for London
Email 16/07/12	Twentieth Century Society to Gerald Eve
Letter 24/07/12	GVA Schatunowski Brooks
Letters 09/08/12 & 12/10/12	Gerald Eve
Letter 5/09/12	Wilkinson Eyre to Access Adviser
Email 8/10/12	DP9 Gerald Eve
Email 22/10/12	Wilkinson Eyre to Gerald Eve
Further commentary on rationale for not retaining the existing facade on Finsbury Circus received 11/10/12	Gerald Eve
Planning Statement July 2012	Gerald Eve
Design and Access Statement August 2012	Wilkinson Eyre
Heritage, Visual Impact, Townscape and Conservation Area Appraisal August 2012	Miller Hare
Historic Environment assessment June 2012	MoLA

Sustainability Statement July 2012	WSP
Energy Strategy July 2012	WSP
Acoustic Planning Report July 2012	WSP
Transport Assessment July 2012	WSP
Existing Drawings numbered 00803-10-P-0010/A, 0011/A, 0010/A, 0012/A, 0013/A, 0014/A.	

## **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 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 4.3 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 5.9 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 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

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

Policy 6.5 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 7.4 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.

## **Unitary Development Plan and Core Strategy Policies**

### ***CS10 Promote high quality environment***

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

### ***CS12 Conserve or enhance heritage assets***

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

### ***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.

### ***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.

### ***ARC1 Archaeology - evaluation and impact***

To require planning applications which involve excavation or groundworks on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site including the impact of the proposed development.

### ***ARC2 To preserve archaeological remains***

To require development proposals to preserve in situ, protect and safeguard important ancient monuments and important archaeological remains and their settings, and where appropriate, to require the permanent public display and/or interpretation of the monument or remains.

### ***ARC3 Recording of archaeological remains***

To ensure the proper investigation, recording of sites, and publication of the results, by an approved organisation as an integral part of a development programme where a development incorporates archaeological remains or where it is considered that preservation in situ is not appropriate.

***CS1 Provide additional offices***

To ensure the City of London provides additional office development of the highest quality to meet demand from long term employment growth and strengthen the beneficial cluster of activities found in and near the City that contribute to London's role as the world's leading international financial and business centre.

***CS2 Facilitate utilities infrastructure***

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

***CS4 Seek planning contributions***

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

***ENV11 Preserve contribution to CA***

To resist the demolition of buildings which make a positive contribution to the character or appearance of a conservation area and to encourage their sympathetic refurbishment.

***ENV13 Control demolition in CA***

Conservation area consent, if appropriate, will normally be subject to a condition preventing demolition prior to the approval of detailed plans of any replacement building and may be subject to a condition that a contract, or series of contracts, ensuring the construction of such a replacement has been signed.

***ENV28 Design of building services***

To ensure that building services are satisfactorily integrated into the architectural design of the building (with particular reference to its roof profile) and to resist installations which would adversely affect the character, appearance or amenities of the buildings or area concerned.

***TRANS18 Resist non-residential parking***

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

***TRANS22 Require cycle parking***

To provide cycle parking facilities by:

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

***TRANS23 Require parking for motorcycles***

To provide parking facilities for motorcycles by:

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

***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.

## SCHEDULE

APPLICATION: 12/00811/FULMAJ

### River Plate House 7 - 11 Finsbury Circus London

**Redevelopment of the site behind partially retained facade to South Place and erection of a new 9 storey office building (ground floor plus 8 storeys) (Class B1(a)) with alternative uses of part ground and part lower ground for retail (Class A1/A2/A3/A4) and/or gymnasium (Class D2) and/or offices (Class B1(a), roof top and basement M & E plant, together with servicing facilities, one disabled car parking space, cycle parking and associated ancillary works. (Total floorspace: 23,152sq.m (GIA)).**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five 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 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.
- 3 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.

4 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.

5 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.

6 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.  
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS15.

7 No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.  
REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS15.

8 Prior to and during any building, engineering or other operations hereby permitted, archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological work.  
REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Unitary Development Plan: ARC1.

9 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 policies of the Unitary Development Plan: ARC2, ARC3

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 policies of the Unitary Development Plan: ARC2, ARC3.

11 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
- (b) details of the proposed new facades including typical details of the fenestration, entrances, soffits, handrails and balustrades;
- (c) details of alterations to the retained and rebuilt facade in South Place incl. details of the fenestration and the relationship between the new floorplates and the retained facade;
- (d) details of the proposed retail frontages incl. the signage zone;
- (e) details of the ground floor office entrances;
- (f) details of the new mansard roofs, roof lights and dormer windows;
- (g) details of junctions with adjoining premises;
- (h) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;
- (i) details of plant and ductwork to serve the [A1] [A3] [A4] [A5] use(s).

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: ENV6, ENV 12, ENV16 and ENV 28.

12 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.

13 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.

14 Before any construction works hereby permitted are begun an assessment shall be submitted to and approved in writing by the Local Planning Authority demonstrating whether further extensive green roof areas can be incorporated into the development including in the area designated for the proposed photovoltaic panel installation, and the development shall be carried out in accordance with the approved details.  
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, CS1

15 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.

16 Before any works thereby affected are begun details of the proposed photovoltaic panel installation shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details.  
REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Core Strategy CS15.

17 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.  
REASON: To ensure the satisfactory servicing of the building in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL 6, CS10, CS17.

18 Permanently installed pedal cycle racks shall be provided and maintained within the building throughout the life of the building sufficient to accommodate a minimum one pedal cycle per 150 sq.m. of office floorspace and one pedal cycle per 125 of retail floorspace (minimum 159 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 and in accordance with Transport for London guidance: TRANS22.

19 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.  
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Unitary Development Plan: TRANS22.

20 The car parking space shown on the drawings hereby approved shall be wide enough to enable it to be used by people with disabilities and the space shall be marked out accordingly and provided and maintained throughout the life of the building solely for the use of disabled occupiers and visitors and shall not at any time be used by any service vehicle or other user.  
REASON: To ensure the provision of suitable parking for people with disabilities and to take account of non-compliance with the Unitary Development Plan policy to require motor cycle parking provision if car parking is provided in accordance with the following policies of the Unitary Development Plan 2002: TRANS 18, TRANS 21, TRANS 23.

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 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. 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.

(b) 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 Core Strategy: CS15, CS21.

22 Before any new plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound, in accordance with a scheme to be agreed in writing with the Local Planning Authority.

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

23 Before any works thereby affected are begun, a scheme in the form of an acoustic report compiled by a qualified specialist shall be submitted to and approved in writing by the Local Planning Authority specifying the materials and constructional methods to be used demonstrating that there is adequate sound proofing to both airborne and structure borne noise transmission between the Class A use and the surrounding offices in the building. The development pursuant to this permission shall be carried out in accordance with the approved scheme and so maintained thereafter.

REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Core Strategy: CS15.

24 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority specifying the kitchen extract arrangements, materials and construction methods to be used to avoid noise penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use commences and so maintained thereafter.

REASON: In order to protect residential/commercial amenities in the building in accordance with the following policy of the Core Strategy: CS15.

25 Provision shall be made for disabled people to obtain access to the offices and to each 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 Core Strategy: CS10.

26 No doors or gates shall open over the public highway.

REASON: In the interests of public safety

27 The premises shall be used for a gymnasium and for no other purpose (including any other purposes in Class D2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

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

28 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, CS16, CS21.

29 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: site location plan numbered J10091 and drawings numbered 00803-10-P-0001/A, 0002/A, 1000/A, 1001/A, 1002/B, 1003/B, 1004/B, 1006, 1008/B, 1009/B, 1010/B, 1011/C, 1012/C, 1013/C, 2301/C, 2302/C, 2303/B, 3301/C, 3302/B, 5001/A, 5002/B, 5003/B, 5004/B, 5005/B, 5006/B.

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 Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

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

### Noise and Dust

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.

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.

### Air Quality

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

### Boilers and CHP Plant

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

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

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.

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

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.

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.

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

## Food Hygiene and Safety

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

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

3 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).

4 The Mayor of London introduced a Community Infrastructure Levy ("the Mayoral CIL charge") on 1st April 2012 setting a rate of £50 per sq.m on all "chargeable development" in the City of London.

The Mayoral CIL charge will be recorded in the Register of Local Land Charges as a legal charge upon the site when the development commences and the CIL payment will be passed to Transport for London to support Crossrail.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charge and to whom it has been charged or apportioned. An "Assumption of Liability" Notice (available from the Planning Portal website: [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil)) must be submitted to the City's Planning Obligations Officer as soon as possible. Please note that the charge identified in the Liability Notice may be revised once all criteria required to complete the calculation are known, including the date when all pre-commencement conditions are discharged and how long before that date any existing buildings were demolished and/or vacated.

The Mayoral CIL charge becomes payable on commencement of development. You are required to submit a "Notice of Commencement" to the City's Planning Obligations Officer prior to commencing on site, and failure to provide such information on the due date will incur both surcharges and penalty interest. You are required to discharge all pre-commencement conditions before commencing the development. There are various measures, charges and surcharges that may apply if you fail to meet these requirements.

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 Crime Prevention Design Advisor for the City of London Police should be consulted with regard to guidance on all aspects of security, means of crime prevention in new development and on current crime trends.

- 7 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.
- 8 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, City 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.

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

(a) Fire precautions and certification:  
London Fire Brigade, Fire Prevention Branch  
5-6 City Forum  
City Road  
London EC1N 2NY

(b) Public houses, wine bars, etc.

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

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

- 10 Reason for Grant of Planning Permission

The decision to grant this planning permission has been taken having regard to the policies in the London Plan, Unitary Development Plan and Core Strategies set out below, relevant government guidance and supplementary planning guidance, representations received and all other relevant material considerations. Objections were made to the application. These were taken into account by the Local Planning Authority but were not considered to outweigh the reasons for granting planning permission.

The proposal is in compliance with the development plan policies that relate to it and in particular it supports the strategic objective of promoting the City as the leading international financial and business centre. The scale, architectural language and materials of the proposed building are considered to preserve and enhance the character and appearance of the conservation area and to complement the setting of the listed buildings and historic garden.

Relevant London Plan policies:

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

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

Policy 4.1 Enable a strong, sustainable and diverse economy and location for international business.

Policy 5.2 To minimising carbon dioxide emissions.

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

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

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

Policy 5.9 Reduce the urban heat island effect.

Policy 5.11 Inclusion of green roofs and wall planting.

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 7.4 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.

#### Unitary Development Plan and Core Strategy Policies

CS10 Promote high quality environment

CS12 Conserve or enhance heritage assets

CS15 Creation of sustainable development

CS20 Improve retail facilities

ARC1 Archaeology - evaluation and impact

ARC2 To preserve archaeological remains

ARC3 Recording of archaeological remains  
CS1 Provide additional offices  
CS2 Facilitate utilities infrastructure  
CS4 Seek planning contributions  
ENV11 Preserve contribution to CA  
ENV13 Control demolition in CA  
ENV28 Design of building services  
TRANS18 Resist non-residential parking  
TRANS22 Require cycle parking  
TRANS23 Require parking for motorcycles  
SHOP3 Seek increased retail facilities

**Stothard, David**

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**Subject:** 12/00811/FULMAJ COL:02184624

> Corporation of London Our DTS Ref: 33673  
> Department of Planning & Transportation Your Ref: 12/00811/FULMAJ  
> PO Box 270  
> Guildhall  
> London  
> EC2P 2EJ  
>  
> 20 August 2012  
>  
> Dear Sir/Madam  
>  
> Re: RIVER PLATE HOUSE, 7-11 FINSBURY CIRCUS, LONDON, EC2M 7EA  
>  
>  
> Waste Comments  
> Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.  
>  
> Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.  
>  
> No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.  
>  
> Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.  
>  
> Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.  
>  
> A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.  
>  
>  
> Water Comments  
> On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.  
>

> Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

>

>

> Supplementary Comments

>

> Numerous records of hydraulic flooding are from 1991 when we inherited the older records from the Local Authority, we have low confidence in the validity of these incidents however we cannot remove these event

>

>

> Yours faithfully

> Development Planning Department

>

> Thames Water

> Development Planning

> Asset Investment Unit

> Maple Lodge

> Denham Way

> Rickmansworth

> Herts WD3 9SQ

> Tel: 01923 898072

## Bush, Beverley

From: Havelock Beth  
Sent: 06 September 2012 17:03  
To: Bush, Beverley  
Subject: RE: 12/1302 - River Plate House 7-11 Finsbury Circus (North) London EC2M 7EA

Dear Beverley,

### RE: 12/1302 - River Plate House 7-11 Finsbury Circus (North) London EC2M 7EA

**Proposal:** Redevelopment of the site behind partially retained facade to South Place and erection of a new 9 storey office building (ground floor plus 8 storeys) (Class B1 (a)) with alternative use of part ground and part lower ground for either retail (Class A1/A2/A3/A4) or Class D2 (gymnasium) or Class B1 (a) (offices), roof top and basement M & E plant, together with servicing facilities, one disabled car parking space and cycle parking and other associated ancillary works. (Total floorspace: 23,928sqm).

With respect to the above application, I can confirm that TfL have the following comments:

- The site of the proposed development is located less than 400 metres from the A10 Bishopsgate, which forms part of the Transport for London Road Network (TLRN).
- TfL support the non-provision of car parking for the proposed development.
- Car parking provision is in accordance with the standards set out in the London Plan, with one disabled parking space provided.
- All disabled parking spaces should be designed to comply with the Disability Discrimination Act (DDA 1995) standards (3600mm x 2400mm), which require a 1200mm width access aisle be provided on both sides of the bays as well as the end of the space to allow boot access or for use of a rear hoist.
- 124 cycle spaces are proposed, however to be in accordance with the new standards set out in the TfL's cycle parking guidelines (June 2012) a minimum of 159 cycle parking spaces are required – (B1 – 1/150sqm for staff and visitors and A1 – 1/125sqm for staff and visitors).
- Cycle parking should be located in an accessible, convenient, secure and sheltered area.
- In addition, CCTV coverage of the area should be provided, as well as shower and changing room facilities.
- TfL request that a Section 106 planning obligation be imposed to require that the developer submits a Travel Plan for the residential units in accordance with DfT and TfL guidance and that it passes the ATTRIBUTE test.
- TfL request that a Construction Logistics Plan (CLP), as referred to in the London Freight Plan, which identifies efficiency and sustainability measures to be undertaken while developments are being built is submitted to and approved by the City of London in conjunction with TfL before construction work commences on site. TfL further requests that the submission of the plans should be secured via appropriate planning conditions.

**Subject to the above conditions being met, the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN).**



ENGLISH HERITAGE  
LONDON OFFICE

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	30 AUG 2012	LTP
OM		SSE
No		PP
FILE		DD

Ms Beverley Bush  
Corporation of London  
Department of Planning & Transportation  
PO Box 270  
Guildhall  
LONDON  
EC2P 2EJ

Direct Dial: 020 7973 3774  
Direct Fax: 020 7973 3792

Our ref: W: P00176552

24 August 2012

Dear Ms Bush

**Notifications under Circular 01/2001 & GDPO 1995**  
**RIVER PLATE HOUSE, 7-11 FINSBURY CIRCUS, LONDON, EC2M 7EA**  
**Application No 12/00811/FULMAJ**

Thank you for your letter of 15 August 2012 notifying English Heritage of the application for planning permission relating to the above site. Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion.

**Recommendation**

**This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.**

It is not necessary for us to be consulted again on this application. However, if you would like further advice, please contact us to explain your request. We can then let you know if we are able to help further and agree a timetable with you.

In returning the application to you without comment, English Heritage stresses that it is not expressing any views on the merits of the proposals which are the subject of the application.

Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).

Yours sincerely

**Michael Dunn**  
Team Leader, City and North London Team  
E-mail: michael.dunn@english-heritage.org.uk

## City of London Conservation Area Advisory Committee

Mr. Ted Rayment,  
Department of the Built Environment  
Corporation of London,  
P.O. Box 270,  
Guildhall,  
London, EC2P 2EJ

14<sup>th</sup> September 2012

Dear Sir,

At its meeting on 6<sup>th</sup> September 2012 the City of London Conservation Area Advisory Committee considered the following planning application and reached the decision given below:

**C.146 12/00811/FULMAJ – River Plate House, 7 - 11 Finsbury Circus (north), London, EC2M 7EA**

**Finsbury Circus Conservation Area/Coleman Street Ward. No Ward Club rep.**  
Redevelopment of the site behind partially retained facade to South Place and erection of a new 9 storey office building (ground floor plus 8 storeys) (Class B1(a)) with alternative use of part ground and part lower ground for either retail (Class A1/A2/A3/A4) or Class D2 (gymnasium) or Class B1(a) (offices), roof top and basement M & E plant, together with servicing facilities, one disabled car parking space and cycle parking and other associated ancillary works. (Total floorspace: 23,928sqm).

**12/00812/CAC – River Plate House, 7 - 11 Finsbury Circus (north), London, EC2M 7EA**

**Finsbury Circus Conservation Area/Coleman Street Ward. No Ward Club rep.**  
Demolition of the existing building with partial retention of the façade to South Place in connection with construction of a 9 storey development.

The Committee had no objection in principle, but requested that the Officers discuss with applicants the detailing to be used on the glazing generally and specifically to conceal the front of the floor slab on the intermediate level.

I should be glad if you would bring the views of the Committee to the attention of the Planning & Transportation Committee.

Yours faithfully,

Mrs. Julie Fox  
Secretary



Mr David Stothard  
Assistant Director (Development Management East)  
Department of the Built Environment  
**City of London**  
**PO Box 270**  
**Guildhall**  
**London**  
**EC2P 2EJ**

**FAO: Ms Beverley Bush**

Development Management  
Planning and Development  
PO Box 333  
222 Upper Street  
London  
N1 1YA  
  
T 020 7527 2847  
F 020 7527 2731  
E [paul.ricketts@islington.gov.uk](mailto:paul.ricketts@islington.gov.uk)  
W [www.islington.gov.uk](http://www.islington.gov.uk)

Our ref: P121870  
Your ref: 12/00811/FULMAJ  
Date: 4<sup>th</sup> October 2012

Dear Mr Stothard,

**TOWN AND COUNTRY PLANNING ACT 1990 (as amended):**  
**Town & Country Planning (Development Management Procedure) Order 2010**  
**RE: River Plate House, 7 – 11 Finsbury Circus (north) London EC2M 7EA**

Thank you for your letter dated 15<sup>th</sup> August 2012 consulting this Council on the above planning application.

The application proposal does not raise any issues of significant concern for LBI Council.

Yours sincerely

Victoria Geoghegan  
Head of Service  
LBI Development Management & Building Control

# THE LUTYENS TRUST

To protect the spirit and substance of the work of Sir Edwin Lutyens

Registered Charity No. 326776

Architectural Adviser: Anthony Richardson  
31 Oval Road, London NW1 7EA. Tel: 020 7485 0991  
E-mail: [anthonyrichardsont@arparchitects.co.uk](mailto:anthonyrichardsont@arparchitects.co.uk)

3293/00

19 September 2012

Attention: Beverley Bush  
City of London  
Department of the Built Environment  
PO Box 270, Guildhall  
London EC2P 2EJ

Dear Madam

**Application Ref: 2012/00811/FULL  
River Plate House, 7-11 Finsbury Circus, London EC2M 7EA**

Thank you for consulting the Trust on this application.

We welcome the replacement of the existing façade of River Plate House.

We think that the giant order of 'columns' used in the new design, whilst being an acceptable contrast the elevation of Lutyens (formerly Britannic) House, should be modulated to reference the balustraded 'piano nobile' of that design. This would soften the impact of this contrast and would benefit the overall design of the Circus.

The 'shoebox' setting forward of the River Plate House elevation against the return corner of Lutyens House is too abrupt and this element of the design should incorporate an angle or surface modulation which references the freestanding design of each property in the Circus.

On the South Place elevation, we consider that the pantiled roof of 1927 building should be retained (extended 1986) because it gives a period unity to the classical elevation. This unity will be lost in the proposed design which carries a single dormer treatment over new and old facades.

Yours faithfully

Anthony Richardson  
Architectural Advisor to The Lutyens Trust

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**From:** Henrietta Billings [mailto:[henrietta@c20society.org.uk](mailto:henrietta@c20society.org.uk)]  
**Sent:** 16 July 2012 10:30  
**To:** Jeremy Randall  
**Subject:** RE: Riverplate House, Finsbury Circus (City of London)

Jeremy,

Thank you for consulting the Twentieth Century Society regarding this building. We've now reviewed it and while we welcome the retention of the 1920s South Place façade, will not be objecting to the loss of the 1980s existing building – including the Finsbury Circus facade. We would be interested to see the proposals in due course – in relation to how they complement the adjacent grade II\* listed Britannic House (Lutyens, 1924-27).

Kind regards,

Henrietta

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**Subject:** Application Comments for 12/00811/FULMAJ

Comments were submitted at 8:58 AM on 28 Sep 2012.

**Name:** Mr Graham Hart

**Email:**

**Address:** 54 Chatsworth Great Holm Milton Keynes

## **Comments Details**

**Commenter** Member of the Public

**Type:**

**Stance:** Customer objects to the Planning Application

**Reasons for comment:**

**Comments:** I have looked at the proposed redevelopment in greater detail.

The new build's rigid lines clash with the current building's neighbours and is especially damaging to Britannic House. It is misplaced in Finsbury Circus and totally destroys the 'Edwardian baroque' of the Circus and the grade 1 Britannic House. The current River Plate House copies some of Britannic House's articulation but in a fresh manner and not as a pastiche. I can see no reason why this should be destroyed and something stridently anti 'baroque' is built instead.

The South Street side which is to be retained is in fact a 1920s copy of Georgian, as was quite popular then. I do not see why this mock Georgian should be reprieved when the far more important frontage on Finsbury Circus be destroyed to make way for a building unsympathetic to its surrounds.

I hope therefore that the CoL will recognise this and maintain that the frontage should be retained as well as the South Street side.

Thank you.

**Stothard, David**

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**From:** Gerry Binmore  
**Sent:** 11 October 2012 17:55  
**To:** Bush, Beverley  
**Cc:** 'Julian'  
**Subject:** River Plate House, Finsbury Circus

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Ms Bush,

I was very interested to hear that proposals are afoot to demolish and redevelop River Plate House and a planning application has been lodged.

As an architect, I am always open to ideas for redeveloping and enhancing properties, but I might make an exception in this case.

I designed River Plate House (together with my team) in 1986/7.

The façade to Finsbury Circus is a loadbearing structure, up to 1200mm thick and is quite unusual in this respect. It would be quite easy to rebuild the structure behind and leave the façade in place.

The new building seems to be trying to maximise the potential floorspace by filling in the atrium and adding a floor.

Seems like there will be little natural light for the poor bankers. Still, they can have expensive holidays, retire at an early age and buy a house in the sun I suppose.

When we designed the building – in fairly close collaboration with Peter Rees and Tony Tugnutt, we were encouraged to design a building in a contemporary classical style to compliment Lutyens house next door. We tried not to be post-modern. It's up to others to decide how successful we were.

For your information, the proposed retention of the façade to the rear is quite interesting. When we designed the elevation to South Place ( it was designed by my colleague, Julian Boswell ), the original building comprised a listed building (No. 10 South Place) and the 1920's building No 12-13. A scheme designed before ours, but not implemented, proposed the demolition of No 12-13 and the retention of the older –listed building of No.10. This created a streetscape which was rather imbalanced because 12-13 became bigger, and dwarfed No.10. We suggested that the listed building could be demolished on the understanding that it would be replaced with a sympathetic building in a period style. Hence the Georgian styled building at No.10 and the retention of 12-13.

We would have designed a higher building with a greater floor area, but this was restricted by both plot-ratio constraints and the context of Lutyens House and the circus. Our client at the time would have had no qualms about building a behemoth, but the setting of a building in a circus demanded a considered contextual approach.

I haven't quite come to any conclusions about the merits of the proposed alternative design – but it certainly makes an architect feel old when people start knocking his buildings down.

I didn't think I'd finished yet.

If you are interested in any more background information on the current building I would be pleased to help.

Regards,

**Gerry Binmore**  
Dip Arch RIBA Architect

