

Committee:	Date:
Planning and Transportation	15 December 2020
Subject: 15 Minories, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street London EC3 Demolition of existing structures, and erection of a mixed use office building Class B1(a), including ground floor Class A1, Class A3 and Class A4 uses. (30,901sq.m gea.)	Public
Ward: Tower	For Decision
Registered No: 16/00406/FULMAJ	Registered on: 7 July 2016
Conservation Area:	Listed Building: No

Summary

The application site occupies land bounded by Aldgate High Street to the north, the Aldgate Bus Station to the west, Little Somerset Street to the east and 16 Minories to the South.

It comprises: 62 Aldgate High Street, 57-60 Aldgate High Street, the Still and Star Public House, part of the site formerly occupied by 15 Minories (now demolished), an area of open space and the northernmost part of Little Somerset Street.

In 2014 planning permission was granted for office (Class B1) development on the site, as part of a wider scheme that proposed the change of use of 16 Minories to a hotel (Class C1) and the erection of a new residential building (Class C3) to the south. The 2014 permission has been implemented. The hotel is due to open in early 2021 and the residential building has been constructed to shell and core. Construction has not begun on the office element of the scheme.

This application relates only to the office element of the 2014 scheme. The design of the office building would be revised following the applicant's acquisition of 58 - 60 Aldgate High Street and the Still and Star Public House. It was initially proposed that all buildings on the site would be demolished enabling the office building to be extended eastwards, resulting in more logical and useable office floor plates than those approved under the 2014 application. Retail use (Class A1 and Class A3) would be provided on the ground floor of the building and the design approach to the upper levels of the building would follow that of the 2014 scheme. Public realm enhancements and new east/west and north/south pedestrian routes would be secured as part of the development.

The application initially attracted 270 objections mainly on design grounds and concerns over the loss of the Still and Star public house. Objection was also received from the Victorian Society. The Still and Star was designated as an Asset of Community Value (ACV) by the City Corporation on the 15th December 2016 following an application from the Campaign for Real Ale (CAMRA). It was concluded that the public house was, or was recently used to further community benefit. Furthermore, the Still and Star is considered a non-designated heritage asset.

The applicant subsequently revised the scheme to include the provision of a new public house fronting Aldgate High Street. The design of the new public house would draw on that of the existing Still and Star and would re-invent the pub in a contemporary manner by incorporating key elements of its social, historical and architectural significance. Following consultation of the revised design 42 objections were received. CAMRA withdrew their objection. However, the Victorian Society maintain their objection on the basis that the Still and Star should not be demolished.

One of the objections has been submitted by the owner of 55/56 Aldgate High Street which expresses concerns about the relationship between the proposed development and this adjoining property.

It is considered that the proposed scheme would achieve the regeneration of an underutilised and redundant site in a pivotal location off Aldgate High Street. The proposal represents an improved version of the office scheme that was approved on the site in 2014 in that it would deliver enhanced office space, townscape benefits and a new cultural and social offer for the City in the form of a re-imagined historic pub.

The proposed quantum of office floorspace (27,824 sq.m) is welcomed and would contribute to the City's role as a leading centre for financial and professional services. The retail floorspace would enliven the area and provide facilities for neighbouring communities. The pedestrian routes and public realm improvements would rejuvenate this part of Aldgate.

The loss of the Still and Star as an Asset of Community Value and non-designated heritage asset would be decisively outweighed by the benefits of the scheme including the provision of the new Still and Star public house which would embody elements of the significance of the existing pub in an exemplary manner.

The environmental and sustainability agenda has progressed since this application was submitted in 2016, notwithstanding the applicant is committed to delivering a building with excellent sustainability credentials. It has been demonstrated that the proposal would have an acceptable impact on the microclimate around the site and the quantum of proposed greening is welcomed.

Transport matters have been satisfactorily addressed and the application is exemplary in terms of its provision of cycle parking being compliant with both long and short stay standards which is unusual in the City. The proposal would result in the loss of some public highway but it is considered that the impact of this would be offset by the provision of attractive new logical pedestrian routes.

The proposal would result in some daylight and sunlight reduction to surrounding residential dwellings. However, the impact is not considered to be such that it would warrant a refusal of permission.

The concerns raised by the owner of 55/56 Aldgate High Street would be addressed by a condition requiring details of the adjoining wall of the development.

Overall it is considered that the proposal represents high quality commercial led development that would have a positive impact on the Aldgate area.

Recommendation

(1) That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

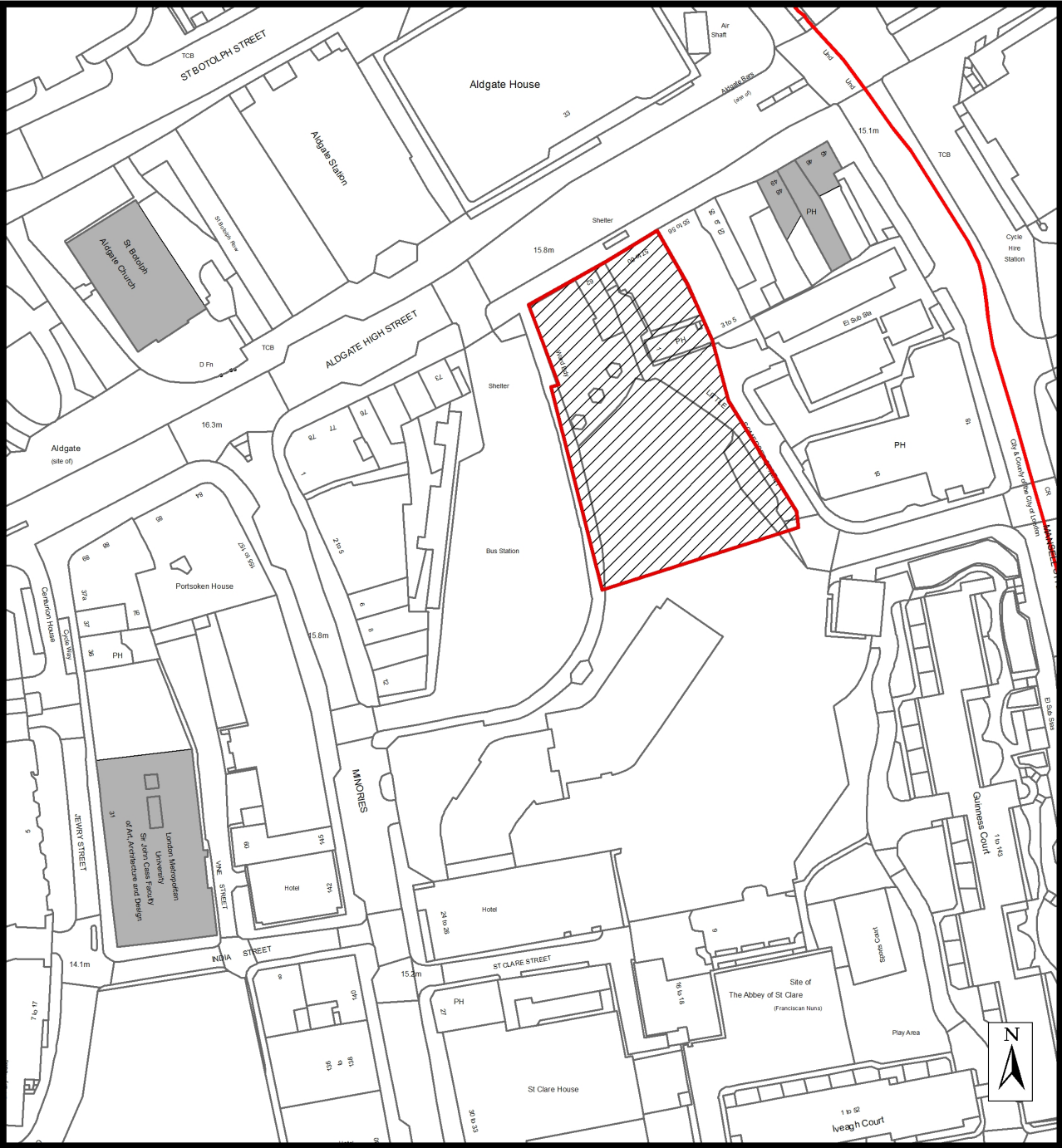
(a) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;

(b) That you agree in principle that the land affected by the proposal which is currently public highway and land over which the public have right of access (between Aldgate and Little Somerset Street that would be built upon if the development was implemented) may be stopped up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and making of a Stopping-up Order for the various areas under the delegation arrangements approved by the Court of Common Council.

(c) That you agree to delegate authority to officers and the Comptroller and City Solicitor to declare new highway or city walkway through the development in accordance with the principal reservations, limitations and conditions set out in this report.

(d) That your Officers be delegated 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:
15 Minories, 57-60 & 62 Aldgate High Street &
1 Little Somerset Street, London EC3

CASE No.
16/00406/FULMAJ

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



DEPARTMENT OF THE BUILT ENVIRONMENT

Corner of Whitechapel High Street and St Botolph Street
Existing



Proposed



Looking east along Aldgate High Street
Existing



Proposed



Main Report

Site

1. The site occupies land bounded by Aldgate High Street to the north, the Aldgate Bus Station to the west, Little Somerset Street to the east and 16 Minories to the south. It comprises:
 - (i) 62 Aldgate High Street (256 sq.m) – a four storey building fronting Aldgate High Street that occupies a narrow street plot of possibly medieval origin. The front façade is thought to date from the 19th century with the exposed flank and rear elevations dating from the 20th century. The building is in retail use (Class A1, 64 sq.m) at ground floor level with offices (Class B1, 192 sq.m) above.
 - (ii) Rennie House at 57-60 Aldgate High Street (692 sq.m) – a five storey building fronting Aldgate High Street with retail use (Class A1, 48 sq.m and A3, 136 sq.m) at ground floor level and offices above (Class B1, 508 sq.m). Incorporated within the ground floor of the building is pedestrian access to Little Somerset Street off Aldgate High Street.
 - (iii) The Still and Star public house (Class A4, 179 sq.m), 1 Little Somerset Street – A three storey building immediately to the south of Rennie House. It dates from the 19th century with some later alterations. The building is vacant. The public house was designated as an Asset of Community Value in 2016 under the Localism Act 2011.
 - (iv) Part of the site formerly occupied by 15 Minories (now demolished) - 15 Minories was demolished in 2015 in association with the approved hotel, office and residential scheme at 15/16 Minories to the immediate south of the site, granted planning permission on 30 June 2014 (app.no. 13/01055/FULMAJ and as amended by planning permission dated 19 August 2016 app.no. 15/01067/FULL).
 - (v) An area of open space – privately owned space at the north west corner of the site fronting onto Aldgate High Street with informal seating, planters and a bronze sculpture ('Ridirich' by Keith McCarter). The space also provides a pedestrian link across the site to Little Somerset Street.
 - (vi) The northernmost part of Little Somerset Street
2. The surrounding area is of mixed use and character. The closest Conservation Areas in the City are Tower Conservation Area to the south and Lloyds Avenue to the west, both of which are visually separated from the site with no connection in townscape terms.
3. Notable listed buildings in the vicinity are St Botolph's Church built in 1741-4 (Grade I listed), Aldgate School (1908, Grade II* listed), 48 and 49 Aldgate High Street (1803, Grade II listed), 47 Aldgate High Street (Grade II* listed) and 46 Aldgate High Street (mid C17, Grade II* listed).
4. With the exception of the listed buildings, the buildings along Aldgate High Street and the north part of Mansell Street comprise C19th and

20th commercial buildings which increase in scale towards the larger buildings along Fenchurch Street and Leadenhall Street. To the south of the site is the Guinness Court, Mansell Street Estate comprising 192 residential units accommodated in 8 storey linear red brick residential blocks and the hotel and residential scheme referred to above which is currently being implemented.

5. The site is well connected to public transport with the bus station adjacent to the site, the entrance to Aldgate Underground Station directly to the north west of the site and Aldgate East, Fenchurch Street and Tower Gateway stations in close proximity. The Circle and District Line railway lines run immediately below parts of the site which has structural implications for the proposed development.
6. In terms of area designations, the site is within the Central Activities Zone as defined by the London Plan 2016 and Intend to Publish London Plan. It is within the Aldgate Key City Place Area as defined by the adopted Local Plan 2015 and is within the Aldgate, Tower and Portsoken Key Area of Change as defined by the emerging City Plan 2036.

Relevant Planning History

7. In 2007 the City resolved to grant planning permission, subject to the completion of a S106 agreement, for the redevelopment at 62 & 73-78 Aldgate High Street, 1-12 & 15-16 Minories and land bounded by Little Somerset Street & Guinness Court to provide four buildings incorporating offices (Class B1) with a publicly accessible sky deck (Class D1); retail (Classes A1/A2/A3/A4) and community use (Class D1); a new entrance to Aldgate Underground Station; a temporary bus station including associated facilities followed by a permanent bus station including associated facilities, basement parking, servicing, storage and associated plant; a new covered publicly accessible open space, hard and soft landscaping and all necessary enabling works (total floorspace 134,557sq.m, 24 storeys plus basements/115.53m AOD,). This site included the current application site and the Aldgate Bus Station. The S106 agreement associated with this scheme was not completed and therefore planning permission was not granted.
8. On the 30th June 2014 planning permission was granted (following completion of the related s.106 agreement), for the demolition of 15 Minories and 62 Aldgate High Street and redevelopment to provide a Class B1 office building with Class A1 retail (18,537sq.m); extension, recladding and change of use of 16 Minories from offices (Class B1) to a hotel (Class C1), Class A3 restaurant and Class D1 (health)/ Class D2 (community) use (17,367sq.m.); erection of a new residential building (Class C3) providing 87 units (7829sq.m.) and re-landscaping of open space and public realm improvements (ref. 13/01055/FULMAJ). This planning permission has been implemented (but not fully carried out and completed).
9. On the 19th August 2016 planning permission was granted under S73 of the Town and Country Planning Act for a minor material amendment

to the 2014 planning permission (ref.13/01055/FULMAJ) to enable alterations to the design of the residential building. (ref. 15/01067/FULL). This planning permission has been implemented (but not fully carried out and completed).

10. The hotel development is nearing completion and due to open in spring 2021. The residential building has been constructed to shell and core. Construction of the office building has not begun.

Proposal

11. Planning permission is sought to revise the design of the office element of the development that was approved in 2014. The site available for the office development has been extended eastwards following the applicant's acquisition of Rennie House at 58-60 Aldgate High Street and the Still and Star Public House at 1 Little Somerset Street.
12. This proposal only relates to the office element of the 2014 scheme. The southern boundary of this application site divides the amenity area that would be located between the office and hotel buildings. Some of the amenity space would be incorporated into this application the remainder would continue to form part of the 2014 site. Although the amenity space would be across two sites it is proposed that a comprehensive design approach would be taken to the design of this area as set out in the public realm section of this report. At basement level, this site would adjoin the adjacent development in order to utilise shared facilities including a servicing area.
13. It is proposed that 62 and 58 – 60 Aldgate High Street and the Still and Star Public House would be demolished, enabling the footprint of the office development to be extended eastwards. This would allow the office building to have a more logical and useable floorplate than the previous 2014 scheme. The new office building would be constructed across basement, lower ground and ground floor level with 12 upper storeys. Retail use would be provided at ground floor level and a replacement Still and Star pub would be provided across basement, ground and first floor level fronting onto Aldgate High Street.
14. For comparison purposes the table below provides an overview of the differences between the consented office scheme and the proposed office scheme:

	Consented Office Building	Proposed Office building
Total Floor Area	18,060 sq.m	28,690 sq.m
Number of Storeys	Basement, ground and 12 upper storeys	Basement, lower ground, ground and 12 upper storeys
Uses	Office (17,492 sq.m, Class B1) and Retail (568 sq.m Class A1)	Office (27,824 sq.m, Class B1), Retail (597 sq.m Class A1 and A3)

		and Public House (269 sq.m, Class A4)
Height	67 m (AOD)	68.65 m (AOD)

15. It is proposed that the overall design approach to the office building would follow that of the 2014 scheme. In particular the height is informed by the sensitivity of views of the Tower of London World Heritage Site to the south and negotiated so there is no adverse impact on these views or the Outstanding Universal Value of the World Heritage Site. The base of the building would comprise a striking vaulted arcade type structure which is the architectural and structural solution to the constraints imposed by the underground railway lines running directly beneath the site. At ground floor level this structure would encompass the main office entrance and café lobby (Class A3) fronting Aldgate High Street and access to the three proposed retail units (Class A1) which have been designed to face onto the bus station to the west, the adjacent hotel development to the south and Little Somerset Street to the east.
16. The upper levels of the building would be glazed and overclad with a layer of vertical mullions overlain in turn by interlocking brise soleil aluminium fins. Two small external terraces would be provided for the occupiers of the office building at levels 09 and 12. Plant would be incorporated in part at level 01 and part at level 12.
17. One of the main differences between the current application and the 2014 office scheme is the inclusion of the Still and Star Public House. When this application was originally submitted in 2016 it was proposed that the Still and Star would be demolished and not replaced. This attracted considerable objection (as set out in the consultations section of this report) and the Still and Star was subsequently designated as an Asset of Community Value (ACV) by the City Corporation in 2016.
18. The design of the scheme has been amended in response to the concerns that were raised. Addressing the matters relating to the Still and Star and the re-design of the scheme are the reason why this application has been under consideration since 2016. The proposal before you includes a new public house fronting onto Aldgate High Street with strong historical and architectural references back to the original public house (further details on the ACV status is set out in the considerations section of this report). The Still and Star is currently located at a particularly important point where the subterranean constraints are much less onerous meaning this area is critical for foundations for the scheme which partly informs the design of this element of the proposal in terms of the demolition of the public house and its re-location a little to the north on Aldgate High Street.
19. As previously approved the basement of the office building would connect directly to the basement box which has been constructed to link the proposed building with the hotel and residential development to the south, in order to provide the shared servicing access, refuse

collection and disabled car parking facilities agreed and provided for under the previous schemes. The basement box is accessed off Little Somerset Street.

20. Pedestrian routes are provided within the arcaded structure around the base of the building. A re-aligned and widened Harrow Alley would be provided on the east side of the site in order to provide a more direct north south route from Aldgate High Street to Little Somerset Street and vice versa. A new east west route and amenity area would be provided between the south facing elevation of the development and the adjacent hotel building.
21. Overall, the scheme is driven by the following design objectives and vision:
 - Regeneration of this key east City location and formation of a more coherent urban area particularly along Aldgate High Street,
 - The replacement of the existing buildings with a high quality sustainable and energy efficient office building,
 - Creation of high quality, flexible office space that capitalises on such a well-connected location,
 - Formation of an improved public realm with greening and new pedestrian connections including: the reconfiguration of Harrow Alley into a new route linking Aldgate High Street to Somerset Street, and a new public east west route between the adjacent Hotel development and 60 Aldgate,
 - Provision of a re-imagined Still and Star Public House that is visible, commercially viable and retains elements of the slum pub that is currently on the site,
 - Incorporation of retail uses at ground floor level to enliven the ground floor plane,
 - The provision of an efficient servicing strategy that is shared with the adjacent hotel and residential development.

Consultations

22. A statement of community involvement has been submitted outlining the applicant's engagement with stakeholders. Prior to the submission of the application meetings took place with relevant stakeholders, including the project team and representatives of the Aldgate Estate Residents' Association and some of the City of London Members. Monthly newsletters were distributed locally to approximately 230 neighbours of the site to update on the programme of works for the wider 15 – 16 Minories scheme. The newsletters advised of the intention to submit this planning application and included images of the proposal. A public exhibition was also held to inform stakeholders of the scheme.
23. A monthly residents' liaison group has been operational since this application was originally submitted. Regular community newsletters

are circulated to 300 local residents and 100 businesses updating on the 4C development works and the status of this application. Letters have been sent to local businesses to seek their views on the changes to the public realm in order to ensure that it would not adversely impact on their servicing arrangements.

24. 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.
25. The application has been publicised on site, in the press and consultation letters have been sent to surrounding residential occupiers. As set out in the proposal section above the initial scheme resulted in the loss of the Still and Star Public House. The first round of consultation attracted 270 objections with the main concerns relating to the loss of the pub, as summarised in the table below:

Grounds of Objection	Number of Objections
<p>The loss of the Still and Star:</p> <p>The loss of the Still and Star Public House would detract from the City's heritage. It is a unique surviving remnant of Aldgate and London's history.</p> <p>Such a historic building should be retained and incorporated into the design of the scheme.</p> <p>The commercial interests of the City should be weighed against the loss of this historic pub and its setting on Little Somerset Street.</p> <p>The George Tavern in Stepney was saved and the Still and Star should be too – it is an important part of British/London life and culture. It is of social value to the community.</p> <p>The pub is a tourist attraction that should be retained.</p>	221
<p>Alterations to Little Somerset Street:</p> <p>Little Somerset Street is a valuable part of the historic pattern of alleyways that have been in the City of London for hundreds of years. It is an integral part of the terrace of buildings on Aldgate High Street. To lose Little Somerset Street would detract from the heritage of Aldgate.</p>	5
<p>Design of the scheme:</p> <p>The proposed building is out of character with the scale of the area. It is another bland glass box of which there are too many across London.</p>	94

<p>The existing paved area outside the pub gives good balance to the built up area and is amenity space. Building over it would overshadow the road, increase wind speeds and block a useful pedestrian route used to access Aldgate Station from Mansel Street.</p> <p>The area is a nice mix of original buildings and new builds. Projects such as this risk destroying the balance and removing the character of the area and its link to the past. There are too many office blocks in the area and the existing buildings should be retained. The history of Aldgate should be preserved.</p> <p>The proposal would have archaeological implications.</p> <p>The new alleyway would be a dark tunnel.</p> <p>This ancient part of London does not have the capacity to accommodate this development in terms of increases in the number of people and traffic.</p> <p>Homes are needed and not more offices.</p> <p>The amount of stopping up results in a reduction of the public realm.</p>	
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26. An additional round of public consultation was carried out in early 2019 following the revisions to the design of the scheme to incorporate a new Still and Star public house. A further 42 objections were submitted in addition to one neutral representation and one letter of support.
27. 33 of the letters of objection were concerned about the impact of the proposal on the Still and Star public house which can be summarised as follows:
 - Casting and moving is not the same as preserving. This iteration is not an improvement on the previous.
 - The proposal could be re-designed to incorporate the pub.
 - The ACV status should not be ignored. The existing pub could be viable if it were next to the proposed office building.
28. 15 of the letters of objection referenced design matters, which can be summarised as follows:
 - Demolishing the buildings would detract from the heritage of Aldgate and compromise the setting of the grade II* listed Hoop and Grapes public house.
 - The scheme would detract from the City's valuable street pattern.
29. One of the objection letters has been submitted by the owners of 55/56 Aldgate High Street (the building that adjoins the eastern side of the site). The grounds for objection can be summarised as follows:

- At fifth floor and above, the proposed fenestration in the wall adjacent to the boundary wall with 55/56 Aldgate High Street would result in significant overlooking of the objection site and numbers 54 Aldgate High Street and 50 – 53 Aldgate High Street.
 - At fifth floor level and above the proposed development footprint would be set back from the boundary wall by 1 metre. Should the objection site be developed this would create a narrow wind tunnel along the boundary between the two sites.
 - The overlooking and the boundary offset would impede the potential future development of the objection site and the neighbouring sites.
30. The objector suggests that the concerns could be mitigated by blocking up the fenestration along the boundary wall with 55/56 Aldgate High Street in order to remove the issue of overlooking and the footprint of the proposed development above fifth floor level should be adapted to abut the boundary with 55/56 Aldgate High Street in order to remove any gaps between the sites.
31. The objections are addressed in the considerations section of this report.
32. The letter of support states that the proposals would improve the visual amenity of the area and give the Still and Star a new viable life.
33. A summary of the internal and external consultation responses received are set out below:

Consultee	Comments
External	
Thames Water	<p>Thames Water has identified an inability of the existing combined Water infrastructure to accommodate the needs of this development proposal. Thames Water will contact the developer in an attempt to agree a position for surface water networks.</p> <p>The site is in close proximity to water assets and there may be public sewers in close proximity to the site.</p> <p>Conditions and informatives are recommended to cover these matters.</p>
Environment Agency	Need not be consulted on the application and therefore have no comments.
The Victorian Society	The Still and Star is a non-designated heritage asset and its demolition is a material consideration.

	<p>The 'Still' indicates that alcohol was original brewed on site and the 'Star' derives from the Star of David presumably a nod to the Great Synagogue of London that prior to the Blitz was located on Dukes Place and the large Jewish population in the area at the time.</p> <p>The building is unique in the City of London and it is unlikely that there are any other pubs of this sort left which makes its survival all the more remarkable.</p> <p>Little Somerset Street would also be lost by the proposal. Formerly known as Harrow Alley, it has followed its current path since the eighteenth century and is an exceptionally important piece of urban grain.</p> <p>The block facing onto Aldgate High Street in front of the Still & Star was known as 'Butcher's Row'. Historically the pub doubled as a butcher's shop.</p> <p>The pub and Harrow Alley are documented in historic literature. The pub and alley are a tremendous microcosm of London's social history of surviving historic fabric. The pub and historic street pattern of high significance and their loss is not outweighed by the benefits of a corporate office building.</p> <p>The inclusion of a replacement building for the Still and Star is a concession to the acknowledged value of the current Still and Star and the loss that would result from its demolition. Replacement would not address the nature of the pub's significance as a building or mitigate the harm that will be caused by destruction.</p> <p>The setting of numerous listed buildings needs to be considered including 45-48 Aldgate High Street. Their setting would be harmed by the proposed office block.</p>
City Heritage Society	<ul style="list-style-type: none"> - The Still and Star should be retained. - The buildings on Aldgate High Street form a group in scale with the important grade II* listed Hoop and Grapes. - The scale of the proposed building is out of sympathy with the range of buildings between the junction with Mansell Street and Minories.

Historic Royal Palaces	Confirmed no comments to make on the application
Historic England	The application should be determined in accordance with national and local policy guidance, and on the basis of the City's specialist conservation advice.
Transport for London	<p>The Intend to Publish London Plan compliant cycle parking and car free nature of the scheme are welcome.</p> <p>Due to highway safety a pedestrian crossing should be provided at the junction of Mansell Street with Alie Street. This should be secured through the S.106 agreement.</p> <p>Subject to the crossing being secured TfL would have no objection to the development.</p>
Tower Hamlets	<ul style="list-style-type: none"> - Concerns are raised over the loss of the Still & Star (the comments pre-date the revised proposal) - The application should be accompanied by an EIA given the development would be seen behind the Tower of London World Heritage site (a screening opinion was given in conjunction with the 2014 scheme and it was not considered that an EIA was required). - Concern over the impact on views particularly in terms of the Tower of London. - A construction logistics plan should be required by condition.
LAMAS	The Still and Star and Little Somerset Street are an important part of the City's fabric. The loss of these elements warrants a refusal of permission. The revised proposal fails to address the pub's significance.
London Underground	Recommend a condition requiring details of foundations, basement and ground floor structures to be submitted for approval.
East London & City Branch of CAMRA	<p>The scheme includes a welcome proposal to provide a new public house as part of the development, retaining the "Still & Star" name, and with innovative features that provide a link to the rich history of the area and the existing pub building.</p> <p>The revised plans have struck a compromise</p>

	<p>between the public benefit arising from commercial space and the development of under utilised land and the harm that would result from the loss of the pub.</p> <p>Many of the pub's original features have been lost and there is little argument in the planning balance in favour of retaining the existing building. All be it, we disagree that the existing pub is not viable.</p> <p>Provided the City Corporation can secure the provision of the pub via planning condition including the significant attributes of name, style, internal features, location, layout, opening hours, suitable cellaring space, facilities, and the operability and viability guaranteed by an operator in place prior to any occupation of the other commercial uses, then on balance CAMRA will not object to the revised scheme if you were minded to allow it.</p>
Internal	
Environmental Health	<p>Conditions recommended relating to schemes of protective works, odour extraction, noise and sewer vents.</p> <p>A satisfactory system of ventilation must be provided which should include adequate access to ventilation fans, equipment and ductwork to permit routine cleaning and maintenance. Flues should terminate at roof level or a suitable high level location which would not give rise to nuisance to other occupiers of the building or adjacent buildings.</p> <p>No objection in respect of air quality matt</p>
Lead Local Food Authority	<p>No objection on the basis of the information provided. Conditions recommended to cover details and maintenance of the SUDs system.</p>

Policy Context

34. The development plan consists of the London Plan 2016 and the City of London Local Plan 2015. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
35. The Draft London Plan is at an advanced stage. It takes forward many of the policy positions of the existing plan whilst strengthening and adding to others. On the 13th March 2020 the Secretary of State directed the Mayor not to adopt the Plan due to it not addressing a

number of national policies in respect of housing ambition, small sites, industrial land and aviation, meaning it will be some time before the plan is adopted. It has passed through the Examination in Public so is to be afforded some weight with the matters addressed by the Secretary of State being less relevant to this site.

36. The draft City Plan 2036 was agreed by the Court of Common Council in May 2020 for pre-submission, Regulation 19, consultation. The Plan is therefore a material consideration in the determination of planning applications. Regulation 19 consultation has been paused until early 2021 to enable the City Corporation to update policies in light of changes to the Use Classes Order, but the fundamental principles in relation to this application remain unchanged.
37. Government Guidance is contained in the National Planning Policy Framework (NPPF) February 2019 and the Planning Practice Guidance (PPG) which is amended, as necessary.
38. There is relevant GLA supplementary planning guidance and other policy in respect of: Accessible London: Achieving an Inclusive Environment SPG (GLA, October 2014), Control of Dust and Emissions during Construction and Demolition SPG (GLA, September 2014), Sustainable Design and Construction (GLA, September 2014), Social Infrastructure GLA May 2015), London Environment Strategy (GLA, May 2018), London View Management Framework SPG (GLA, March 2012), Mayoral CIL 2 Charging Schedule (April 2019), Central Activities Zone (GLA March 2016), Shaping Neighbourhoods: Character and Context (GLA June 2014), London Planning Statement SPG (May 2014), Town Centres SPG (July 2014) and Mayor's Transport Strategy (2018).
39. Relevant City Corporation Guidance and SPDs comprises Air Quality SPD (CoL, July 2017), Archaeology and Development Guidance SPD (CoL, July 2017), City Lighting Strategy (CoL, October 2018) City Transport Strategy (CoL, May 2019), City Waste Strategy 2013-2020 (CoL, January 2014), Protected Views SPD (CoL, January 2012), City of London's Wind Microclimate Guidelines (CoL, 2019), Planning Obligations SPD (CoL, July 2014). Open Space Strategy (COL 2016), Office Use (CoL 2015), City Public Realm (CoL 2016) and relevant Conservation Area Summaries.

Considerations

Relevant Statutory Duties

40. 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, local finance considerations 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).

41. In considering whether to grant planning permission for development which affects a listed building or its setting, considerable weight and importance should be applied to the need to have 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).

NPPF

42. The NPPF states at paragraph 2 that “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
43. Paragraph 10 states that “at the heart of the Framework is a presumption in favour of sustainable development. That presumption is set out at paragraph 11. For decision-taking this means:
- a) approving development proposals that accord with an up-to-date development plan without delay; or
 - b) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:
 - c) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed;
 - d) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
44. Paragraph 48 states that local planning authorities may give weight to relevant policies in emerging plans according to:
- a) the stage of preparation of the emerging plan (the more advanced its preparation the greater the weight that may be given);
 - b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and
 - c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)
45. It states at paragraph 8 that achieving sustainable development has three overarching objectives, being economic, social and environmental.
46. Chapter 8 of the NPPF states that planning decisions should aim to achieve healthy, inclusive and safe places. Paragraph 92 seeks to ensure that planning decisions plan positively for the provision and use of shared spaces, community facilities, including public houses and other local services to enhance the sustainability of communities.

47. Chapter 9 of the NPPF seeks to promote sustainable transport. Paragraph 103 states that “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health”.
48. Paragraph 111 states that “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.
49. Chapter 12 of the NPPF seeks to achieve well designed places. Paragraph 124 advises that “The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.
50. Paragraph 127 sets out how good design should be achieved including ensuring developments function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character and history, establish or maintain a strong sense of place, optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and create places that are safe, inclusive and accessible and which promote health and wellbeing.
51. Chapter 14 of the NPPF relates to climate change, flooding and coastal change. Paragraph 151 states that new developments should increase the use and supply of renewable and low carbon energy and heat through measures including renewable and low carbon energy sources and identifying opportunities to draw energy supply from decentralised supply systems.
52. Chapter 16 of the NPPF relates to conserving and enhancing the historic environment. Paragraph 190 of the NPPF advises that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.
53. Paragraph 197 states “The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”

The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020

54. On the 1st September 2020 a further amendment was made to the Town and Country Planning (Use Classes) Order 1987. For applications made prior to the 1st September 2020, as is the case in this instance, the order makes provision for those applications to be considered against the regulations that were applicable prior to the amendment coming into force.

Other Guidance

55. The Historic England Good Practice Advice notes, including Note 3 The Setting of Heritage Assets.

Considerations in this case

56. In considering this planning application account has to be taken of the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.
57. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
58. The principal over-arching issues in considering this application are:
- The extent to which the proposals comply with the relevant policies of the Development Plan.
 - The extent to which the proposals comply with Government guidance (NPPF).
 - The application of considerable weight and importance to the need to have regard to the desirability of preserving the setting of listed buildings in the vicinity (see paragraph 3).
59. The principal site specific issues in considering this application are:
- Economic development and the provision of office accommodation
 - Provision of office accommodation in Aldgate
 - The impact of the proposal in retail terms
 - Considerations around the demolition and replacement of the Still and Star public house, including implications of the Asset of Community Value status
 - The acceptability of the scheme in design and heritage terms including design of the offices, the pub and public realm, the loss of the Still and Star pub as a non-designated heritage asset, impact on listed buildings and the World Heritage site
 - The impact of the proposal on Strategic Views
 - The impact of the proposal on any archaeology beneath the site

- The accessibility and inclusivity of the development
- The impact of the proposal in highway and transportation terms
- The impact of the proposal in terms of environmental sustainability
- The microclimatic impacts of the proposal
- The impact of the proposal in daylight and sunlight terms
- The objection raised by 55/56 Aldgate High Street
- The requirement for financial contributions

Economic Development and the Provision of Office Accommodation

60. The National Planning Policy Framework places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
61. The City of London, is one of the world's leading international financial and professional services centres. It contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating £69 billion in economic output (as measured by Gross Value Added), equivalent to 15% of London's output and 4% of total UK output. The City is a significant and growing centre of employment, providing employment for over 520,000 people.
62. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.
63. Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides a greater range of complementary facilities to meet workforce needs.
64. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial

and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity.

65. The London Plan 2016 projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status. The aspirations for the CAZ have been carried over to the Intend to Publish London Plan (policy SD4).
66. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026. The Local Plan 2015, policy DM1.2 further encourages the provision of large office schemes.
67. The emerging City Plan (2036) policy S4 (Offices) states that the City will facilitate significant growth in office development through increasing stock by a minimum of 2,000,000sqm during the period 2016-2036. This floorspace should be adaptable and flexible. Policy OF1 (Office Development) requires offices to be of an outstanding design and an exemplar of sustainability.
68. In line with the aspirations of the London Plan 2016 and Intend to Publish London Plan, policy CS1 of the Local Plan 2015 encourages the supply of a range of high quality office accommodation to meet the varied needs of City office occupiers. Policy S4 of the emerging City Plan 2036 seeks to ensure that new office floorspace is designed to be flexible to allow adaptation of space for different types and sizes of occupiers.
69. The scheme meets the aims of policies 2.10 of the London Plan 2016, SD4 and E1 of the Intend to Publish London Plan, CS1 of the Local Plan 2015 and S4 of the emerging City Plan 2036 in delivering growth in both office floorspace and employment. The current application provides for an additional increase in floorspace and employment in line with the aspirations for the CAZ and the requirements of the Local Plan and the emerging City Plan. The proposed development would result in an additional 27,824 sq.m of high quality, flexible Class B1 floorspace for the City thus contributing to its attractiveness as a world leading international financial and professional services centre.

Provision of Office Accommodation in Aldgate

70. The site is within the Aldgate Key City Place as defined by the Local Plan 2015 (policy S8) and it is within the Aldgate, Tower and Portsoken Key Area of Change in the emerging City Plan 2036 (policy S20).
71. The Local Plan 2015 states that although there is significant potential for development in the Aldgate area environmental concerns including traffic levels, pollution and a lack of street level activity mean that the

area is not as attractive for new business and investment as other areas of the City. The City Corporation aims to regenerate Aldgate by developing it into a vibrant, safe and distinctive office location, whilst remaining a sustainable place in which to live work and learn. Improvements have taken place in the area during the plan period including the removal of the Aldgate Gyratory and the provision of new public space. The emerging City Plan acknowledges commencement of the hotel development adjacent to the application site.

72. While there are a mix of uses in the Aldgate area, the Local Plan 2015 acknowledges the predominant land use is good quality, recently built or refurbished office stock dating from the 1960s to the 1990s. The plan states that the Aldgate area is capable of accommodating large-scale office development that can provide space for company headquarters or support business function. Policies CS8 of the Local Plan 2015 and policy S20 of the emerging City Plan 2036 seek to promote the Aldgate area as an attractive office location to assist in its regeneration.
73. The proposed scheme would accord with the provisions of policy CS8 of the Local Plan 2015 and policy S20 of the emerging City Plan 2036 in terms of providing office led commercial development that has the potential to contribute towards regenerating the Aldgate area.

Retail Uses

74. The existing site provides 427 sq.m of retail space across two Use Class A1 (shop) units, one Use Class A3 (café) unit and one Use Class A4 (public house) unit. The two A1 and one A3 units front Aldgate High Street which is defined as a Retail Link within the Local Plan 2015.
75. The Retail Links can provide a link between the Principal Shopping Centres (PSCs), a link between PSCs and transport nodes or form convenient local centres. Policy CS20 (Retailing) of the Local Plan 2015 seeks to enhance Retail Links and policy DM20.2 (Retail Links) encourages retail provision and resists the loss of retail frontage and floorspace within the Retail Links. A mix of shops and other retail uses are encouraged along the Links, ensuring that the function of the Link is not adversely affected. Policy S8 (Aldgate) seeks to encourage local retail facilities in the Aldgate Area to meet the needs of local residents.
76. The emerging City Plan 2036 similarly seeks to encourage the provision of retail facilities in the Aldgate Area (policy S20 Aldgate, Tower and Portsoken). The Aldgate High Street Retail Link has been carried through to the City Plan with policies RE2 (retail links) and S5 (retailing) setting out aspirations for the Retail Links that are consistent with the Local Plan.
77. The existing retail units would be replaced with 866 sq.m of retail floorspace across three A1 retail units with one facing Harrow Alley to the east, one facing the adjacent hotel site to the south and one facing the bus station to the west, the new public house and a café within the lobby area of the offices. Although the café would be in the lobby, it would be accessible to members of the public.

78. The office and lobby cafe entrance would face onto Aldgate High Street. The frontage of the replacement Public House would follow the building line of the adjacent building to the east 55 to 56 Aldgate High Street. The frontage of the office building including its main entrance would be set back behind the vaulted arcade.
79. Overall, the proposal would provide a 439 sq.m uplift in retail floorspace across class A1 (shop), class A3 (café) and class A4 (public house) use when compared to the existing site. This additional retail floorspace and the proposed mix of uses is welcomed in order to provide facilities for local people and enhance the function and vibrancy of the Aldgate High Street retail link in accordance with the Local Plan and emerging City Plan 2036.

The Still and Star Public House

80. In the previous section consideration was given to the replacement of the Still and Star public house in retail floorspace terms. Further consideration needs to be given to the loss of the Still and Star Public house in terms of its social and community value. It is also a non-designated heritage asset which is given consideration in the Design and Heritage section of this report.
81. The supporting text to policy 4.8 (Supporting a successful and diverse retail sector and related facilities and services) of the London Plan 2016 states that “The Mayor recognises the important role that London’s public houses can play in the social fabric of communities and recent research highlights the rapid rate of closures over the past decade and the factors behind these. To address these concerns where there is sufficient evidence of need, community asset value and viability in pub use, boroughs are encouraged to bring forward policies to retain, manage and enhance public houses.”
82. Policy HC7 (Protecting public houses) of the intend to publish London Plan states that planning decisions should protect public houses where they have a heritage, economic, social or cultural value to local communities. It further states that proposals for new public houses should be supported where they would stimulate mixed use development, taking into account potential negative impacts.
83. In the supporting text to policy CV1 (Protection of Existing Visitor, Arts and Cultural Facilities) of the emerging City Plan 2036, it states that “There are many cultural facilities that are unique to the City and maintain an historic or cultural association with the Square Mile. Special consideration needs to be given to the protection of these facilities to maintain the City’s unique cultural heritage. Examples of such facilities include City Livery Halls, public houses which have a heritage, cultural, economic or social value to local communities...”. Policy CV1 states that the City Corporation will resist the loss of existing visitor, arts, heritage and cultural facilities, unless replacement facilities of at least equivalent quality are provided on-site or within the vicinity which meet the needs of the City’s communities.

84. The text further states that the City Corporation has published guidelines for determining nominations for Assets of Community Value in the City of London, which include local criteria to assess the role of public houses in furthering social wellbeing or social interest.
85. Part 5 Chapter 3 of the Localism Act 2011 introduced provisions for the designation of certain buildings or land as Assets of Community Value (ACV). Detailed regulations, the Assets of Community Value (England) Regulations, were published in 2012 and non-statutory guidance issued by the Government in the same year.
86. A building should be considered an asset of community value if:
- Its actual current use furthers the social wellbeing and interests of the local community, or a use in the recent past has done so; and
 - that use is not an ancillary one; and
 - for land in current community use it is realistic to think that there will continue to be a use which furthers social wellbeing and interests; and
 - it does not fall within one of the exemptions in the regulations e.g. residential premises.
87. Such a designation places statutory limitations on a landowner's ability to sell the building or land, with a 6 month moratorium period during which the landowner cannot agree a sale, to enable the local community to put together a bid to purchase although there is no requirement on the landowner to sell to the local community at the end of the moratorium period.
88. The Still and Star public house was designated as an Asset of Community Value by the City Corporation on 15th December 2016 following an application from the Campaign for Real Ale (CAMRA). The ACV application was made following the submission of this planning application, which originally resulted in the loss of the Still and Star. It was concluded that the Still and Star public house performs a social function that furthers the social interests of the City's community. The designation lasts for five years.
89. The Still and Star was closed on the 2nd October 2017 and has been vacant and not operated as a public house since. The applicant advises that the previous tenant vacated the premises citing lack of revenue, particularly outside the summer months as the reason for difficulty in meeting running costs.
90. The applicant appealed the Asset of Community Value designation through a First-tier Tribunal in November 2017. The judge dismissed the appeal on the 5th January 2018. Finding that the pub had in the past furthered the social wellbeing or interests of the local community and it could do so again in the future.
91. The applicant subsequently revised the design of the application scheme to incorporate the provision of a new public house that provides 269 sq.m floorspace (compared to 179 sq.m floorspace as

existing). The provision of an additional 90 sq.m of floor space is welcomed. The proposed Still and Star would more than double the amount of front of house space that would be provided when compared to the existing thus the application scheme would provide more space to socialise and utilise. Siting the pub directly onto Aldgate High Street would increase its visual prominence, result in a longer extent of pub frontage compared with the existing and it would add vibrancy to the street scene.

92. The new public house would draw on the existing in that it is proposed that it would be called the Still and Star. The retention of the name would be welcomed. Details of the existing façades of the Still and Star would be scanned and replicated for that of the new Still and Star. It is proposed that a 3m tall concrete plaque would be installed on the west facing elevation of the new Still and Star and it would be etched to depict Gustave Dore's image of "Harrow Alley, Houndsditch" from 1872 which shows an image of Harrow Alley at that time. There is an aspiration that the pub could be used as a gin distillery which would draw on the historical origins of the 'Still' element of the existing public house (further details with regard to the meaning of 'Still' are set out in the design and heritage section of this report).
93. By way of background, the re-design of the scheme is one of the main reasons for the delay in bringing the scheme forward. Discussions needed to be undertaken with London Underground regarding the footprint of the new pub and implications on the railway lines below the site.
94. In the Government Policy Statement (September 2011) on Assets of Community Value it states that "...it is open to the Local Planning Authority to decide that listing as an asset of community value is a material consideration ...". In this instance it is considered that the listing is a material consideration in planning terms in that it requires regard to be had to Policy HC7 of the intend to publish London Plan (which states that planning decisions should protect public houses where they have a heritage, economic, social or cultural value to local communities) and to the supporting text to policy CV1 of the emerging City Plan 2036 which states that special consideration should be given to the protection of cultural facilities that are unique to the City and maintain an historic or cultural association with the Square Mile including public houses which have community value. Policy CV1 states that the City Corporation will resist the loss of existing visitor, arts, heritage and cultural facilities, unless replacement facilities of at least equivalent quality are provided on-site or within the vicinity which meet the needs of the City's communities.
95. Where the listing as an Asset of Community Value is a material consideration the provision of an alternative facility is relevant in considering whether planning permission should be granted for its loss.
96. In this instance it is considered that the provision of a re-imagined Still and Star would result in a new social, community and cultural facility on the site alongside office development that would contribute towards

regenerating the area and would accord with policy HC7 of the Intend to Publish London Plan and policy CV1 of the emerging City Plan 2036. Furthermore, it should be noted that CAMRA (original applicants for the Asset of Community Value Status) have withdrawn their objection to the scheme on the basis that a public house would be re-provided on the site. Conditions are recommended to secure the replacement Still and Star in the proposed form.

Design and Heritage

Existing Buildings

97. On Aldgate High Street, Rennie House is a postwar building of brick frontage with metal-framed windows and a broad stone fascia above modern shopfronts. The westernmost side of the façade incorporates a way through to Little Somerset Street. The building is considered unexceptional intrinsically and in its contribution to the wider townscape here.
98. 62 Aldgate High Street is a four-storey building (320 sqm) occupying a narrow street plot of possibly medieval origin; the front façade is thought to date from the 19th century with later exposed flank and rear elevations, possibly reconstructed over the railway tunnel. The building is considered unexceptional in appearance and has a buff brick flank wall appearing as a bland and incongruous feature.

The Still and Star Public House

99. The Still and Star Public House is a modest, early-mid C19 public house. The building undoubtedly possesses interest as an example of its type, both as a 'slum pub' – a drinking establishment of domestic scale probably converted from a house – and as representing the social character and drinking culture of this period. Gin-drinking was rife and the 'Still' of the pub's name refers to a lost gin distillery within the pub. The building's exterior brick walls survive in reasonable condition, with features such as blind brick window niches on the north elevation and original window openings to the west elevation. Although the building has been heavily altered it is considered to be a non-designated heritage asset.
100. The values comprising the heritage significance of the Still and Star are deemed:

Architectural/Artistic: the building is of a modest scale and materiality which illustrates its early nineteenth century origins as a 'slum pub' and with later external alterations such as the early twentieth century ground floor frontage which illustrate a common trend in pub development; its alignment and relationship to Little Somerset Street reveal the lost intricacy of the historic streetscape in this location.

Historic: The Still and Star is a rare survival of the 'slum pub' and therefore is representative of the lower-class social conditions of late Georgian and Victorian London; furthermore, it appears in numerous historic sources including Gustav Dore's engravings of London.

Archaeological: limited evidential value as a result of the building's extensive alteration.

101. With a long-recorded use as a public house, the Still and Star was once a focal point in the social and architectural fabric of this part of the City. But just as the building itself has been heavily altered, so its townscape has comprehensively changed. The building is the last remnant of the tight-knit urban grain which characterised Harrow Alley, a narrow way amongst slaughterhouses since renamed Little Somerset Street. But its original setting has been erased by successive waves of post-war redevelopment. The distinctive kink of Harrow Alley remains but the buildings now lining it bear a very different relationship to the public house. The Still and Star as today appears cut adrift and appears as a single, isolated building, far removed from its original setting embedded in a tight urban grain of historical alleys. The non-designated heritage asset thereby derives only limited significance from its setting.

Development Design of the Proposed Scheme

102. The Circle and District lines of the London Underground railway run immediately below parts of the site and have dictated the structural engineering of the main office building and the layout of the ground floor public realm. The proposed development would be conspicuously innovative in architectural terms and would provide a unique new tract of public realm in this presently disjointed part of the City's townscape.
103. The section of the report covers the design of the main elements of the scheme including the office building, the public house and the public realm including the new pedestrian routes.

Main office building

104. At 13 storeys high (69m including ground floor and roof plant), the proposal is similar in scale to other recent developments in the Aldgate area which are constrained by the Backdrop Assessment Area of the Protected Vista from City Hall to the Tower of London. These include Aldgate House (62m high) and the St Botolph Building (78m high). The hotel adjacent to St Botolph Church is 54m high (necessarily lower given its proximity to the grade I listed church). The height, bulk and massing of the proposed office building is considered appropriate in this townscape and wider setting context.
105. The development would be substantially higher than other, lower-scaled buildings on the south side of Aldgate High Street. Given the nature of the site it is considered that a building of this scale at this location can be justified. In particular, the sprawl of the bus station contributes little to the townscape and has a detrimental impact on the setting of the modestly scaled buildings to its west and east. The proposed office building would visually frame this open area and bookend the smaller Aldgate High Street frontages with an innovative architectural backdrop.
106. Strikingly, the glazed façades of the building would be overlaid with a layer of vertical mullions overlain in turn by interlocking *brise soleil*

aluminium fins. These would impart a dynamic quality and vibrancy to the elevations. The interplay between the two layers would create a 'moire' effect which creates an impression of sinuous movement, especially in oblique views of the building. The effect would be intensified by the subtle variation of the colour of the fins.

107. To Aldgate High Street, an irregular ground plane of curves would be created by the ingenious resolution of the site's structural constraints in this area. At ground floor level, a series of scooplike indentations would be shaped around the structural columns to create a dynamic, vaulted arcade. This would encompass the whole building, with space most generously provided around the northern half of the building and in the realigned Harrow Alley to the north and east. Recalling the slaughterhouses once characterising this area, the vaulted arcade would be finished in pigmented red concrete and would stand between 5m and 7.8m high, ensuring the whole does not appear constrained or oppressive.
108. A generous walkway (at least 4m wide) would be provided to the west of the arcade, adjoining the Bus Station. The combination of external walkway and arcade would significantly improve pedestrian movement across the site, especially on the key north-south route between Aldgate and the residential estate on Mansell Street. To the eastern side of the arcade, a retained, realigned Harrow Alley would pass between the office arcade and the new Still and Star public house. The latter would enliven the north-eastern corner of the site, while further retail uses would activate the building's ground floor frontages to the south.
109. The plant would be enclosed in the building's envelope at roof level and concealed from view. The roof of the plant room would be partly louvred to conceal the plant from views from the upper storeys of surrounding buildings. The building maintenance unit would be located on a track recessed below the facades at roof level, so as to be concealed from view when not in operation. A biodiverse green roof would cover most of the rooftop.

New Still & Star

110. The proposals would require the demolition of the Still and Star and the realignment of the original form of Harrow Alley as preserved in Little Somerset Street. A new Still and Star Public House would be provided on a new site fronting Aldgate High Street, with a rerouted Harrow Alley provided in between it and the main office building.
111. It is considered that the architectural merit of this proposal is comparable to the significance of the non-designated heritage asset in its present form. Although a rare survival of its kind, the existing public house's integrity has been compromised by extensive alterations. Its setting has been severely compromised by redevelopment. These proposals would reimagine this 'slum pub' and its alleyway setting but would do so in a strikingly contemporary idiom.

112. The new Still and Star public house would be located on the site's north-east corner with a slender, tapering floorplan shaped by the structural constraints of the tunnels below and evoke the kind of intimate floor plan common to many historic public houses, especially on the approaches to the old City gates. The applicants undertook a very detailed assessment of London's historical pubs in developing the design and there are very numerous examples of historical pubs with such a footprint and character. Examples include the Town of Ramsgate pub in Wapping High Street and the Marquis of Granby, Chandos Place in Covent Garden.
113. Within, a new gin distillery would re-establish the lost still of the existing building. The new public house would feature an interior space akin to that of a traditional public house but with a vibrant, contemporary scheme of decoration. The careful re-interpretation of the historical, social and architectural significance of the Still and Star and the area externally and internally in the new Public House is considered exceptionally well researched and executed in an exemplary manner.
114. The principal west façade of the existing Still and Star would be replicated for that of the new, fronting Aldgate High Street. It would nestle under the crimson arcade and incorporate a planted roof terrace accessed from the office building. Each of the facades of the existing public house would be replicated in concrete casts and a sequence of them would form the long western elevation of the new public house, incorporating new punched window openings and artwork. Reimagined like this, the new public house would at once perpetuate the memory of the original building and be something entirely new. Harrow Alley would be realigned to run between the new public house and the proposed office reception, joining the remaining stretch of Little Somerset Street further to the south. The scheme will re-imagine the intimate and tight urban grain of the original Harrow Alley but in a contemporary manner. In this regard the Still and Star would re-discover its previous historical setting embedded in an intimate urban grain.
115. The new Still and Star would be doubly innovative: as a resurrection of the original public house and, more broadly, a reimagining of the London 'slum pub' as a typology. Few precedents exist elsewhere in London for this element of the scheme. It would introduce a point of unique architectural interest to this part of the City; moreover, the existing building's contribution to the vibrancy of this part of the City would be perpetuated.
116. NPPF para 197 requires local authorities to take into account the impact of an application on the significance of a non-designated heritage asset. Para 197 further requires a local authority to make a balanced judgement in respect of the harm or loss of a non-designated heritage asset. It is considered that the loss of the existing Still and Star public house and the architectural and historic values it embodies, though regrettable, would be outweighed by the provision of the new Still and Star public house and the cumulative benefits accruing from this mixed-use development including the provision of:

- High quality, sustainable office space that could contribute towards regenerating the Aldgate area and to the City's role as a world class centre for business and employment.
 - An enhanced public realm including the formation of attractive new pedestrian routes, seating areas and a potential new pedestrian crossing (see transport section for more information).
 - Retail space that would provide facilities for local people and add vibrancy to the local area.
117. As set out previously, the scheme could not be developed in the proposed form and deliver these benefits without the demolition of the pub. The Still and Star is located where the subterranean constraints are less onerous meaning the area is critical for the foundations of the scheme.

Public Realm and Landscaping

118. The pedestrian environment and public realm would be much improved as a result of the proposals in this application in line with policies 7.7 (Location and Design of Tall and Large Buildings), objective GG1 (Building strong and inclusive communities) of the London Plan, policy DM10.4 (Environmental Enhancement) of the Local Plan and policy S8 (Design) of the emerging City Plan 2036 which seek to ensure that pedestrian permeability and the local environs are improved around development sites.
119. New pedestrian routes are proposed. The new pedestrian route from Aldgate High Street to Little Somerset Street (the intention is to rename as Harrow Alley) would be via the vaulted arcade and would have a clear pedestrian desire line between the two streets which is an improvement on the existing route. The arcade would provide shelter and street furniture offering people a place to rest in line with Transport for London's Healthy Streets. It would also be illuminated which would improve visual amenity and security. As noted earlier, the scheme will re-imagine the intimate, tight urban grain of the historical Harrow Alley.
120. The current east west route between Mansell street and Minories would be improved through the provision of a more direct and less convoluted path between the two streets a result of the siting of the office development in relation to the hotel.
121. Public realm enhancement works are proposed on Little Somerset Street and a new area of seating and landscaping would be provided between the office building and the hotel development on the adjacent site. The public realm design of this proposal would tie in with the public realm design of the consented 2014 scheme. It is proposed that the 'Ridirich' bronze sculpture that is currently on this site would be relocated to an area outside the hotel. Relocation of the sculpture would be secured through the s.106 agreement.
122. The impact of the new routes and public realm enhancements would offset the loss of the existing area of public space on the site. Further details of the areas to be stopped up and areas to be dedicated as

public highway are set out in the highway and transportation section of this report.

Heritage Considerations - Setting of Listed Buildings

123. The scheme would have a significant impact on the setting of the grade I listed church of St Botolph Aldgate. The new office building would create a substantial backdrop to the church in views from the north-west. However, the setting of the church is characterised here by a backdrop of larger new developments such as the Minerva building, the Matrix Hotel site and Aldgate House. In this context, the proposal is not considered to harm the church's setting.
124. The proposed office building would appear as a substantial building in the foreground and in the distant background of the grade II* listed No. 46 Aldgate High Street and the Hoop and Grapes public house at No. 47 Aldgate High Street and the grade II listed Nos. 48 and 49 Aldgate High Street. The contrast between the domestic scale of the listed building and larger commercial scale of the surrounding developments already exists and the proposed office building would be some 50m away from the listed buildings. At this distance, and in the surrounding context, it is not considered that harm would be caused to the setting of these listed buildings. Indeed, the frontage of the new Still and Star would form an agreeable bookend to this group of traditionally-scaled buildings when viewed from the east.
125. The scheme would not harm the setting of the grade II* listed Aldgate School, which lies some distance away.

Setting of the World Heritage Site

126. The site is in the background of the Tower of London World Heritage Site in views from the south riverbank around City Hall. The Tower of London World Heritage Site Local Setting Study identifies two relevant views on the south riverbank of the Thames which coincide with the two LVMF Assessment Points.
127. As set out in preceding paragraphs, the impact of the development would be minimal in these views. The scheme would be almost wholly concealed from views of the Tower of London World Heritage Site from Tower Bridge and the south bank of the Thames.
128. In LVMF view 25A.1 the proposed development would not be seen from this viewpoint as it would be obscured from view by intervening development seen above the parapet of the Waterloo Barracks to the left of the White Tower. Similarly, the development would not be visible in LVMF view 25A.2. A small part of the top floor of the proposed development would be visible in LVMF view 25A.3, particularly in the winter view but it is not considered that this would have a significant impact on the protected silhouette or detract from the dominance of the White Tower.

129. In LVMF view 10A.1 a tiny portion of the proposed development would be seen through the branches of adjacent trees. The part of the development that would be seen is considered minor and would not detract from the World Heritage site.
130. In this respect, the scheme would accord with the guidance in the Tower of London World Heritage Site Management Plan and the Tower of London Local Setting Study. The proposal would not harm the setting and attributes of the Outstanding Universal Value of the World Heritage Site or its integrity or authenticity.

Design and Heritage Conclusion

131. The proposal is considered to constitute high quality urban design that has been sensitively designed to address the constraints of the site. It is considered that it would accord with design and heritage related policies of the London Plan 2016 (7.2, 7.3, 7.4, 7.6, 7.8, 7.9) Intend to Publish London Plan (D3, D4, D5, HC1, G5), Local Plan 2015 (CS10, DM10.1, CS12, DM12.1) and the emerging City Plan 2036 (S8, DE2, DE3, DE4, DE6, HE1).
132. The impact of the loss of the Still and Star public house as a non designated heritage asset would be outweighed by the benefits of the scheme including the provision of a reimagined historic pub.
133. For the purposes of section 66 of the Town Planning (Listed Building and Conservation Area) Act 1990 considerable weight and importance has been given to the need to have regard to the desirability of preserving the setting of the surrounding listed buildings. It is considered that the setting of the relevant listed buildings would be preserved and not harmed by the proposal.
134. The proposal would not harm the setting, integrity or authenticity of the Tower of London World Heritage site in accordance with policy 7.10 of the London Plan, HC2 of the Intend to Publish London Plan, policy CS12 of the Local Plan 2015 and policy S11 of the emerging City Plan 2036.

London Views Management Framework

135. The scheme would have a negligible impact on the three assessment points in the LVMF's Townscape View from The Queen's Walk to the Tower of London, which all focus on the Tower of London. The central Assessment Point (25A.1) is also a Protected Vista.
136. From the three Assessment Points the vast majority of the scheme would be concealed by existing buildings. Very limited parts of the upper storeys of the proposed office building would be visible, but in these long views would be barely perceptible and would not compromise the Protected Silhouette or views of the Tower of London.
137. The scheme would not affect other viewpoints identified in the London Views Management Framework

Archaeology

138. The site is an area of archaeological potential, to the east of the Roman city wall, to the south of the main road out of Aldgate, and within the Eastern Roman. Almost all investigations in the area have recorded Roman remains, including many burials. Evidence of post-medieval developments has also been widely found, in the form of cellar walls and floors, pits and drains.
139. The potential for archaeological remains is high, however, their potential survival is low due to the 'cut and cover' London Underground Line tunnel in the north part of the site. The south and central part of the site was redeveloped in the 1970s, and recent investigations confirm no survival in this area. Elsewhere there is potential that archaeological remains survive, but the level of survival is uncertain.
140. The proposed development entails the demolition of all the existing buildings on the site; including 62 Aldgate High Street and 1 Little Somerset Street (Still and Star Public House), both of early/mid-19th century date, and the construction of a multi-storey office building. The southern half of the proposed building would have a two-storey basement with piled foundations. The northern half would overlie the existing London Underground Line and a main sewer; no basement is proposed and the building would be cantilevered over the tunnel and sewer, supported by large diameter piles.
141. The proposed development would have an impact on archaeological remains within the site, except where archaeological remains are known to have previously been removed
142. Conditions are recommended to cover a programme of archaeological work, foundation design and building recording.

Access

143. The scheme is supported by a comprehensive Access Report by David Bonnett Associates. Detailed consideration has been given to access issues in the design of the scheme line with policies 7.2 of the London Plan, D5 of the Intend to Publish London Plan, 10.8 of the Local Plan and S8 of the emerging City.
144. Level thresholds would be provided at entrances. A pass door would be provided adjacent to the revolving doors into the offices and it would be conditioned that the pass door always remains open. Appropriate toilet facilities, circulatory areas, accessible car parking and cycle parking facilities have been incorporated into the scheme.
145. The public realm is designed to be inclusive with suitable gradients, surfaces and appropriately designed furniture details of which would be required by condition.

Highway and Transportation

Cycling

146. The Intend to Publish London Plan policy T5 requires cycle parking be provided at least in accordance with the minimum requirements published in the plan. Policy T5 requires cycle parking to be designed and laid out in accordance with guidance contained in the London Cycling Design Standards and that developments should cater for larger cycles, including adapted cycles for disabled people.
147. The Intend to Publish London Plan requires 341 long stay cycle parking spaces, based on 1 space per 75sqm of office floor space. The applicant is proposing a minimum of 365 long stay cycle parking spaces. This exceeds the Intend to Publish London Plan standards, which is welcomed.
148. The long stay cycle parking would be accessed via cycle lifts located on the ground floor of the office building, at the Little Somerset Street frontage.
149. The Intend to Publish London Plan requires 53 short stay cycle parking spaces, based on 1 space per 500sqm for the first 5,000sqm of office floor space, then 1 space per 5,000sqm thereafter. The applicant is proposing 54 short stay cycle parking spaces. This exceeds the Intend to Publish London Plan standards; the short stay cycle parking provision for the site is excellent.
150. 5% of the cycle parking spaces are accessible for adapted cycles and this arrangement will be secured by planning condition (in line the Intend to Publish London Plan Policy T5 cycling B, with the London Cycling Design Standards 8.2.1, and the emerging City Plan 6.3.24).
151. To complement the cycle parking, the proposals include 38 showers and 288 lockers. The locker provision is below the City's recommendations of 1 locker per 1 long stay cycle parking space, but is in line with the Intend to Publish London Plan policy, paragraph 10.5.7 in the plan, which recommends a minimum of 2 lockers per 3 long-stay spaces. The shower provision is compliant with the Intend to Publish London Plan policy, paragraph 10.5.7, which is at least 1 shower per 10 long-stay spaces.
152. The applicant will be responsible for promoting the use of the cycle parking spaces and as such will be required by planning condition to produce a Cycling Promotion Plan, which is a cycling focused Travel Plan. It will be submitted to the City for approval in line with the Intend to Publish London Plan policy T4 and paragraph 10.4.3.

Car Parking

153. Local Plan 2015 Policy DM16.5 – 1 and Draft City Plan 2036 policy VT3 – 1 require development in the City to be car-free except for designated Blue Badge spaces.
154. The proposed development would be car free except for 11 blue badge car parking spaces, which is the overall provision for the office,

residential and hotel parts of this development approved in planning permission 13/01055/FULMAJ. The 11 blue badge spaces are split between the office, residential and hotel - 4 of the blue badge spaces are to be dedicated as residential spaces. Therefore, a total of 7 blue badge spaces would be shared between the proposed office development and the consented hotel. This is as existing in the previous permission and as the design of the basement has not changed in this location. The proposed arrangement is acceptable.

Servicing and Deliveries

155. Policy DM16.5 of the Local Plan and draft City Plan 2036 Policy VT2 – 1 require developments to be designed to allow for on-site servicing. Policy VT2 – 2 requires major commercial development to provide for freight consolidation. Policy VT2 – 4 requires delivery to and servicing of new developments to take place outside peak hours (7am – 10am, 12pm – 2pm and 4pm – 7pm on weekdays) and requires justification where deliveries within peak hours are considered necessary. The Intend to Publish London Plan policy T7 G requires development proposals to provide adequate space off-street for servicing and deliveries, with on-street loading bays only used where this is not possible.
156. The servicing of the building would take place off-street in the basement. The dedicated servicing space for the office development is part of a shared servicing area for the wider hotel, residential and office development that was approved under planning permission 13/01055/FULMAJ. The servicing area is accessed via a ramp from Little Somerset Street. Vehicles would be able to enter and exit the servicing area in forward gear.
157. The servicing area would accommodate 2 vehicles up to 10m in size, these 2 dedicated loading bays are for the exclusive use of the office and associated retail land uses.
158. The applicant predicted there will be 69 deliveries to the office development per day. This number was predicted based on a worst-case scenario. With management and the use of a consolidation centre the applicant has agreed to a cap on the number of vehicles to the office part of this development of 35 vehicles and this will be agreed in the Section 106 agreement. The applicant has agreed to the use of an off-site consolidation centre in order to reduce the number of deliveries to the development per day, in line with the City of London Transport Strategy.
159. Waste collection for the office building will take place in the same way as all other servicing vehicles and will be included in the daily cap of 35 vehicles.
160. The Still and Star pub will also be serviced from within the basement.
161. There is an existing condition for the site under planning permission 13/01055/FULMAJ which states: “No servicing of any of the premises hereby permitted 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.” These servicing restrictions would remain due to the proximity to residential and hotel premises.

162. The development would be required to produce a delivery and servicing plan (DSP), and this will be secured through the s.106 agreement.

Public Transport

163. The site has the highest level of public transport provision with a public transport accessibility level (PTAL) of 6B.
164. The site is located close to Aldgate, Aldgate East, Liverpool Street and Tower Hill underground stations. The site is located close to the DLR and national rail services at Liverpool Street and Fenchurch Street. The site is close to several bus routes running on Aldgate High Street.

Pedestrian Comfort

165. A PCL assessment was not requested for this site given the new proposals do not differ materially to the extant 2014 permission regarding pedestrian numbers and represent a predicted increase in 908 trips per day which is considered acceptable.
166. Notwithstanding this, footway widths along Aldgate (adjacent to the office entrance) vary between 4.5m and 5.2m. The recommended minimum footway width (total width) for a site with active flows (up to 1,200 pph) is 4.2m, as outlined in the TfL Pedestrian Comfort Guidance. This is enough space for comfortable movement and a large piece of street furniture such as a wayfinding sign, a bench or a bus shelter. Based on the TfL guidance, it is considered that the footways around the site has sufficient capacity to accommodate pedestrian movements comfortably.
167. Footway widths to the west of the Site (along the access road to the Bus Station) vary between 3.2m and 5.4m. It should be noted there is a further 5m of public realm beyond the highway boundary. This is a covered space and is also available for pedestrians to use. The arcade between Aldgate High Street and Little Somerset Street has approximately 5.5m to 5.8m available width at the narrowest points. This is enough space for comfortable movement up to 2,000 pph and a large piece of street furniture according to TfL pedestrian comfort guidance.
168. Overall the footway widths are of a generous nature and are suitable for the level of pedestrian activity in the area. In addition, since the application was originally submitted in 2016, the Aldgate area has been significantly improved and enhanced, which also benefits this development.
169. The total number of employees expected to visit the development is 2,103 per day. This represents an increase in the level of staff of 551 when compared to the consented 2014 office scheme.

- 170. This increase in people equates to an increase in the number of trips to and from the development in the peak hours from 660 to 894. The increase of 234 trips in the peak periods is considered acceptable because it is considered a relatively nominal amount.
- 171. Over a 12-hour period there are expected to be 908 additional trips compared to the consented scheme. This is acceptable in the context of the site.
- 172. The submitted Transport Assessment indicates that the overall increase in trips across all modes would have a minimal impact on the surrounding highway and public transport network capacities.

Public Realm and highway implications

- 173. As set out above the public realm and permeability around the site would be improved as a result of the development.
- 174. The design concept at the end of the Little Somerset Street is proposed to be a shared amenity space (it would be smaller than the area proposed in the original scheme), less dominated by vehicles. Vehicles turning in Little Somerset Street will not collide with the building due to the carefully placed street furniture. It is subject to detailed design, which will be designed by the City of London in agreement with the applicant.
- 175. The arcade on the route from Aldgate High Street to Little Somerset Street would be at a height above 5.7m in the middle, but the clearance of this would reduce to zero at either side of the arcade, as a result of the arched design. It has been agreed by the applicant to dedicate the arcade as public highway (or city walkway).
- 176. The new pedestrian route may require Hostile Vehicle Measures to stop vehicles driving through the new pedestrian route, which would be sensitively designed within street furniture where possible. The final HVM design would be agreed by planning condition and in collaboration with the City of London through a Section 278 agreement.
- 177. Undersailing is not usually accepted under public highway at a depth of less than 1.2m to facilitate utilities in the public highway. Due to the constraints of the site, the connection to the existing basement, and the proximity to underground rail lines, the basement is proposed at a height less than 1.2m below the public highway. The undersail will need to go through Technical Approval with the City of London's District Surveyor, and receive sign off by the highway department, but in principle due to the constraints of the site, the undersail would be acceptable.

Stopping Up

- 178. The proposed development of the office building on the northern part of the site would require the stopping up of 636.8 sq.m of public highway where the existing open space fronting onto Aldgate High Street is located. This is all land in the applicant's ownership, which has become public highway as a result of long and uninterrupted public use. This area is jointly owned with TfL, who have agreed for the area to be

developed. In addition, the proposed stopping up is similar to that in the consented 2014 application. To balance the stopping up a new public route would be provided, the area proposed to be dedicated as public highway (or City Walkway) is 202 sq.m. There would be a net loss of highway as a result of this scheme but the impact of this is considered to be offset by the quality and alignment of the new routes.

179. Numerous swept path analysis have been conducted to ensure the stopping up will not impact negatively on large vehicles that want to use the redesigned Little Somerset Street, and we are satisfied that the proposals for Little Somerset Street would enhance the environment for people walking and cycling and would not detrimentally impact the use of the street for drivers.
180. The proposed stopping up and reconfiguration of Little Somerset Street would make turning vehicles tighter than the existing arrangement. However successful access and manoeuvres for all vehicles has been demonstrated by swept path analysis. Further, the applicant does not expect many vehicles larger than a 7.5t box van to service the adjoining buildings using Little Somerset Street given their previous traffic counts and traffic monitoring surveys. Given the data produced by the traffic counts and the swept path analysis the proposed changes to Little Somerset Street, including tightening of the carriageway, is not considered a concern for the scheme, and are considered a benefit of the scheme, and will be fully funded by the developer as part of a Section 278 agreement.
181. The Stopping Up would be subject to the statutory consultation process. Should the stopping up order raise objections, the applicant would need to resolve the objections in order to develop this development.
182. The Court has authorised the Town Clerk to make stopping up orders that are not opposed, and he has delegated this authority to the Director of the Built Environment. Opposed stopping up orders are, however, reported to your Committee to determine.

Section 278 Agreement

183. The applicant has agreed to a section 278 agreement which would need to be secured or provided for in the S.106 Agreement. The Section 278 agreement would include, but would not be limited to works to the footway and carriageway on Little Somerset Street, works to the footway on Aldgate High Street, the provision of a new pedestrian route between Aldgate High Street and Little Somerset Street, the dedication of the new pedestrian route through, appropriate HVM, and other works to complement the scheme. The Section 278 works would extend south on Little Somerset Street to include improvements past the service entrance for the development.
184. There is a separate agreement with TfL to provide a new crossing on Mansell Street to improve the pedestrian crossing facilities in the area.
185. The Section 278 works would be in line with the 10 Healthy Streets indicators, the City of London Transport Strategy and City of London's

Public Realm vision. This would be secured through the Section 106 agreement.

Environmental Sustainability

186. Policy CS15 of the Local Plan requires development proposals to demonstrate the highest feasible and viable sustainability standards in design, construction, operation and 'end of life' phases of development. As part of this major developments should aim to achieve BREEAM "excellent" or "outstanding", carbon emissions should be minimised, building fabric should be re-used where possible, development should among a number of factors positively address air quality and limit contribution to light spillage. The development has been assessed regarding its performance in these respects:

BREEAM

187. A BREEAM pre-assessment has been prepared by RED. It assesses the development against the 2014 BREEAM criteria (the criteria that were relevant at the time of the application submission) and shows that the building has been designed to achieve an 'Excellent' rating.
188. However, the 2014 criteria were superseded in 2018. The applicants registered the scheme with BRE under the BREEAM 2014 scheme in order to preserve the option of a 2014 accreditation. Obtaining a full BREEAM certification under the 2014 scheme would require completion of the post construction assessment by 7th March 2023. The applicants have advised that completion by this date would not be feasible.
189. The applicants have reached agreement with Transport for London on matters around the feasibility of the construction of the scheme and as such they are keen to progress the development. They have advised that carrying out a full BREEAM assessment under the 2018 scheme would result in further delays to their programme.
190. Following discussions with a BREEAM assessor the applicants have advised that the development would likely achieve a 'Very Good' rating under the 2018 scheme. This is given that several credits under the 2018 scheme relate to RIBA stages 1 (preparation and brief) and 2 (concept design) and so may not be obtainable.
191. Notwithstanding the above, the applicants are committed to achieving an 'excellent' rating and consider that additional credits could be obtained as the detailed design of the scheme progresses. They have commissioned Hoare Lee to prepare a desktop analysis of the development against the 2018 BREEAM regulations in order to highlight areas where additional credits could potentially be obtained. It is considered that this approach is acceptable, subject to a condition requiring the development to achieve the 'excellent' rating.

Carbon Emissions

192. The Energy Statement prepared by RED dated June 2019 shows that this development has been designed to achieve a 28.1% reduction in

carbon emissions compared with a 2013 Building Regulations compliant building.

193. It is considered that every effort should be made to improve the carbon performance of this building and conditions are recommended in order to secure this. The applicants have advised that they are looking to improve the performance of the building and are considering the replacement of CHP with electric options given the decarbonisation of grid electricity.
194. Given the current shortfall in carbon performance a carbon offsetting fee would be required and secured through the s.106 agreement.

Circular Economy

195. The applicant has submitted a Circular Economy statement which states that the proposed development would be designed and constructed to promote the principles of circular economy and resource efficiency through:
- Design for longevity and adaptability – The structure would be designed to be durable, resilient, low maintenance and designed to be able to respond to change.
 - Design for waste-efficient procurement – Specifications would be designed to reduce waste for example the impact of concrete would be mitigated by the use of cementitious replacements/additions such as GGBS which is a by-product from the production of steel.
 - Design for material optimisation – Design solutions would be sought that minimise waste.
 - Design for off-site construction – Building elements such as the façade and structural frame would be prefabricated off-site, leaving simple assembly operations to take place onsite promoting material efficiency and reduced construction waste.
196. The proposed adherence to circular economy principles would accord with policy CS15 of the Local Plan and policies SI7 and SI6 of the draft City Plan.

Air Quality

197. Local Plan 2015 policy CS15 seeks to ensure that developments positively address air quality. Policy DE1 of the draft City Plan 2036 states that London Plan carbon emissions and air quality requirements should be met on sites and policy HL2 requires all developments to be at least Air Quality Neutral, developers will be expected to install non-combustion energy technology where available, construction and deconstruction must minimise air quality impacts and all combustion flues should terminate above the roof height of the tallest part of the development. The requirements to positively address air quality and be air quality neutral are supported by policy 7.14 of the London Plan and policy SI of the Intend to Publish London Plan.

198. The submitted air quality assessment shows that the transport and building-related emissions associated with the proposed development are below the relevant benchmarks. As such, the proposed development would comply with the requirement that all new developments in London should be at least air quality neutral.
199. The construction works would have the potential to create dust and it may be necessary to implement mitigation measures. A condition is recommended that requires the submission of a Scheme of Protective works to be submitted prior to the commencement of development.

Urban Greening

200. The applicant has taken the opportunity to maximise the provision of greening on the site.
201. The draft City Plan 2036, policy OS2 and the emerging London Plan both set Urban Greening Factor (UGF) targets as a metric for measuring the contribution of the proposed greening to the urban environment.
202. The UGF for this application has been calculated at 0.35 which is policy compliant and based on the provision of 41 sqm of ground floor planters, 62.3 sqm of intensive green roof (across the pub and the north and south office terraces) and 1167 sqm of extensive green roof (across the office building and plant roof).
203. The quantum of proposed greening is welcomed in accordance with policies relating to greening including DM10.2, DM10.3 and DM19.2, policies S14, OS1 and OS2 in the draft City Plan 2036, policies 5.10 and 5.11 of the London Plan and policy G5 of the Intend to Publish London Plan. Conditions are recommended relating to the design of the green roof areas.

Microclimate

204. Policy DM10.1 (New Development) of the Local Plan requires buildings to be designed to avoid unacceptable wind impacts at street level. The supporting text to policy 10.1 states that wind conditions and solar glare can have an adverse effect on the surrounding townscape and the quality and use of the public realm. Assessments in respect of these matters need to be carried out. This is reiterated in policy S8 (Design) of the emerging City Plan which states that developments need to optimise micro climatic conditions, addressing solar glare, daylight and sunlight wind conditions and thermal comfort.
205. Consideration has been given to the site's microclimate in the design of the scheme. The wind analysis shows that during the winter and summer months the pedestrian comfort levels on and around the site vary from grade 1 (frequent sitting) to grade 3 (standing). The grade 3 (standing) areas would be along Aldgate High Street, adjacent to the hotel entrance and adjacent to the bus stop during the winter months. Grade 3 for these types of areas is acceptable according to the City's Wind Guidelines.

206. During the summer the majority of the site is grade 2 (occasional sitting) and grade 1 (frequent sitting) which will contribute towards making the new pedestrian routes, amenity areas and entrances to the building at ground floor level a pleasant environment for pedestrians.
207. The terrace areas on the upper levels of the building have also been assessed and show that they would predominantly be suitable for frequent sitting with only a small area suitable for occasional sitting during the winter months.
208. The applicant has assessed the potential for solar glare, confirming that due to the orientation and angle of the building and the composition of the proposed materials, that the scheme would not give rise to solar glare.
209. It is considered that the proposal would accord with policies DM10.1 of the Local Plan and policy S8 of the emerging City Plan.

Daylight and Sunlight Impact on Nearby Dwellings

210. Policy DM10.7 of the Local Plan 2015 seeks to resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the BRE's guidelines.
211. The guidance advises that numerical values are not to be rigidly applied but recognise the specific circumstances of each case. This is acknowledged in the supporting text to policy DM10.7 of the Local Plan 2015 which states that "The Building Research Establishment (BRE) has issued guidelines that set out several methods of assessing changes in daylight and sunlight arising from new developments. The City Corporation will apply these methods, consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely development city-centre locations".
212. The applicant has submitted a Daylight and Sunlight assessment prepared by Gordon Ingram Associates to assess the impact of the development on surrounding buildings containing residential use including 150 Minories, 55-56 Aldgate High Street, 140 Minories, 73 – 75 Aldgate High Street, 53 – 54 Aldgate High Street, 48 - 49 Aldgate High Street and 47 Aldgate High Street.
213. The assessment shows that all buildings except 47 Aldgate High Street and 73 – 75 Aldgate High Street would be BRE compliant.
214. All windows (27, there is no distinction between habitable and non-habitable rooms as the applicant was unable to obtain detailed floorplans) in 73 – 75 Aldgate High Street would fail the VSC test, with 17 windows showing transgressions between 20-30%, six windows showing transgressions between 30-40% and three windows showing transgressions of over 40%. The retained VSC levels would be 20% or above for 14 windows and between 15-20% for 10 windows. These levels are considered reasonable for high density urban areas.

215. The BRE guidance states that if the VSC is more than 27% then diffuse daylighting of the existing building will not be adversely affected. The 27% target value is derived from a low density suburban housing model. applicant has cited examples in London including the Whitechapel Estate appeal and Monmouth House where VSCs in the mid-teens have been considered acceptable for an inner city, high density environment.
216. The applicant has further advised that 73 – 75 Aldgate High Street is owned by TfL, the upper parts comprise five House in Multiple Occupation units that are currently vacant. The units are vacant as they do not currently comply with HMO regulations and as such TfL are exploring sale or refurbishment of the units.
217. It is also worth noting that the 73 – 75 Aldgate High Street is to the west of the site and would be largely affected by massing that was approved under the implemented 2014 scheme (the new massing is on the east side of the site).
218. With regard to impact on 47 Aldgate High Street four of the twelve windows would be non VSC compliant as a result of the development. When the No Sky Line test is applied six rooms are compliant and four show transgressions.
219. Six windows show a reduction in sunlight (APSH) as a result of the development. The applicants daylight and sunlight report notes that of the six windows that are affected in sunlight terms, two windows have an obstructed view due to their location within a U shaped section of the property, with the remaining windows experiencing a transgression in sunlight largely due to the already low levels in the existing condition. As a result of this, the percentage reductions seen in winter are generally disproportionate when compared to actual APSH reduction.
220. The applicant has assessed 47 Aldgate High Street for the avoidance of doubt. The City's records do now show 47 Aldgate High Street to be in residential use. 47 Aldgate High Street is the Hoop and Grapes public house and it is thought that the residential accommodation is ancillary to the pub below.
221. The scheme is not strictly in compliance with daylight and sunlight policy. However, given the status of the two buildings in question, the level of impact, their location in a high density environment and the fact that a similar development could be implemented on the site, it is not considered that this would form sufficient grounds for refusing the application.

Objection from 55/56 Aldgate High Street

222. As set out in the considerations section of the report, an objection has been received from the owner of 55/56 Aldgate High Street on the basis that:
- the fenestration in the wall of the development adjacent to the boundary would result in overlooking of the objection site and

numbers 54 Aldgate High Street and 50 – 53 Aldgate High Street; and

- that at fifth floor level the development footprint would be set off the boundary by 1 metre and should the objection site be developed this could create a narrow wind tunnel between the two sites.
223. The objector considers that these matters could impede future development potential of the objection site. The objector considers that the impact could be addressed by blocking up the fenestration in the boundary wall of the development in order to remove the overlooking, and the alignment of the building above fifth floor level could be adapted to abut the boundary and remove any gaps between the sites.
224. Number 55/56 Aldgate High Street comprises ground level with five floors above. As part of the proposal the Still and Star (ground plus two floors) would abut 55/56 Aldgate High Street. The office element of the scheme would rise above the Still and Star and be set off the boundary with number 55/56 Aldgate High Street.
225. The development would not give rise to any significantly detrimental overlooking in residential amenity terms. It would not directly overlook residential windows or terraces. The blocking up of fenestration in the east elevation of the development would potentially be undesirable in townscape terms in that it would result in a dominant flank wall being visible from Aldgate High Street.
226. Regarding the spacing between the two sites and the possibility of a wind tunnel, this would be assessed should a development come forward at 55/56 Aldgate Street that abuts the boundary. The applicant has advised that moving the office element of the development adjacent to the boundary with number 55/56 Aldgate High Street at this stage would require the entire design of the building to be reassessed. Notwithstanding, they consider that a 1 metre gap would be enough to maintain the east façade of the proposal.
227. It is not considered that the matters raised form sufficient planning grounds to reevaluate the design of the scheme or warrant a refusal of permission. Notwithstanding the above, the standard condition is recommended that requires design details of junctions with adjoining premises to be submitted for approval post consent.

Financial Contributions

228. The proposed development would require planning obligations to be secured in a Section 106 agreement to mitigate the impact of the development to make it acceptable in planning terms. Contributions would be used to improve the City's environment and facilities. The proposal would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.

229. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
230. From 1st April 2019 Mayoral CIL 2 (MCIL2) supersedes the Mayor of London's CIL and associated section 106 planning obligations charging schedule. This change removes the Mayors planning obligations for Crossrail contributions. Therefore, the Mayor will be collecting funding for Crossrail 1 under the provisions of the Community Infrastructure Levy regulations 2010 (as amended).
231. The office building approved under the original permission (ref: 13/01055/FULMAJ) measures 18,060sqm (GIA) total, consisting of 17,492sqm of Office (B1) floorspace, 568sqm of Retail (A1) floorspace.
232. The office building (including the relocation of the Still and Star Public House) being proposed through this application is measures 28,690sqm (GIA) total, consisting of 27,824sqm of Office (B1) floorspace, 597sqm of Retail (A1/A3) floorspace, 269sqm of A4 (Still and Star Public House).
233. The CIL and Planning Obligations are applicable and have been calculated on the increased floorspace over that approved by the original application (ref: 13/01055/FULMAJ).
234. CIL contributions and City of London Planning obligations are set out below.

MCIL2

Liability in accordance with the Mayor of London's policies	Contribution (Excluding Indexation)	Forwarded to the Mayor	City's charge for administration and monitoring
MCIL2 payable	£1,927,583	£1,850,480	£77,103

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution (Excluding Indexation)	Available for allocation	Retained for administration and monitoring
City CIL	£783,825	£744,634	£39,191
City Planning Obligations			
Affordable Housing	£209,020	£206,930	£2,090

Local, Training, Skills and Job Brokerage	£31,353	£31,039	£314
Monitoring Charge	£4,250		£4,250
Section 278 Agreement (Evaluation & Design)	£50,000	£50,000	£0
Total liability in accordance with the City of London's policies	£1,078,448	£1,032,603	£45,845

City's Planning Obligations

235. In addition to the above, the following obligations will also be secured through the S106 Agreement.

- Contribution of £15,500 for early life skills in the Portsoken Ward, in particular in the Aldgate School to fund a new Speech and language room (£12,500) and Chromebooks costing £3,000.
- Legible London Contribution
- Section 278 Agreement (Little Somerset Street, Harrow Alley and Hostile Vehicle Measures for new pedestrian routes)
- Relocation of bronze sculpture ('Ridirich' by Keith McCarter) as part of the Cultural Plan
- Travel Plan (including Cycling Promotion Plan)
- Section 278 or Section 106 Agreement with Transport for London (New pedestrian crossing at the junction of Mansell Street with Alie Street and improvements to other crossings forming part of the Transport for London Road Network).
- Dedication of Public Highway or City Walkway (Arcade between Aldgate High Street to Little Somerset Street)
- Pedestrian Routes (Specification and Access)

236. Planning Obligations in relation to the original permission (ref: 13/01055/FULMAJ) were secured through the Section 106 Agreement dated 30 June 2014. The Section 106 Agreement was subsequently amended by two Deeds of Modifications dated 18 March 2016 and 20

March 2018. Some of the obligations secured through the above agreements are related to the site as whole. Where it is appropriate and/or necessary to align with current policies, obligations relating to the site as a whole will be separated between the Office building and the rest of the development (i.e.. the Hotel and Residential buildings). A further Deed of Modification will be sought to vary some and/or part of the obligations listed below:

- Highway Reparation and other Highways Obligations
- Local Procurement Strategy
- Local Training, Skills and Job Brokerage Strategy (Demolition & Construction)
- Delivery and Servicing Management Plan (including Consolidation)
- Carbon Offsetting
- Utility Connections
- Open Space Phasing Plan & Maintained Land
- Development Phasing and Basement Access

237. I request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations and enter into the S278 agreement.

Monitoring and Administrative Costs

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

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

Site Specific Mitigation

240. The City will use CIL to mitigate the impact of development and provide the infrastructure necessary for the area. In some circumstances, it may be necessary additionally to seek site specific mitigation to ensure that a development is acceptable in planning terms. Other matters requiring mitigation are yet to be fully scoped.

Conclusion

241. The proposed scheme would achieve the regeneration of an underutilised site in a pivotal location off Aldgate High Street. The proposal is considered to represent an improved version of the office scheme that was approved on the site in 2014 in that it would deliver office space with logical floor plates, a new social and cultural facility for the City through the provision of a reimagined historic pub and an improved contribution to the townscape by forming a bookend to the smaller Aldgate High Street frontages.
242. The proposed quantum of office floorspace is welcomed and would contribute to the City's role as a leading centre for business and employment. The retail floorspace would enliven the area and provide facilities for neighbouring communities. The pedestrian routes and public realm improvements would enhance the area.
243. The proposal would involve the loss of a non-designated heritage asset and asset of community value, to which there has been much opposition. However, this would be decisively outweighed by the benefits of the scheme including the provision of the new Still and Star public house which would embody elements of the significance of the existing pub in an exemplary manner.
244. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 has been applied and great weight has been given to the need to the need to preserve the setting of the surrounding listed buildings (St Botolph's Church (Grade I listed), Sir John Cass School (Grade II* listed), 48 and 49 Aldgate High Street (Grade II listed), 47 Aldgate High Street (Grade II* listed) and 46 Aldgate High Street (Grade II* listed). It is not considered that the proposal would detract from the significance of the settings of the relevant listed buildings and their special architectural and historic interest would be preserved.
245. The environmental and sustainability agenda has progressed since this application was submitted in 2016, notwithstanding the applicant has demonstrated a commitment to deliver a building with excellent sustainability credentials. Conditions are recommended to secure an improved BREEAM rating and improved carbon performance. It has been demonstrated that the proposal would have an acceptable impact on the microclimate around the site and the quantum of proposed greening is welcomed.
246. Transport matters have been satisfactorily addressed and the application is exemplary in terms of its provision of cycle parking being compliant with both long and short stay standards which is unusual in the City. The proposal would result in the loss of some public highway but this would be offset by the provision of attractive new logical pedestrian routes.
247. The proposal would result in some daylight and sunlight issues (including some reduction that are not compliant with BRE guidance) to surrounding residential dwellings, however, the impact is not considered to be such that it would warrant a refusal of permission.

248. The concerns raised by the owner of 55/56 Aldgate High Street would be addressed through a flank wall condition.
249. Overall it is considered that the proposal represents high quality commercial led development that would have a positive impact on the Aldgate area.

Background Papers

Representations

27.07.2016	Comment	Chris Smith
27.07.2016	Comment	Richard Williamson
27.07.2016	Comment	Adair Halliday
27.07.2016	Comment	James Manning
27.07.2016	Comment	John Evans
04.08.2016	Comment	Glen Leeder
04.08.2016	Comment	John Evans
04.08.2016	Comment	Jane Jewell
04.08.2016	Comment	C Pertwee
04.08.2016	Comment	Douglas Haywood
04.08.2016	Comment	Andrew Altmann
04.08.2016	Comment	Caroline Bottomley
04.08.2016	Comment	Jonathan Taylor
04.08.2016	Comment	Lyndy Jacquot
04.08.2016	Comment	Carlos Hood
04.08.2016	Comment	Christina Pullam
04.08.2016	Comment	Harriet Connides
04.08.2016	Comment	Ian Dicks
04.08.2016	Comment	Shawdian Uttley
04.08.2016	Comment	Elizabeth Burling
04.08.2016	Comment	David Milne
04.08.2016	Comment	Adele Schlazer-Lester
04.08.2016	Comment	Tristan O'Dwyer
04.08.2016	Comment	Howard Clark
04.08.2016	Comment	James Bramble
04.08.2016	Comment	Kate Bowgett
04.08.2016	Comment	Patrick Nicholas
04.08.2016	Comment	Matt Nicholls
04.08.2016	Comment	Richard Pascoe
04.08.2016	Comment	Michael Collard
04.08.2016	Comment	Elizabeth Waight
04.08.2016	Comment	Chris Ashby
04.08.2016	Comment	Chris Berthohd
05.08.2016	Comment	Colin Toogood
05.08.2016	Comment	Peter Dray
05.08.2016	Comment	Andrew Brown
05.08.2016	Comment	Kris O'Kane
05.08.2016	Comment	Kenneth Orr
05.08.2016	Comment	Max Goldman
05.08.2016	Comment	James Ford
05.08.2016	Comment	Sarah-Jayne Bray
05.08.2016	Comment	Daniel Couzens
05.08.2016	Comment	Vicky Stewart
05.08.2016	Comment	Craig Thomas
05.08.2016	Comment	Iain Chambers
05.08.2016	Comment	Zena Sullivan
05.08.2016	Comment	Su O'Brien

05.08.2016	Comment	Jane Jephcote
08.08.2016	Comment	R Taylor
08.08.2016	Comment	Marian Monas
08.08.2016	Comment	Jacqui Brazil
08.08.2016	Comment	Patricia Ashby
08.08.2016	Comment	Denise Whittington
08.08.2016	Comment	Betsy Barker
08.08.2016	Comment	Mandy Hunt
08.08.2016	Comment	Nick Pope
08.08.2016	Comment	Frances Jagodzinska
08.08.2016	Comment	Adrian Amos
08.08.2016	Comment	Evan Skuthorpe
08.08.2016	Comment	D Davies
08.08.2016	Comment	Barry Jackson
08.08.2016	Comment	Sue Godsell
08.08.2016	Comment	William Amos
08.08.2016	Comment	Gemma Wade
08.08.2016	Comment	Thomas Jones
08.08.2016	Comment	Jess Cooper
08.08.2016	Comment	Matthew Dench
08.08.2016	Comment	Matt Brookland
08.08.2016	Comment	Charles Andrew Rose
08.08.2016	Comment	Mark Taliana
08.08.2016	Comment	Katherine Bannom
08.08.2016	Comment	Samuel Stuart Arthur Walker
08.08.2016	Comment	Peter Kent
08.08.2016	Comment	Anne Mullane
08.08.2016	Comment	Keith Barker-Main
08.08.2016	Comment	Janet Wickings
08.08.2016	Comment	Annie Appleby
08.08.2016	Comment	Kate Saint
08.08.2016	Comment	Sue Spiller
08.08.2016	Comment	Victoria Young
08.08.2020	Comment	Veronica Hunt-Lewis
08.08.2016	Comment	Michael Bundy
08.08.2016	Comment	Martin Cook
08.08.2016	Comment	Katy Chapman
08.08.2016	Comment	Stuart Mackay
08.08.2016	Comment	Nicola Lovick
08.08.2016	Comment	Alex Templieton
08.08.2016	Comment	James Lovick
08.08.2016	Comment	David Bridgwater
08.08.2016	Comment	Matt Fazal
08/08.2016	Comment	Andrew Burgess
08.08.2016	Comment	Joanna Moncrieff
09.08.2016	Comment	Edmund O Brien
09.08.2016	Comment	Mark Ellis
09.08.2016	Comment	Simon Holland
09.08.2016	Comment	Oscar Rocklin
09.08.2016	Comment	Adrienne Roche

09.08.2016	Comment	Roger Carr
09.08.2016	Comment	Ellis Leeper
09.08.2016	Comment	Scott Wagstaff
09.08.2016	Comment	Andrew Brister
09.08.2016	Comment	Emma Cornish
09.08.2016	Comment	Colin West
09.08.2016	Comment	Andrew Large
09.08.2016	Comment	Gillian-Claire Pearman
09.08.2016	Comment	Denise D'Armi
09.08.2016	Comment	Delianne Forget
10.08.2016	Comment	Philip Whittington
10.08.2016	Comment	Joanne Gourlay
10.08.2016	Comment	John Cryne
10.08.2016	Comment	Frank Jeffs
10.08.2016	Comment	Matthew Stimpson
10.08.2016	Comment	David Bull
10.08.2016	Comment	Alastair Catto
11.08.2016	Comment	Tim Matthews
11.08.2016	Comment	Anna Gud
11.08.2018	Comment	Peta Bridle
11.08.2016	Comment	Anna Simons
11.08.2016	Comment	Tom Wilkinson
12.08.2016	Comment	Peter Milton
12.08.2016	Comment	Mark Amies
12.08.2016	Comment	Simon Kirwin
12.08.2016	Comment	Deborah Brown
12.08.2016	Comment	Peter Milton
12.08.2016	Comment	Yvonne Caffrey
12.08.2016	Comment	Chris Jones
12.08.2016	Comment	Pat Taylor
12.08.2016	Comment	Vicky Lloyd
12.08.2016	Comment	Simon Paul
12.08.2016	Comment	Anita Amies
12.08.2016	Comment	James White
13.08.2016	Comment	Lisa Millward
13.08.2016	Comment	Chauney Dunford
13.08.2016	Comment	Perry Gowler
13.08.2016	Comment	Simon Carroll
13.08.2016	Comment	Christopher Stimpson
14.08.2016	Comment	Rex Ward
14.08.2016	Comment	Katharine Raymond
14.08.2016	Comment	Roy Tunstall
14.08.2016	Comment	Robert Frsdick
14.08.2016	Comment	Stephen Wood
14.08.2016	Comment	Victoria Hardy
14.08.2016	Comment	Chris Cochran
14.08.2016	Comment	Trevor Crook
14.08.2016	Comment	Callum Frackelton-Cooper
14.08.2016	Comment	Michele Gates
14.08.2016	Comment	Simon Gates

14.08.2016	Comment	Louise Meddings
14.08.2016	Comment	Grant McIntosh
14.08.2016	Comment	Peter Cole
14.08.2016	Comment	Kenneth Towne
14.08.2016	Comment	Ian Hardie
15.08.2016	Comment	Ruth Murray
15.08.2016	Comment	David Brown
15.08.2016	Comment	Steve Doggett
15.08.2016	Comment	Terence Frisch
15.08.2016	Comment	Julian Kirkby
15.08.2016	Comment	Adam Sharpe
15.08.2016	Comment	Tony Wright
15.08.2016	Comment	James Watson (East London & City branch of CAMRA
15.08.2016	Comment	James Young
15.08.2016	Comment	Gary Alton
15.08.2016	Comment	David Roderick
15.08.2016	Comment	Marina Wrixon
15.08.2016	Comment	Alistair FitzPatrick
15.08.2016	Comment	Paul Woodley
15.08.2016	Comment	Ali Twidaale
15.08.2016	Comment	Jack Brooks
15.08.2016	Comment	Gavin Gibb
15.08.2016	Comment	Philip Renshaw
15.08.2016	Comment	Donal Fitzsimons
15.08.2016	Comment	George Hanna
15.08.2016	Comment	Tracey Bates
15.08.2016	Comment	Dominic Pinto
16.08.2016	Comment	Lee Hickman
16.08.2016	Comment	Brian Dawton
16.08.2016	Comment	Ben Wykes
16.08.2016	Comment	Paul Grove
16.08.2016	Comment	Brian Blagbrough
16.08.2016	Comment	Alex Burke
16.08.2016	Comment	Matthew Gascoigne
16.08.2016	Comment	Seb Brennan
16.08.2016	Comment	Graham Burgess
16.08.2016	Comment	Paul Bracegirdle
16.08.2016	Comment	Matthew O'Leary
16.08.2016	Comment	Candida DaFonseca
16.08.2016	Comment	Ian Charles-Jones
16.08.2016	Comment	Angela Wood
16.08.2016	Comment	Martin Goldsworthy
16.08.2016	Comment	Christopher Frost
16.08.2016	Comment	Tara Quinn
16.08.2016	Comment	Lin Dadd
16.08.2016	Comment	Catherine Trevethan
16.08.2016	Comment	Richard Arnopp
16.08.2016	Comment	Lucy Saint-Smith
16.08.2016	Comment	Jane Harrington

16.08.2016	Comment	Gillian Tindall
16.08.2016	Comment	Simon Law
17.08.2016	Comment	Karen Golanski
17.08.2016	Comment	Ryan Emmett
17.08.2016	Comment	Gerry Hahlo
17.08.2016	Comment	Vicky Halliday
17.08.2016	Comment	Gabriella Herrick
17.08.2016	Comment	Ed Perridge
17.08.2016	Comment	Peter Caseley
17.08.2016	Comment	Julian Shute
17.08.2016	Comment	Joanna Eley
17.08.2016	Comment	Claire Morley
17.08.2016	Comment	Richard Cohen
17.08.2016	Comment	Anthony Paul
18.08.2016	Email	Richard Lewis
18.08.2016	Comment	Peter Walker
18.08.2016	Comment	Mick Williamson
18.08.2016	Comment	Roland Jeffery
18.08.2016	Comment	Richard Hickey
18.08.2016	Comment	Christine Gordon
18.08.2016	Comment	Harry Shawyer
18.08.2016	Comment	Ken Hodgson
18.08.2016	Comment	Alison Beardwood
19.08.2016	Comment	Michael O'Rorke
19.08.2016	Comment	Jan Savage
20.08.2016	Comment	Emma Grace Aldons
20.08.2016	Comment	Ann George
21.08.2016	Comment	Mary Eileen Heaslip
21.08.2016	Comment	John Folkard
21.08.2018	Comment	Philip Suggitt
21.08.2016	Comment	Joshua Mardell
22.08.2016	Comment	Nick Blake
22.08.2016	Comment	Polly Murphy
22.08.2016	Comment	Samuel Warshaw
22.08.2016	Comment	Philip Houldershaw
22.08.2016	Comment	Wanda Ashman
23.08.2016	Comment	Steve Orpin
23.08.2016	Comment	James Champness
24.08.2016	Comment	Martin Cummins
25.08.2016	Comment	Simon Williams
26.08.2016	Letter	William Campbell-Taylor
26.08.2016	Comment	John Sinha
27.08.2016	Comment	Johanna Marshall
28.08.2016	Comment	Michael Beavan
29.08.2016	Comment	Helen Walasek
31.08.2016	Comment	Stephen Gray
05.09.2016	Comment	Peter Hampshire
08.09.2016	Comment	Daniel McHarg
08.09.2016	Comment	Sarah Witney
09.09.2016	Comment	Patricia Habberjam

13.09.2016	Comment	Adam Shipway
13.09.2016	Comment	David Gill
14.09.2016	Comment	Philip Thrush
15.09.2016	Comment	John Cant
19.08.2016	Comment	Camilla Ford
22.09.2016	Comment	Bryan Munday
22.09.2016	Comment	Elaine Edge
23.09.2016	Comment	Nicholas Bailey
29.09.2016	Comment	Peter Filcek
01.10.2016	Comment	Matthew Orton
27.10.2016	Comment	Stefany Reich-Silber
27.10.2016	Comment	Giles Latcham
27.10.2016	Comment	Chris Harris
04.11.2016	Comment	Louise Reedl
07.11.2016	Comment	Gary Meaton
08.11.2016	Comment	Jonathan Smith
20.11.2016	Comment	Ruth Richardson
28.11.2016	Comment	Del Campbell
12.12.2016	Comment	Mathew Chambers
12.12.2016	Comment	Steven Hanscomb
17.12.2016	Comment	Robert Picking
09.01.2017	Letter	Desmond Fitzpatrick
15.11.2017	Comment	Marc Haynes
15.01.2018	Email	Steve Hanscomb
11.01.2019	Comment	Seb Brennan
11.01.2019	Comment	Richard Williamson
11.01.2019	Comment	Peter Caseley
11.01.2019	Comment	Pat Taylor
12.01.2019	Comment	James White (Comment)
12.01.2019	Comment	Ruth Murray
13.01.2019	Comment	A McEvoy
15.01.2019	Comment	Stuart MacKay
19.01.2019	Comment	Anthony Taylor
19.01.2019	Comment	Emma Nagle
19.01.2019	Comment	Susan Drees
19.01.2019	Comment	William Wilkes-Wood
19.01.2019	Comment	Caroline Murray
19.01.2019	Comment	Nick Small
19.01.2019	Comment	Wanda Ashman
19.01.2019	Comment	Robin Greeley
20.01.2019	Comment	L Benevicius
23.01.2019	Comment	David Anderson
29.01.2019	Letter	J Cooper
30.01.2019	Comment	Emily Lane
30.01.2019	Comment	Theresa Pine
30.01.2019	Comment	Harry Boggis-Rolfe
30.01.2019	Comment	Peter Thomas
30.01.2019	Comment	Wendy Forrest
31.01.2019	Comment	Tom Killick
31.01.2019	Comment	Angela Wood

04.02.2019	Comment	Peter Dragonetti
05.02.2019	Comment	Duncan Gates
06.02.2019	Comment	Lee Christensen
19.02.2019	Comment	Sebastian Enser-Wight (support)
22.02.2019	Comment	M O'Rorke
13.03.2019	Comment	Nicola Barker
08.05.2019	Comment	Alexander Williams
21.08.2019	Comment	Peter Blair
21.08.2019	Comment	Wyn Morgan
22.08.2019	Comment	Bridget Furst
22.08.2019	Comment	Chris Connor
25.08.2019	Comment	Mike Watts
30.08.2019	Comment	Jo Cottle
30.08.2019	Comment	Adam Glisson
30.08.2019	Comment	John Gallinari
31.08.2019	Comment	Manuel Rodrigues
17.11.2019	Comment	Barry Klein
01.12.2020	Comment	H Company Ltd

092-O-ACME-ST1-00-0008-E Existing Public Highway

092-O-ACME-ST1-00-0009-C Building over existing Public Highway

092-O-ACME-ST1-00-0010-B Projection over Public Highway

092-O-ACME-ST1-00-0011-C Projection below Public Highway

092-O-ACME-ST1-00-0016-B Public Highway After Completion

092-O-ACME-ST1-00-0017-B Stopping up – Dedication

Planning Statement March 2016 and March 2019 Gerald Eve

Design and Access Statement March 2016 ACME

Demolition management Plan March 2016 Coleman Group

Energy and Sustainability Statement March 2016 RED

Historic Environment Statement March 2016 MOLA

Noise Assessment November 2015 Cole Jarman

Preliminary Ecological Assessment March 2016 The Ecology Consultancy

Statement of Community Involvement March 2016 4 Communications

Townscape and Visual Impact Assessment March 2016 Peter Steward Consultancy and Miller Hare

Transport Assessment March 2016 Grontmij

Air Quality Assessment June 2016 and September 2016 Air Quality Consultants

Drainage Assessment Report June 2016 AKT Ltd

E mail 15.07.2016 Environment Agency

Letter 27.07.2016 Historic England

Letter 03.08.2016 LB Tower Hamlets
E mail 04.08.2016 Transport for London
Letter 05.08.2016 The Victorian Society
E mail 08.08.2016 Thames Water
E mail 15.08.2016 D Pinto on behalf of CAMRA West London
Letter 17.08.2016, 16.12.2016, London Underground
D Bonnett responses 17.08.2016
E mail 19.08.2016, 02.12.2016 Lead Local Flood Authority
E mail Gerald Eve 08.09.2016
E mail Lead Local Flood Authority 21.09.2016
E mail Gerald Eve 26.10.2016
BREEAM New Construction 2014 Pre-Assessment September 2016 RED
Energy Statement October 2016 RED
Letter 06.12.2016 Historic England
Letter 09.12.2016 City Heritage Society
Letter 18.01.2017 London Borough of Tower Hamlets
Transport Assessment January 2019 SWECO
Energy Sustainability Statement January 2019 RED
Townscape and Visual Impact Assessment January 2019 Peter Stewart
Consultancy and Miller Hare
Design and Access Statement January 2019 ACME
Letter 20.02.2019 Historic England
Memo 20.02.2019 Department of Markets and Consumer Protection
(Pollution team)
Letter 25.02.2019 London and Middlesex Archaeological Society (LAMAS)
E mail 01.03.2019 Thames Water
E mail 08.03.2019 Lead Local Flood Authority
E mail 08.03.2019 Transport for London
Letter 08.03.2019 London Borough of Southwark
E mail 12.03 2019 Historic Royal Palaces
E mail 19.03.2020 TfL Engineering
Memo 25.03.2019 Department of Markets and Consumer Protection (Air
Quality)
Planning Statement April 2019 Gerald Eve
Letter 15.07.2019 CAMRA (Greater London Region)
CFD – Pedestrian Wind Comfort Assessment

Letter 03.07.2020 London Borough of Tower Hamlets

RED Energy Statement 18 June 2019

Four – Statement of Community Involvement October 2020

ACME Urban Greening Factor November 2020

Air Quality Consultants – Air Quality Neutral Assessment October 2020

GIA Daylight and Sunlight report March 2019

Temple Rapid Health Impact Assessment November 2020

Hoare Lea BREEAM comparison 2014 to 2018

Akt II Circular Economy Statement November 2020

BB7 Fire Strategy Report November 2020

ACME Cultural Plan November 2020

E mail 01.12.2020 Transport for London

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

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

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

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

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

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

Policy 4.3 Within the Central Activities Zone increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.

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

POLICY 5.1 Climate Change Mitigation

Policy 5.2 Development proposals should make the fullest contribution to minimising carbon dioxide emissions.

Policy 5.3 Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. Major development proposals should meet the minimum standards outlined in supplementary planning guidance.

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

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

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

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

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

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

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

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

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

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

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

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

Policy 7.2 All new development in London to achieve the highest standards of accessible and inclusive design.

Policy 7.3 Creation of safe, secure and appropriately accessible environments.

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

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

Policy 7.6 Buildings and structures should:

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

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

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

Policy 7.10 Development in World Heritage Sites and their settings, including any buffer zones, should conserve, promote, make sustainable use of and enhance their authenticity, integrity and significance and Outstanding Universal Value.

Policy 7.12 New development should not harm and where possible should make a positive contribution to the characteristics and composition of the

strategic views and their landmark elements identified in the London View Management Framework. It should also, where possible, preserve viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated Viewing Places.

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

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

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

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

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

Relevant Draft Intend to Publish London Plan Policies

Policy GG1 Seeks good growth that builds on openness, diversity and equality.

Policy GG2 Seeks to create sustainable mixed-use places that make the best use of land.

Policy GG5 Seeks to conserve and enhance London's global economic competitiveness. Development must fulfil a range of criteria including promoting and supporting London's rich heritage and cultural assets.

Policy GG6 Seeks to help London become a more efficient and resilient city improvements in energy efficiency should be sought, buildings should be designed to adapt to climate change, make efficient use of water and avoid contributing to the heat island effect. A safe and secure environment should be created that is resilient to terrorism.

Policy SD4 The unique international, national and London-wide roles of the CAZ based on an agglomeration and rich mix of strategic functions and local

uses, should be promoted and enhanced. The distinct environment and heritage of the CAZ should be sustained and enhanced. Measures should be taken to improve air quality in the CAZ. The unique concentration and diversity of cultural, arts, entertainment, night-time economy and tourism facilities should be promoted and enhanced.

Policy SD5 Offices and other CAZ strategic functions are to be given greater weight relative to new residential development in all other areas of the CAZ except those stated in the plan.

Policy D3 All development must make the best use of land by following a design led approach that optimises the capacity of sites. Development proposals should address form and layout, experience and quality and character.

Policy D4 The design quality of development should be maintained by ensuring maximum detail appropriate for design stage, ensuring the wording of planning permission, associated conditions and legal agreements provide clarity regarding the quality of design and avoid considering large elements of design by condition. Consideration should be given to conditioning the ongoing involvement of the original design team to monitor the design quality of development through to completion.

Policy D5 Development proposals should achieve the highest standards of accessible and inclusive design.

Policy D11 Development proposals should maximise building resilience and minimise potential physical risks. Development should include measures to design out crime.

Policy D12 Development proposals must achieve the highest standards of fire safety. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy produced by a third party, suitably qualified assessor.

Policy E1 Improvements to the quality, flexibility and adaptability of office space of different sizes should be supported by new office provision, refurbishment and mixed-use development.

Policy HC1 Development proposals affecting heritage assets and their settings should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. Development proposals should avoid harm. Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation.

Policy HC2 Development should not detract from the setting of the World Heritage Site.

Policy HC4 Development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements.

Policy G5 Major development proposals should contribute to greening by including urban greening as a fundamental element of site and building design.

Policy SI1 Development proposals should not lead to further deterioration of existing poor air quality and must be air quality neutral. Major proposals should be submitted with an Air Quality Assessment. In order to reduce the impact on air quality during the construction and demolition phase development proposals must demonstrate how they plan to comply with the Non-Road Mobile Machinery Low Emission Zone and reduce emissions from the demolition and construction of buildings following best practice guidance.

Policy SI2 Major development should be net zero carbon. Greenhouse gas emissions should be reduced in line with the energy hierarchy.

Policy SI4 Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and

incorporation of green infrastructure. Development proposals should demonstrate through an energy strategy how the potential for internal overheating and reliance on air conditioning systems would be reduced. Policy S15 the use of mains water, water supplies and resources should be protected and conserved. Development proposals should minimise the use of mains water, achieve BREEAM excellent for the water category and incorporate measures to achieve lower water consumption.

Policy SI12 Development proposals should ensure that flood risk is minimised and mitigated.

Policy SI13 Development proposals should aim to achieve greenfield run-off rates and ensure that surface water is managed as close to its source as possible. There should be a preference for green over grey features.

Policy T1 Development proposals should facilitate all trips in London to be made by foot, cycle or public transport by 2041. Development should make the most effective use of land, reflecting its connectivity and accessibility.

Policy T2 development proposals should be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Policy T4 Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Development proposals should not increase road danger.

Policy T5 Development proposals should remove barriers to cycling and create a healthy environment in which people choose to cycle. Appropriate levels of cycle parking should be secured. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Where it is not possible to provide short stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on street location for the required provision.

Policy T6 Car free development should be the starting point for all

development.

Policy T6.5 Disabled persons parking should be provided in accordance with the required standards, ensuring that all non-residential elements provide access to at least one on or off street disabled persons parking bay.

Policy T7 Development proposals should facilitate safe, clean and efficient deliveries and servicing. Adequate space for servicing, storage and deliveries should be made off street, with on street loading bays only used where this is not possible. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. During the construction phase of development, inclusive, safe access for people walking or cycling should be priorities and maintained at all times.

Relevant Draft City Plan 2036 Policies

S1 Healthy and Inclusive City

HL1 Inclusive Buildings and Spaces

HL2 Air Quality

HL3 Noise and Light Pollution

HL9 Health Impact Assessment (HIA)

S2 Safe and Secure City

SA3 Designing in Security

S4 Offices

OF1 Office Development

S5 Retailing

RE2 Retail Links

S7 Smart Infrastructure and Utilities

IN1 Infrastructure Provision and Connection

S8 Design

DE1 Sustainability Standards

DE2 New Development

DE3 Public Realm

DE4 Pedestrian Permeability

DE6 Shopfronts

DE8 Daylight and Sunlight

DE9 Lighting
S9 Vehicular Transport and Servicing
VT1 The Impacts of Development on Transport
VT2 Freight and Servicing
VT3 Vehicle Parking
S10 Active Travel and Healthy Streets
AT1 Pedestrian Movement
AT2 Active Travel including Cycling
AT3 Cycle Parking
S11 Historic Environment
HE1 Managing Change to Heritage Assets
HE2 Ancient Monuments and Archaeology
S13 Protected Views
S14 Open Spaces and Green Infrastructure
OS2 City Greening
OS3 Biodiversity
S15 Climate Resilience and Flood Risk
CR1 Overheating and Urban Heat Island Effect
CR2 Flood Risk
CR3 Sustainable Drainage Systems (SuDS)
S16 Circular Economy and Waste
CE1 Zero Waste City
S20 Aldgate, Tower and Portsoken
S27 Planning Contributions

Relevant Local Plan Policies

CS1 Provide additional offices

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

CS2 Facilitate utilities infrastructure

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

CS3 Ensure security from crime/terrorism

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

CS4 Seek planning contributions

To manage the impact of development, seeking appropriate developer contributions.

CS8 Meet challenges facing Aldgate area

To regenerate the amenities and environment of the Aldgate area for businesses, residents, workers, visitors and students, promoting development and investment.

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

CS13 Protect/enhance significant views

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

CS15 Creation of sustainable development

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

CS16 Improving transport and travel

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

CS17 Minimising and managing waste

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

CS18 Minimise flood risk

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

CS19 Improve open space and biodiversity

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

CS20 Improve retail facilities

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

DM1.1 Protection of office accommodation

To refuse the loss of existing (B1) office accommodation to other uses where the building or its site is considered to be suitable for long-term viable office use and there are strong economic reasons why the loss would be inappropriate. Losses would be inappropriate for any of the following reasons:

- a) prejudicing the primary business function of the City;
- b) jeopardising the future assembly and delivery of large office development sites;
- c) removing existing stock for which there is demand in the office market or long term viable need;
- d) introducing uses that adversely affect the existing beneficial mix of commercial uses.

DM1.2 Protection of large office sites

To promote the assembly and development of sites for large office schemes in appropriate locations. The City Corporation will:

- a) assist developers in identifying large sites where large floorplate buildings may be appropriate;
- b) invoke compulsory purchase powers, where appropriate and necessary, to assemble large sites;
- c) ensure that where large sites are developed with smaller buildings, the design and mix of uses provides flexibility for potential future site re-amalgamation;
- d) resist development and land uses in and around potential large sites that would jeopardise their future assembly, development and operation, unless there is no realistic prospect of the site coming forward for redevelopment during the Plan period.

DM1.3 Small and medium business units

To promote small and medium sized businesses in the City by encouraging:

- a) new accommodation suitable for small and medium sized businesses or occupiers;
- b) office designs which are flexible and adaptable to allow for sub-division to create small and medium sized business units;
- c) continued use of existing small and medium sized units which meet occupier needs.

DM1.5 Mixed uses in commercial areas

To encourage a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for its businesses, workers and residents.

DM2.1 Infrastructure provision

1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.

2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:

- a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply (TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
 - b) reasonable gas and water supply considering the need to conserve natural resources;
 - c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
 - d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
 - e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.
- 3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.
- 4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City Corporation will require the developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

DM3.2 Security measures

To ensure that security measures are included in new developments, applied to existing buildings and their curtilage, by requiring:

- a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;
- b) measures to be integrated with those of adjacent buildings and the public realm;
- c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retro-fit measures that impact on the public realm;
- d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;

- e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;
- f) an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

DM3.3 Crowded places

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

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

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that

would adversely affect the character, appearance or amenities of the buildings or area will be resisted;

- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.2 Design of green roofs and walls

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

DM10.3 Roof gardens and terraces

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

DM10.4 Environmental enhancement

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

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;

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

DM10.8 Access and inclusive design

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

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

DM12.1 Change affecting heritage assets

1. To sustain and enhance heritage assets, their settings and significance.
2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.
3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.

4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

DM12.4 Archaeology

1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.
2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.
3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

DM15.1 Sustainability requirements

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

DM15.2 Energy and CO2 emissions

1. Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.
2. For all major development energy assessments must be submitted with the application demonstrating:
 - a) energy efficiency - showing the maximum improvement over current Building Regulations to achieve the required Fabric Energy Efficiency Standards;
 - b) carbon compliance levels required to meet national targets for zero carbon development using low and zero carbon technologies, where feasible;
 - c) where on-site carbon emission reduction is unviable, offsetting of residual CO2 emissions through "allowable solutions" for the lifetime of the building to achieve national targets for zero-carbon homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;
 - d) anticipated residual power loads and routes for supply.

DM15.3 Low and zero carbon technologies

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

DM15.4 Offsetting carbon emissions

1. All feasible and viable on-site or near-site options for carbon emission reduction must be applied before consideration of offsetting.

Any remaining carbon emissions calculated for the lifetime of the building that cannot be mitigated on-site will need to be offset using "allowable solutions".

2. Where carbon targets cannot be met on-site the City Corporation will require carbon abatement elsewhere or a financial contribution, negotiated through a S106 planning obligation to be made to an approved carbon offsetting scheme.
3. Offsetting may also be applied to other resources including water resources and rainwater run-off to meet sustainability targets off-site where on-site compliance is not feasible.

DM15.5 Climate change resilience

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

DM15.6 Air quality

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

building in the development in order to ensure maximum dispersion of pollutants.

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

DM16.1 Transport impacts of development

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

DM16.2 Pedestrian movement

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

DM16.3 Cycle parking

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

DM17.1 Provision for waste

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.

2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

DM18.2 Sustainable drainage systems

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

DM19.2 Biodiversity and urban greening

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

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

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:
 - a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
 - b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.
2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.

3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

SCHEDULE

APPLICATION: 16/00406/FULMAJ

**15 Minories, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street
London EC3**

**Demolition of existing structures, and erection of a mixed use office
building Class B1(a), including ground floor Class A1, Class A3 and
Class A4 uses. (30,901sq.m gea.)**

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 No part of the Still and Star public house shall be demolished before a contract or series of contracts have been made for the carrying out of substantial works of redevelopment and planning permission has been granted for the development for which the contracts provide. Such contracts shall include the construction of all foundations, above ground framework and floor structures.
REASON: To ensure the protection of the Asset of Community Value in accordance with the following policy of the Local Plan: DM 11.1 .
- 3 There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the 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 (including payment of any agreed monitoring contribution)
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 policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.

- 4 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The demolition shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.
- REASON: To ensure that demolition works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to demolition work commencing in order that the impact on the transport network is minimised from the time that demolition starts.

- 5 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London

Underground) for the proposed demolition and excavation works and all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- . provide details on all structures;
- . provide details of tall plant and scaffolding;
- . accommodate the location of the existing London Underground structures;
- . demonstrate that there will at no time be any potential security risk to our railway, property or structures;
- . accommodate ground movement arising from the construction thereof; and
- . mitigate the effects of noise and vibration arising from the adjoining operations within the structures.

The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority and London Underground.

REASON: To enable the Local Planning Authority and Transport for London to ensure that works during demolition, construction and operation will not have adverse impacts on existing London Underground tunnels, in accordance with London Plan policy 6.3.

- 6 Before any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.

REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 7 No demolition shall take place until the developer has secured a standing building survey and recording of 62 Aldgate High Street to be carried out in accordance with a written scheme of recording which has been submitted to and approved by the Local Planning Authority. All works must be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that a record of the building is made, and incorporated in the publication and archiving of the archaeological record of the site in accordance with the following policy of the Local Plan: CS12.

- 8 No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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

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

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to

ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 9 Within five working days of any site contamination being found when carrying out the development hereby approved the contamination must be reported in writing to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 10 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.
REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.
- 11 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be

carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.

- 12 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.

REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.

- 13 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.

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

- 14 There shall be no construction on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the 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 (including payment of any agreed monitoring contribution)

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 policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to

demolition in order that the impact on amenities is minimised from the time that the construction starts.

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

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

- 16 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun.

REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 17 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) Fully detailed design and layout drawings for the proposed SuDS components (as described by the Drainage Assessment Report Revision A 03/06/2016 and updated by subsequent emails 08/09/2016 -27/10/2016) including but not limited to: attenuation systems, pumps, design for system exceedance, construction plan, cost etc. The surface water discharge rates should not exceed the values proposed and the actual attenuation volume capacity should be no less than 250m³; unless otherwise agreed with the Lead Local Flood Authority;

- (b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.
- (c) Evidence that Thames Water have been consulted and consider the proposed discharged rate to be satisfactory.

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

- 18 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) A Lifetime Maintenance Plan for the SuDS system to include:
 - A full description of how the system would work, it's aims and objectives and the flow control arrangements;
 - A Maintenance Inspection Checklist/Log;
 - A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.
- REASON: To improve sustainability, reduce flood risk and reduce water run off rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 19 Before any construction works hereby permitted are begun a detailed assessment of further measures to improve carbon dioxide emissions savings and the BREEAM rating shall be submitted to and approved in writing by the local planning authority.
- REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Local Plan: DM15.1, DM15.3. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 20 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 development including external ground and upper level surfaces;
 - (b) details of a typical bay of the development;
 - (c) details of the ground floor office entrances;
 - (d) details of soffits, hand rails and balustrades;
 - (e) details of junctions with adjoining premises;
 - (f) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;

- (g) details of external surfaces within the site boundary including hard and soft landscaping;
- (h) details of the shopfronts;
- (i) details of the facades to the public house;
- (j) details of the artwork to be incorporated into the exterior of the public house; and
- (k) details of the design and location of an interpretation board that would be incorporated into the design of the scheme and contain information about the history of the existing Still and Star public house.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: CS10, DM10.1, DM10.5.

- 21 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A use takes place.

REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.

- 22 Details of the construction, planting irrigation and maintenance regime for the proposed green wall(s)/roof(s) shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.

REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.

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

REASON: In the interests of visual amenity in accordance with the following policy of the Local Plan: DM10.1.

- 24 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 policies of the Local Plan: DM15.1, DM15.2, DM15.3, DM15.3, DM15.4.
- 25 The office development shall not be occupied until the Still and Star public house has been completed and is ready for occupation in accordance with the terms of this permission and any approved details pursuant to conditions of the permission.
REASON: To ensure that the whole development is satisfactorily completed in accordance with the following policies of the Local Plan: DM11.1.
- 26 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety
- 27 No properties shall be occupied until confirmation has been provided that either:- all combined water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.
Reason: The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.
- 28 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 395 pedal cycles (341 long stay spaces and 54 short stay spaces and 5% shall be accessible). The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.

- 29 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 Local Plan: DM16.4.
- 30 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
(b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 31 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.
- 32 The areas of public highway on the site shall remain fully open and unobstructed until such time as the necessary Stopping-up Order has come into effect.
REASON: To ensure compliance with the terms of Section 247 and 257 of the Town and Country Planning Act 1990.
- 33 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.

- 34 There shall be no promoted events on the premises. A promoted event for this purpose, is an event involving music and dancing where the musical entertainment is provided at any time between 23:00 and 07:00 by a disc jockey or disc jockeys one or some of whom are not employees of the premises licence holder and the event is promoted to the general public.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 35 The pass door shown adjacent to or near to the main entrance on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Local Plan: DM10.8.
- 36 Prior to any plant being commissioned and installed in or on the building an Air Quality Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any submitted and approved Air Quality Assessment. The measures detailed in the report shall thereafter be maintained in accordance with the approved report(s) for the life of the installation on the building.
REASONS: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.
- 37 The A1, A3 and A4 uses within the development site shall be used for retail, cafe and public house purposes as indicated on the ground floor plan hereby approved and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987, (including any purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 2020) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.
REASON: To ensure that active uses are retained on the ground floor in accordance with Local Plan Policy DM20.2.
- 38 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 PLANS
092-O-ACME-ST1-00-0001-C Location plan
092-O-ACME-ST1-00-0002-C Red Line plan
092-O-ACME-ST1-00-0003-C Existing Site Plan
092-O-ACME-ST1-00-0004-D Demolition Site Plan

092-O-ACME-ST1-00-0005-D	Proposed Site Plan-Roof plan
092-O-ACME-ST1-00-0006-C	Proposed Site Plan-Ground floor plan
092-O-ACME-ST1-00-0007-C	Proposed Basement 2 Plan

PROPOSED PLANS

092-O-ACME-GA1-00-1100-E	Ground Floor Plan
092-O-ACME-GA1-01-1101-A	First Floor Plan
092-O-ACME-GA1-02-1102-A	Second Floor Plan
092-O-ACME-GA1-03-1103-A	Third Floor Plan
092-O-ACME-GA1-04-1104-A	Fourth Floor Plan
092-O-ACME-GA1-05-1105-A	Fifth Floor Plan
092-O-ACME-GA1-06-1106-A	Sixth Floor Plan
092-O-ACME-GA1-07-1107-A	Seventh Floor Plan
092-O-ACME-GA1-08-1108-A	Eighth Floor Plan
092-O-ACME-GA1-09-1109-B	Ninth Floor Plan
092-O-ACME-GA1-10-1110-A	Tenth Floor Plan
092-O-ACME-GA1-11-1111-B	Eleventh Floor Plan
092-O-ACME-GA1-12-1112-B	Roof Plant Plan
092-O-ACME-GA1-RF-1113-B	Roof Plan
092-O-ACME-GA1-B1-1119-B	Basement 1 Plan
092-O-ACME-GA1-B2-1120-A	Basement 2 Plan
092-O-ACME-GA1-B2-1150-C	Ground Floor Plan - Arcade Clear Height Plan
092-O-ACME-GA1-B2-1151	Ground Floor Plan - Visitor Cycle Spaces
092-O-ACME-GA1-B1-1152	Projection below Public Highway

PROPOSED SECTIONS

092-O-ACME-GA2-XX-1200-B	Long Section A-A
092-O-ACME-GA2-XX-1201-B	Long Section B-B
092-O-ACME-GA2-XX-1202-B	Short Section C-C

PROPOSED ELEVATIONS

092-O-ACME-GA3-XX-1300-B	North Elevation
092-O-ACME-GA3-XX-1301-B	South Elevation
092-O-ACME-GA3-XX-1302-C	East Elevation
092-O-ACME-GA3-XX-1303-B	West Elevation

PROPOSED DETAILS

092-O-ACME-BC1-XX-2100 and Elevation	Ground Floor Façade. Plan, Section
092-O-ACME-BC1-XX-2101 Elevation	Typical Facade. Plan, Section and
092-O-ACME-BC1-XX-2102 Elevation	Roof Facade. Plan, Section and
092-O-ACME-BC1-XX-2103 Elevation	Roof Plant. Plan, Section and
092-O-ACME-BC1-XX-2104 Elevation	Terrace Facade. Plan, Section and

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. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
2. The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.
3. There is a Thames Water main crossing the development site which may need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
4. Any building proposal which includes catering facilities will be required to be constructed with adequate grease traps to the satisfaction of Thames Water Ltd or their contractors.
5. 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.