

Committee:	Date:	
Planning and Transportation	16 April 2013	
Subject: 11 - 19 Monument Street, 46 Fish Street Hill And 1 - 2 Pudding Lane London EC3R Demolition of existing buildings and erection of a building to comprise office (class B1) and retail (class A1/A3) floorspace with associated cycle parking, servicing, storage and plant. [13,069sq.m GEA]		
Ward: Bridge And Bridge Without	Public	For Decision
Registered No: 13/00049/FULMAJ	Registered on: 18 January 2013	
Conservation Area: No	Listed Building: No	
<p style="text-align: center;"><u>Summary</u></p> <p>Planning permission is sought for construction of a 9 storey building for office and retail use.</p> <p>The proposals offer a contemporary building that would provide a dramatic and appropriate setting for The Monument.</p> <p>The new development would provide an additional 5,111sq.m of office (Class B1) floorspace and an additional 108sq.m (GEA) (642sq.m total) of retail floorspace (Class A1 and A3) in accordance with the local plan.</p> <p>The proposals would safeguard the settings of the grade I listed Monument and St. Magnus the Martyr Church, and the grade II listed No. 2a Eastcheap. The proposals support the strategic objectives of the City of London to promote the City as the leading international financial and business centre.</p> <p>The scheme provides an employment led, mixed use development which supports the economic policies of the London Plan and Core Strategy and provides an increase in high quality floorspace suitable for major occupiers and/or other users and support accommodation.</p> <p>The scheme's reliance on public transport meets the transport policies in the London Plan, UDP and Core Strategy. This will have the benefits of maintaining the strength of the City in economic terms and by making effective and efficient use of the infrastructure necessary to sustain such development.</p> <p>The provision of appropriate off-street servicing arrangements for the whole development is welcomed.</p>		

Recommendation

I recommend that:

- a) Planning permission be granted for the development referred to above in accordance with the details set out on the attached schedule subject to planning obligations and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until such obligations have been executed;
- b) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 of the Town and Country Planning Act 1990 and any necessary agreements under Section 278 of the Highway Act 1980;
- c) You agree in principle that the area of publicly accessible private land on the south west corner of the site and any other areas affected by building structures may be stopped up to enable the development to proceed and, upon receipt of the formal application, your 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.



11-15 Monument Street & 17-19 Monument Street (Canoe House)

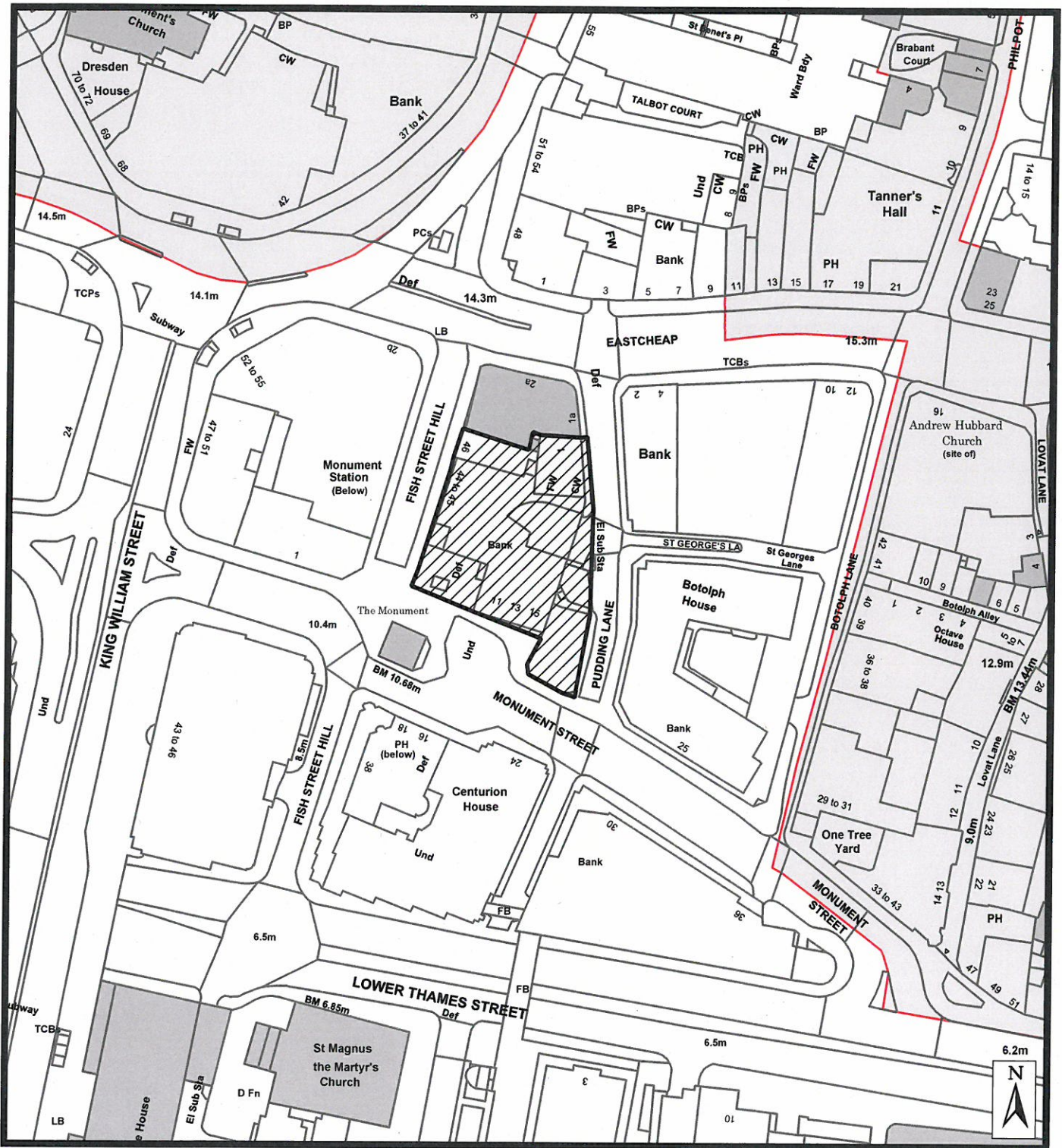


1-2 Pudding Lane



46 Fish Street Hill

Site Location Application Plan



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ADDRESS:
11-19 Monument Street

CASE NO.
13/00049/FULMAJ



SITE LOCATION
LISTED BUILDINGS
CONSERVATION AREA BOUNDARY
CITY OF LONDON BOUNDARY



DEPARTMENT OF PLANNING & TRANSPORTATION

Site and Surroundings

1. The site occupies the land south of No. 2a Eastcheap between Fish Street Hill, Pudding Lane and Monument Street. To the south of the site is The Monument (1671-77 by Wren and Hooke).
2. The area immediately surrounding The Monument was once known as Monument Yard. However, the Ordnance Survey Map of 1894-6 indicates the area was known as Monument Square. During the early part of the 20th century the "Square" was subsumed into Monument Street. For the purposes of this report the area around The Monument shall be referred to as The Monument Square.
3. No. 11-15 Monument Street, an 8-storey building on the main part of the site, was completed in 1968 and forms the northern edge of The Monument Square. It has a set back on its western side on the corner of Fish Street Hill. A landscaped area, formerly Canoe House, 17-19 Monument Street, lies to the east of the main building. Two smaller buildings, No. 46 Fish Street Hill and No. 1-2 Pudding Lane also form part of the development site. No. 46 Fish Street Hill is a narrow, 5-storey building with a painted brick facade built in the 1860s. No. 1-2 Pudding Lane is a 4-storey, post-war red brick building. Both buildings are smaller in scale than the surrounding buildings, are not heritage assets and do not contribute to the setting of The Monument.
4. Built between 1910 and 1911, No. 2a Eastcheap adjoins the north side of the application site. Listed grade II, the building spans the earlier Metropolitan Railway cutting that dates from 1882. This 5-storey building was refurbished in 1985-6 and extended with a modern, 3-storey structure to the corner of Eastcheap and Pudding Lane.
5. The existing buildings on the site provide a total of 9,131sq.m (GEA) floorspace of which 1,281sq.m relate to underground car parking, 7,316sq.m to office (Class B1) use and 534sq.m to retail (Class A1).
6. Sited within a small square on the edge of Fish Street Hill, The Monument was erected as a memorial to the Great Fire of London in 1666. The 61.57m (202ft) high Monument is listed (grade I) and is a Scheduled Ancient Monument.
7. Originally, buildings on the north, east and south sides enclosed the square with Fish Street Hill forming the western edge of the space. The creation in the 19th century of King William Street and Monument Street changed the character of the space from a small, enclosed square to a street.
8. At the beginning of 2007 environmental enhancements to the square were completed. These included the landscaping of the Canoe House site and the erection of a small pavilion containing facilities for Monument staff and an accessible public convenience. The pavilion now provides some degree of closure to the eastern edge of the square.

Planning History

9. Planning application (application no. 07/00647/FULL) for a building of 14,744sq.m (GEA) on basement, ground, eight upper floors and one roof plant level rising to a maximum height of 50.70m came before your Committee on 20th November 2007. Your committee was minded to grant planning permission subject to planning obligations and other agreements being entered into.

However, the legal agreements were not engrossed and no decision has been issued.

The Proposal

10. It is proposed to construct a new building for office use. The building would comprise basement, ground floor, eight upper floors and one roof plant level. The roof to the plant room would form a green roof.
11. The proposed floorspace of the building is 13,069sq.m of which 12,427sq.m would be office (Class B1) and 642sq.m retail (Class A3 and A1). The highest part of the building would be 50.70m AOD. [All floorspace figures GEA]
12. The main entrance and reception would be located in the centre of the southern elevation. The retail units would be sited on and accessed from Fish Street Hill. Servicing would be at ground level with access from Pudding Lane.

Consultations

13. The views of other City of London departments have been taken into account in considering the redevelopment scheme. Some detailed matters remain to be dealt with through conditions and the provision of an agreement under Section 106 of the Town and Country Planning Act 1990.
14. The planning application was publicised in the press and on site. Individual letters were sent to the occupants of following nearby residential properties:
 - 1 Botolph Alley
 - 4 Botolph Alley
 - 5 Botolph Alley
 - 6 Botolph Alley
 - 7 Botolph Alley
 - 9 Botolph Alley
 - Werna House, 31 Monument Street

No objections were received from any of the residential occupiers.

15. English Heritage welcomed the replacement of the existing buildings. However, they were concerned that the increase in height of the new building would have a detrimental impact to the setting of The Monument and 2a Eastcheap. In summation they stated, *"In certain views, the much larger proposed building will, in our view, reduce the visual prominence of the listed building [sic] and thereby cause a degree of harm to their settings."*

In that regard, we urge the City to carefully consider the harm to the settings of the listed buildings when deciding whether to grant planning permission."

16. Transport for London, London Underground and Docklands Light Railway raised no objection to the scheme but requested a number of conditions to ensure the stability of the underground infrastructure that is within close proximity to the site.
17. An objection has been received from Dr. Simon Bradley, co-author of the Pevsner Architectural Guides' volume on the buildings of the City of London.

Dr. Bradley considers that the increase in height of the new building would *“seriously diminish the visual impact of The Monument, and erode its significance as a structure that can be seen clearly against the sky from many angles.”*

Dr. Bradley was also concerned that the relationship between the new building and The Monument was “uncomfortable” and that this development would set a precedent for further encroachment on the setting of The Monument. His comments are attached in full to this report.

18. An objection has been received on behalf of the owners of 2-4 Eastcheap which is sited on the north east corner of Pudding Lane at its junction with Eastcheap. They are concerned that, due to the height of the proposed building, there may be a diminution of natural light to their property. This issue is addressed in the Sunlight and Daylight section below.

Policies

19. The development plan consists of the London Plan, the saved policies of the Unitary Development Plan and the Core Strategy. The London Plan, UDP and Core Strategy policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
20. On 14th January 2013 public consultation commenced on the Draft Local Plan and this ended on 11th March. It is expected that a revised Local Plan will be issued in autumn 2013 and the final plan adopted in 2014. At this stage the policies in the Draft Local Plan are of limited weight and the weight to be given to relevant policies will increase as the plan advances towards approval and adoption.
21. The Draft Local Plan incorporates the Core Strategy which has been carried forward with limited alterations. These alterations include, “Protecting existing office accommodation where there are strong economic reasons why the loss of offices would be inappropriate (policy CS1 – Offices) and greater restriction on where additional housing should be located (policy CS21 Housing). It includes new policies for Development Management.
22. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, St. Paul’s and Monument Views, Sustainable Design and Construction, London Views Management Framework and the City Open Spaces Strategy 2008.
23. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

Introduction

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

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

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

For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990) and;

25. Paragraph 131 of the NPPF advises, "In determining planning applications, local planning authorities should take account of:
 - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness."
26. The NPPF states at paragraph 14 that "at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking For decision-taking this means: approving development proposals that accord with the development plan without delay..." It further 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".
27. It states at paragraph 7 that sustainable development has an economic, social and environmental role.
28. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
29. The principal issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the London Plan, Core Strategy and the saved policies of the Unitary Development Plan.
 - The impact of the proposal on heritage assets.
 - The impact on the nearby buildings and spaces, including daylight/sunlight and amenity.

Economic Development Issues

30. London's status as a world city is founded to a substantial degree on its concentration of international service activities and, most noticeably, by the clustering of financial and business services in the City of London.
31. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the Core Strategy and the London Plan, particularly policies CS1 and 2.10.
32. Policy CS1 seeks to increase office floorspace, particularly 'encouraging the assembly and development of large sites, where appropriate, to meet the accommodation needs of the City's biggest occupiers'.
33. The current buildings provide 7,316sq.m (GEA) of grade 'B' office accommodation.
34. The proposed building would provide 12,427sq.m (GEA) of high quality office accommodation to meet the demands of the City's commercial occupiers and, using the London Plan's assumed density of 1 person per 16sq.m (NIA) the number of office workers in the new building could be 515 compared with 282 in the existing buildings.

Retail Uses

35. The existing buildings on the site contain 534sq.m (GEA) of retail (Class A1) floorspace all of which is at street level and accessed from Fish Street Hill.
36. The new development would provide an additional 108sq.m (GEA) (642sq.m total) of retail floorspace (Class A1 and A3) in the form of 2 units.
37. Saved UDP policies Shop 2 and Policy Shop 3 require the replacement of retail uses in development schemes, primarily at pedestrian level. The majority of the proposed retail floorspace would be at street level (518sq.m) with 124sq.m located at basement mezzanine level. While this would result in an overall decrease in street level retail floorspace of 16sq.m, there would be an overall uplift in retail floorspace.

Servicing and Parking

38. The waste storage and collection facilities are acceptable and have been agreed with the Waste and Amenity Planning Manager.
39. An off-street service yard is provided from Pudding Lane to service the whole building. Service vehicles will be restricted to a maximum length of 8m and the site would be able to accommodate two such vehicles within the service yard. The total number of service vehicles expected to visit the site per day would be approximately 31 for all vehicles types.
40. The service area would be able to accommodate all vehicles servicing the development but a servicing management plan will need to be approved to ensure that deliveries are spread throughout the day to avoid peaks when the service yard would otherwise become congested.
41. The development is to be "car free" in accordance with UDP and Core Strategy policies to discourage commuting by cars. Consequently, there is no

requirement to provide a minimum number of motorcycle spaces as normally required by policy TRANS 18.

42. It is not proposed to include any on-site car parking provision for disabled persons. Policy 6.13(b) of the London Plan states, *"In locations with high public transport accessibility, car-free developments should be promoted (while still providing for disabled people)"*. Paragraph 6.44 of the supporting text clarifies the requirements, *"This policy recognises that developments should always include parking provision for disabled people. Despite improvements to public transport, some disabled people require the use of private cars. Suitably designed and located designated car parking and drop-off points are therefore required."*
43. There are 3 disabled parking bays on Monument Street, 2 on Eastcheap and 2 on St. Mary at Hill. In addition, there are drop off areas and existing parking bays immediately adjacent to the development on Fish Street Hill. On this basis it is considered that there is sufficient provision for disabled drivers in the immediate area.
44. The site is identified as being located in an area with a Public Transport Accessibility Level (PTAL) rating of 6b. This is the highest level of accessibility and rated as "Excellent". There are 11 London Underground stations and three National Rail stations within 960m walking distance. Docklands Light Railway services are available from Bank station approximately 400m and there are 13 bus routes available within 100m.
45. The application includes a Travel Plan Statement. However, interim and full Travel Plans will be required (prior to occupation and within six months of first occupation respectively) to ensure that the tenants are promoting and encouraging sustainable travel methods. This would be secured through condition.
46. 92 bicycle spaces would be provided at basement level together with shower and changing facilities. The cycle parking provision would exceed the City's current cycle parking standard of 1 space per 250sq.m of floorspace (52 spaces) and the London Plan Revised Early Minor Alterations (REMA) of 1 space per 150sq.m of floorspace (87 spaces).

Stopping Up

47. Changes arising to existing footways from the development are as follows:
 - a) The footway at the southern end of Pudding Lane would be slightly widened as a result of the alignment of the facade;
 - b) The existing set-back on the south west corner of the site at the junction of Monument Street and Fish Street Hill, which is private land to which the public have access, would be built on.
48. The infill of the publicly accessible private land would require a Stopping-up Order. No objection is raised in principle as there is adequate provision of open space in the immediate vicinity and more land is being dedicated as new highway than the area of permissive path that is being lost. The proposed alterations would help to regularise the highway around the site.

49. A plan will be on display at your meeting showing these areas. This stopping up of the highway will be under Section 247 of the Town and Country Planning Act 1990 (as amended by Section 270 and Schedule 22 of the Greater London Authority Act 1999). Any necessary stopping-up order will be dealt with by the Town Clerk under his delegated powers.
50. The open space on the corner of Pudding Lane and Monument Street would be, in part, built on. This is private land on which the City took a 15 year lease to create an open space and improve its appearance. This work was carried out in conjunction with the Pool of London Partnership, which paid for the work. The terms allow the owners to terminate the lease in order to redevelop the site.

Bulk & Massing

51. The proposed development would fill out the site to the historic street lines towards The Monument, where the facade would be veiled by a curved metal screen that would provide a contemporary backdrop to The Monument and strengthen the enclosure of the square.
52. The height of the building is informed by the policies of the London Views Management Framework (LVMF), the Core Strategy and the Protected Views SPD. The LVMF is addressed in the relevant section below.
53. Policy CS13 of the Core Strategy "Protected Views" and the guidance for the protection of The Monument views and its setting contained in the Protected Views SPD, seek to retain the visual prominence of the top of The Monument with the viewing platform and the gilded urn in views from the ground. The building's top floor would be set back from the principal elevations. The flat roof areas would be prominent features in views from The Monument's viewing platform, with green roofs, a photovoltaic panel installation and roof terraces.
54. The building would be taller than the existing buildings on the site as well as its neighbours to the north and north-east towards the Eastcheap Conservation Area. However, it would relate to the general height of existing and proposed buildings to the west, south and south-east of the square, and would be no higher than the scheme approved in 2007 (50.7m AOD). The relative consistency of building heights would ensure that the open space around The Monument would remain framed and contained in a sympathetic manner.
55. The overall perception of the building would be that of a single architectural form with contemporary treatments to the elevations that would contribute to the cohesion of the surrounding townscape and the completion of the square.

Design

56. The architect's intention is to create a building which harmonises with its neighbours to the east, west and north, picks up on Wren and Hooke's idea of locating The Monument within an intimate city square and to create a sculptural element to respond to the importance of the location.
57. The northern, western and eastern elevations would be treated with contemporary polished concrete cladding and intermediate slots of flush, full-height glazed panels which would be offset on every floor. The southern elevation is conceived as a curtain to provide shading to the facade and a theatrical backdrop to The Monument.

58. The north-eastern corner of the building would step down to the height of the Eastcheap building. This is expressed as a fully glazed “waterfall” cascading towards the lower building with a vertical, glazed slot that acts as a shadow gap between the existing Eastcheap building and the new structure.
59. The design would create a contrast between the contextual, solid polished concrete facades and the fine-grained, dynamic expression of the metal curtain screening the glass curtain wall of the south elevation and over-sailing the corners to maximise its visual effect on the square. The metal curtain is intended to provide a calm backdrop to The Monument and an innovative, high quality design to the elevation, addressing solar shading and avoiding the distracting effect of internal illumination on the setting of The Monument. It would consist of vertical fins inspired by the fluted Monument column. The fins would have irregular twists and would be arranged in a series of curves with increasing depth towards the ground to allude to the appearance of a billowing curtain. The twisting and curving of the fins, the screen structure, the type and variation of metal finishes and details of drainage and the potential for noise and vibration would be explored further and fine-tuned to achieve a high quality, refined appearance that would be appropriate in the square and in its context with The Monument. Conditions to this effect have been included.
60. The metal curtain would be raised to reveal the fully glazed retail and office reception frontage, the latter curving inwards to provide a central office entrance. The ground floor elevation in Fish Street Hill would have retail frontages with large glazing modules whilst the loading bay entrance and back of house areas would be located in Pudding Lane with large louvred openings. A condition has been attached to ensure that the proposed louvres or grilles would have a satisfactory, decorative appearance.
61. The top floor would be recessed behind the parapet and clad with alternating clear and back-painted glass panels. On the southern side an accessible terrace would be provided. The major part of the roof would be designed as an extensive green roof with areas for five different habitats arranged like a sundial to reflect the shadow of The Monument column on the roof with the passing of time. To the rear, next to a horizontal louvred plant screen, an area has been designated for photovoltaic panels. The panels should be installed on sedum planting to extend the “green” appearance of the roof. This has been required by condition.
62. The roof would be in the foreground when viewed from the viewing platform of The Monument and from other high level viewing points such as the viewing area at 20 Fenchurch Street, currently under construction. The proposed roof design creates a direct relationship with The Monument and would provide an interesting and animated roofscape in the views from The Monument and other high levels. In addition, the proposed roofscape and its prominence would showcase the positive environmental contribution and high quality of new City development.

London Views Management Framework

63. The Mayor’s London View Management Framework (LVMF) is Supplementary Planning Guidance to the London Plan and sets out the strategic context for protection of identified landmark buildings. The height restrictions of the

Protected Vistas View 4A.1 – Primrose Hill and View 5A.2 – Greenwich Park apply to the site.

64. The majority of the site lies within the Wider Setting Consultation Area (background) of the Primrose Hill Protected Vista and Greenwich Park Protected Vista. The proposed development, at a maximum height of 50.7m AOD, does not exceed the consultation threshold planes relating to these Protected Vistas.
65. In views from Tower Bridge, River Prospect View 10A which includes The Monument as a significant landmark in the view, the top of the building would be visible to the right of The Monument but would blend into the mass of existing buildings of similar height in the foreground and background of the column. The scheme therefore is not considered to harm the view of The Monument or the river prospect in this view.

Monument Views and Local Views

66. Views from The Monument in a northerly direction present a spectacular panorama of City buildings. The height of the proposed building would screen some lower buildings on Eastcheap and Pudding Lane but would have no impact on the panoramic views. Dr. Simon Bradley takes the view that the visual relationship between The Monument viewing platform and the new roof would be uncomfortable as it would be not very far below. However, it is considered that the provision of a green roof with a visually interesting design that relates to The Monument in the foreground of these views would enhance and add visual interest to the panorama.
67. The local views of The Monument from Gracechurch Street, Monument Street and King William Street, identified as “great value” in the Protected Views SPD, would be affected by the new building. English Heritage and Dr. Simon Bradley have expressed concerns about the effect of the increased height on the setting of The Monument, reducing its prominence in the local views. In the view from Gracechurch Street, the proposed building would screen the top of the Shard which is visible above the top of the existing buildings where the Shard visually frames the view of The Monument as well as competing with its prominence. Despite losing the view of some clear sky to the left of the column, the proposed building would be less assertive than the Shard, thereby providing an improved frame for the view of The Monument.
68. In other views of The Monument from King William Street and Monument Street the height and proximity of the proposed building to The Monument would be significant but it would not have a harmful effect on the view of The Monument or affect its setting as the new building would strengthen the definition of the square and the framing of The Monument.
69. In the view from the Queen’s Walk on the south bank of the river the proposed building would be seen behind The Monument and blend into the mass of similarly high buildings. The proposal would not detract from the presence of The Monument in this view and would not change the silhouette or the general composition of buildings behind The Monument.
70. Local view studies submitted with the application show the proposed southern elevation as a fine-grained, almost moving surface that creates a calm and contrasting background to The Monument and which adds visual interest of its’

own. In night views it would become a reflective, subtly illuminated and animated feature in the square that would not detract from the presence of The Monument. The proposed solid elevations in Pudding Lane, Fish Street Hill and facing north would appear tall in views from a northern direction but, with their simple detailing, would harmonise with their surroundings. The roof would not feature prominently in these views.

The Setting of Listed Buildings

71. As well as The Monument, there are listed buildings at No. 2a Eastcheap (grade II) and St. Magnus the Martyr's Church (grade I). No. 2a Eastcheap is considerably lower than the proposed building. In views from Gracechurch Street, the design and increased height of the north facing elevation is considered to provide an improved backdrop to the listed building as the roofscape of the existing building with the top of the Shard appearing behind detracts from the view of the listed building. In the view from Eastcheap along Pudding Lane the stepped corner would feature prominently and provide visual interest in the background of the 1980s extension to the listed building.
72. The tower of St. Magnus the Martyr is only visible in from Eastcheap and views studies of the proposed building indicate that there would be no detriment to existing views of the tower of St. Magnus the Martyr Church from this location.

Sunlight & Daylight

73. Commercial buildings immediately surround the proposed development and there are a number of nearby residential properties, principally to the East on Botolph Lane and Botolph Alley. The applicant's daylight and sunlight consultants have confirmed that none of the residential units are in close enough proximity to the proposal site to be affected by the development.
74. As the building is on the north side of Monument Square, daylight and sunlight to the open space would not be affected.
75. Policy ENV35 of the UDP refers specifically to residential buildings and open spaces, not commercial premises, and the BRE guidelines are principally to ensure adequate daylight and sunlight to residential properties. The reduction in daylight and sunlight to commercial properties is of less significance particularly in a built up urban environment.
76. The office building on the north east corner of Pudding Lane has windows to its west elevation that may suffer from some diminution of light to them. However, it will not be such as to be untypical or unsuitable for an office building in the City.
77. Rights-to-Light is a common law matter which is does not form part of the considerations of this application.

Archaeology

78. The site is in an area of important archaeological potential, situated to the north of the Roman waterfront, warehouses and quays and the Roman bridgehead. There is also potential for early and later medieval building remains. It is located close to the former sites of the churches of St Margaret Fish Street Hill and St Leonard's Eastcheap, whose churchyard is occupied by the northern part

of the site. An archaeological assessment has been submitted with the application.

79. The existing buildings on the site will have affected archaeological remains. There is a double basement below most of the site, and single basements below 46 Fish Street Hill and Canoe House, 17-19 Monument Street. It is considered that the double basements will have removed archaeological remains from the site, however there is potential for remains to survive below the single basement areas. The proposed development has double basements across the majority of the site and a new, lower basement in the north-west corner which will remove any surviving archaeological remains. No new basement is proposed in the south west corner. New piled foundations will also have an impact on archaeological remains.
80. Archaeological evaluation is necessary to provide additional information on archaeological survival on the site, assess the impact of the proposed development, including foundations and design a suitable mitigation strategy. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation design.

Sustainability & Energy

81. As part of the supporting documentation, the applicants have submitted a Sustainability Statement and an Energy Statement. The building has been designed to include improvements to insulation and air-tightness above the Building Regulations requirements, measures to limit solar gain, high performance glazing and energy efficient building services. The proposed energy efficiency measures would achieve a 20.3% improvement over and above the carbon dioxide emissions of a building regulations compliant building.
82. The connection of the development into a district heating network would currently not be possible but the opportunity for a future connection would be provided. Due to the low heating demand of this type of building, the incorporation of a site wide Combined Heat and Power (CHP) system or tri-generation is not considered to be feasible.
83. The energy strategy includes the incorporation of photovoltaic panels (50sq.m.) on the northern part of the roof which could potentially add a further 1.4% of carbon dioxide emissions savings.
84. The total reduction in carbon dioxide emissions savings of the development would be 21.7%. The London Plan target of 25% cannot be achieved at planning application stage but further savings will be sought in the detailed design stage. A condition to this effect has been attached.
85. The building would have the potential to score a BREEAM 2011 rating of "excellent" provided that the anticipated carbon emissions reduction can be improved from 21.7% to 25% in the detailed design stage. The current BREEAM pre-assessment rating is "very good".
86. Climate change adaptation and sustainable design measures of the development include the incorporation of green roofs to absorb rainwater, attenuate water run-off and, improve insulation and biodiversity. Other measures include the

incorporation of water saving measures and the use of sustainable materials and materials with low embodied energy.

Demolition and Construction

87. There is a need for a mechanism for dealing with potential disturbance during demolition and construction. It is important that noise, dust and traffic are considered in a co-ordinated manner and this will be considered as part of the Demolition and Construction Method Statement for the scheme.

Planning Obligations

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

Mayor of London Policies

Mayoral Community Infrastructure Levy (CIL)

92. On 1st April 2012 the Mayor of London Government introduced a new statutory charge, the Mayoral Community Infrastructure Levy (CIL), in accordance with London Plan Policy 8.3. The Mayoral CIL is to be paid by developers to help

fund strategically important infrastructure, initially focussing on Crossrail infrastructure development. The Mayor has set a charge of £50 per sq.m and this applies to all development over 100sq.m (GIA) except social housing, education related development and health related development which are set at a nil charge and development for charities for charitable purposes which are exempt.

Mayoral Planning Obligations

93. Since April 2010 the Mayor of London has sought contributions towards the cost of funding Crossrail through the negotiation of planning obligations in accordance with London Plan Policy 6.5. Mayoral planning obligations are payable by developers according to an indicative level of charges for specific uses set out in the Mayoral SPG April 2013: offices (£140 per sq.m net gain in GIA floorspace), retail (£90) and hotels (£61) provided there is a net gain of 500sq.m for that use.
94. The Mayor of London has stated in his Mayoral CIL Charging Schedule (April 2012) that he will not 'double charge' developments that are liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail. His approach is to treat any Mayoral CIL payment as a credit towards any Mayor planning obligation liability. Therefore the maximum Mayoral planning obligation liability can be reduced by the Mayoral CIL.
95. At the time of preparing this report the Mayoral CIL has been calculated to be £202,800. The full Mayoral planning obligation has been calculated to be £691,240 but this would be reduced to £488,440 after deduction of the Mayoral CIL. The full Mayoral planning obligation is also subject to a 10% discount if the development is commenced before 31st March 2014. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative figures at this point.
96. These contributions towards the funding of Crossrail will be collected by the City of London Corporation. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London. The whole of the Mayoral planning obligation income received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 Mayoral planning obligation administration and monitoring charge to the City Corporation. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

Liability in accordance with the Mayor of London's policies	Contribution £	Forwarded to the Mayor	Retained by City Corporation
Mayoral Community Infrastructure Levy payable	202,800	194,688	8,112
Mayoral planning obligation net liability*	488,440	488,440	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500

Total liability in accordance with the Mayor of London's policies	694,740	683,128	11,612
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*Net liability is on the basis of the CIL charge remaining as reported and could be subject to variation.

City of London's Planning Obligations SPG policy

97. On 8th June 2004 the City's Supplementary Planning Guidance on Planning Obligations was adopted. This policy seeks a contribution of £70sq.m from developments over 10,000sq.m provided that there is also an increase of 2,000sq.m.
98. In this case the proposed net increase would be 3,938sq.m. On the basis of the figure indicated in the Supplementary Planning Guidance, the planning obligation figure would be £275,660. It is the City's practice that all financial contributions should be index-linked with reference to the appropriate index from the date of the Committee resolution.
99. The applicant has agreed a breakdown which accords with the Supplementary Planning Guidance as follows:

Category	Contribution £	Percentage share %
Total Contribution under City's SPG	275,660	
Allowance for Monitoring of Agreement by City (1%)	2,757	
Balance available for allocation	272,903	100
Proposed allocations:		
Local Community and Environment	136,452	50
Affordable Housing	81,871	30
Transportation	40,935	15
Local Training and Skills	13,645	5
Total allocation under City's SPG	272,903	100

100. I have set out below the details that I am recommending concerning the planning obligations. All of the proposals are considered to be necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the above tests contained in the CIL Regulations and in government policy. I would also request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

Local Community and Environmental Improvements

101. It is inevitable that a development of the scale and intensity of the proposals will have a range of impacts in the vicinity of the site both in terms of the demolition and construction phase, and in terms of the operational phase, as referred to in this report. The contribution for Local Community Facilities and the Environment will be used to help mitigate the impact of the development by

providing facilities and opportunities which may include but are not limited to education, health & welfare, church works and for the benefit of other voluntary organisations, arts & culture, leisure and recreation, childcare provision, street scene and air quality improvements. The City has identified a number of matters required to mitigate the impact of the development and which meet the planning tests and these are set out below. However, other matters requiring mitigation for the benefit of the local community are still yet to be fully scoped and it is proposed that the Local Community Facilities and Environment Contribution will be used to help mitigate such impacts also.

102. It has been proposed that the contribution be put towards the delivery of the Fenchurch and Monument Area Enhancement Strategy. The strategy was approved by this committee in February this year and is due to go before the Court of Common Council in April.
103. The strategy identifies that the footways, carriageways and open spaces in the strategy area are under capacity with significant increases in people expected within and moving through the area over the coming years as the development is completed. The strategy identifies areas most in need of improvement and enhancement which include:
 - Improvements to routes to stations and crossings/junctions on Fenchurch Street are identified as highest priority public realm and transport project in the area
 - Creating new and enhancing existing public spaces in the area providing accessible seating areas and Implementing measures for climate change adaptation and pollution reduction
 - Improvements to the gardens at St Dunstan in the East as a result of the expected intensification of its use
104. Other matters requiring mitigation for the benefit of the local community are still yet to be fully scoped and it is proposed that the Local Community Facilities and Environment Contribution will also be used to help mitigate such impacts.
105. The applicant will be required to pay some of this contribution for feasibility and design studies upon demolition and the balance would be payable on or before the implementation of the planning permission.

Affordable Housing

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

Transport Improvements

107. The proposed development will generate additional demands for movement in the form of new walk, cycle, public transport, taxi and servicing trips. Although these movements may have a destination at the development, they will have an origin elsewhere, probably outside the City. As a result, the impacts of these

additional movements will be felt throughout the City, not just in the area immediately surrounding the development.

108. It is therefore proposed that the Transport Contribution should go towards projects in the emerging Traffic Management Programme. The Traffic Management Programme is an emerging series of projects that seek to actively improve the functionality of City Streets in order to help them to accommodate growth in movement. This Programme has been set out in the City's adopted Local Implementation Plan (2011).
109. As the development lies within the Fenchurch and Monument Strategy Area and is close to the borders of the City's Bank Strategy Area, it is considered that preference would be given to transport projects that lie within the areas bounded by these Strategies.

Local Training, Skills and Job Brokerage

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

Highway Reparation and other Highways obligations

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

Utility Connections

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

Method Statement, Plans and Audits

Local Training, Skills and Job Brokerage Strategy (Construction)

114. The applicant will be required to submit for approval details of the Local Training, Skills and Job Brokerage Strategy (Construction) in line with the aims of the City Corporation's Employment Charter for Construction. This Charter aims to maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people wishing to begin a career in construction. The Strategy will be submitted in two stages: one

to be submitted prior to the First Preparatory Operation Date in respect of the Preparatory Operations; the second to be submitted prior to Implementation in respect of the Main Contract Works Package.

115. The Economic Development Office is able to introduce the Developer or its Contractor and Sub-Contractors to local training providers and brokerage agencies to discuss their site-specific skills needs and to identify suitable local people to fill opportunities on site. The Developer is encouraged to liaise with the Economic Development Office at the earliest stage in the development process in order that the strategy can be submitted prior to commencement.

Local Procurement

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

Sustainability and Energy Efficiency Carbon Offsetting

119. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 25% increasing to 40% in 2013-2016, through the use of on-site renewable energy generation. The design does not currently achieve this target and a detailed assessment will be required by condition. If this target is not met on site the applicant will be required to meet the shortfall off-site or through cash in lieu contributions. The off-site provision or contributions will be secured through the S.106 agreement.

Monitoring and Administrative Cost

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

122. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

Conclusions

123. The proposals offer a contemporary building that would provide a dramatic and appropriate setting for The Monument.
124. The new development would provide an additional 5,111sq.m of office (Class B1) floorspace and an additional 108sq.m (GEA) (642sq.m total) of retail floorspace (Class A1 and A3) in accordance with the local plan.
125. The proposals would safeguard the settings of the grade I listed Monument and St. Magnus the Martyr Church, and the grade II listed No. 2a Eastcheap.
126. The proposals support the strategic objectives of the City of London to promote the City as the leading international financial and business centre.
127. The scheme provides an employment led, mixed use development which supports the economic policies of the London Plan and Core Strategy and provides an increase in high quality floorspace suitable for major occupiers and/or other users and support accommodation.
128. The scheme's reliance on public transport meets the transport policies in the London Plan, UDP and Core Strategy. This will have the benefits of maintaining the strength of the City in economic terms and by making effective and efficient use of the infrastructure necessary to sustain such development.
129. The provision of appropriate off-street servicing arrangements for the whole development is welcomed.

Background Papers

Internal

Email	05.02.2013	Open Spaces Department
Memorandum	12/02.2013	City of London Markets and Consumer Protection, Pollution Team

External

Email	31.01.2013	Thames Water
Letter	08.02.2013	English Heritage
Email	10.02.2013	Dr. Simon Bradley
Email	14.02.2013	Transport for London
Letter	14.02.2013	London Underground Limited
Letter	28.02.2013	Docklands Light Railway Limited
Letter	15.03.2013	GVA Grimley
Email	19.03.2013	English Heritage
Letter	28.03.2013	Woodswift Project Services Limited

Application Documents

Design and Access Statement by MAKE Architects rec'd 18.01.2013

Planning Statement by GVA Grimley rec'd 18.01.2013

Environmental Noise Report by ARUP rec'd 18.01.2013

Historic Environment Assessment by Museum of London Archaeology rec'd
18.01.2013

Daylight and Sunlight Report (Email) by Gordon Ingram Associates rec'd 04.02.2013

Energy Statement by ARUP rec'd 18.03.2013

Addendum to Design and Access Statement by MAKE Architects rec'd 18.03.2013

Sustainability Statement and BREEAM Pre-Assessment by ARUP rec'd 18.03.2013

Revised Townscape and Visual Impact Report by Peter Stewart Consultancy rec'd
25.03.2013

Revised Transport Statement and Travel Plan by ARUP rec'd 28.03.2013

Appendix A

London Plan Policies

The London Plan is part of the development plan for the City. As such the London Plan is a material consideration to which the City of London Corporation must have regard in exercising its development control powers.

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

- Policy 2.10 Enhance and promote the unique international, national and London wide roles of the Central Activities Zone (CAZ) and as a strategically important, globally-oriented financial and business services centre.
- Policy 2.11 Ensure that developments proposals to increase office floorspace within CAZ include a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in the plan.
- Policy 4.2 Support the management and mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes.
- Policy 4.3 Within the Central Activities Zone increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.
- Policy 5.2 Development proposals should make the fullest contribution to minimising carbon dioxide emissions.
- Policy 5.3 Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. Major development proposals should meet the minimum standards outlined in supplementary planning guidance
- Policy 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.
- 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 7.6 Buildings and structures should:
 - (a) Be of the highest architectural quality;

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

- Policy 7.7 Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings. Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that will meet the criteria set out in this policy.
- Policy 7.8 Development should identify, value, conserve, restore, re-use and incorporate heritage assets, conserve the significance of heritage assets and their settings and make provision for the protection of archaeological resources, landscapes and significant memorials.
- Policy 7.12 New development should not harm and where possible should make a positive contribution to the characteristics and composition of the strategic views and their landmark elements identified in the London View Management Framework. It should also, where possible, preserve viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated Viewing Places.
- Policy 7.13 Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards.
- Policy 7.14 Implement Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimise public exposure to pollution

Unitary Development Plan and Core Strategy Policies

ARC1 Archaeology - evaluation and impact

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

ARC2 To preserve archaeological remains

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

ARC3 Recording of archaeological remains

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

ENV8 Promote high quality open spaces

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

ENV28 Design of building services

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

ENV35 To protect daylight and sunlight

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

IMP5 Separate uses to be self contained

To require that individual uses within mixed developments are separate and self-contained.

SHOP2 Seek replacement of retail uses

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

SHOP3 Seek increased retail facilities

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

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

SHOP4 Variety in size of retail units

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

TRANS15 Seek off-street servicing

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

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

TRANS18 Resist non-residential parking

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

TRANS21 Seek parking for disabled people

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

TRANS22 Require cycle parking

To provide cycle parking facilities by:

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

UTIL6 Provision for waste collection

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

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.

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.

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).

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.

CS21 Protect and provide housing

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near existing residential communities, to meet the City's needs, securing suitable, accessible and affordable housing and supported housing.

SCHEDULE

APPLICATION: 13/00049/FULMAJ

11 - 19 Monument Street, 46 Fish Street Hill And 1 - 2 Pudding Lane London EC3R

Demolition of existing buildings and erection of a building to comprise office (class B1) and retail (class A1/A3) floorspace with associated cycle parking, servicing, storage and plant. [13,069sq.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 The development hereby permitted shall not be commenced until detailed design and method statements for 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 (in consultation with London Underground Limited and Docklands Light Railway Limited) which:
 - (a) provide details on all structures;
 - (b) accommodate the location of the existing London Underground structures and tunnels;
 - (c) accommodate ground movement arising from the construction and;
 - (d) mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in this condition shall be completed in their entirety before any part of the building hereby permitted is occupied.
REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.
- 3 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site deconstruction of the existing buildings has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for

London). The development shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).

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

- 4 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. 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 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
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.
- 5 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.
- 6 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking place on the site. 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 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.
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.

- 7 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 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 Core Strategy: CS3.
- 8 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.
REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policy of the Core Strategy: CS15.
- 9 Before any construction works hereby permitted are begun a detailed assessment of further measures to improve 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 Core Strategy CS15.
- 10 Before any construction works hereby permitted are begun a detailed assessment of the expected carbon dioxide emissions of the current scheme and of the incorporation of further measures to reduce the carbon dioxide emissions to achieve the current London Plan target (Policy 5.2) 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 Core Strategy CS15.
- 11 Before any construction works hereby permitted are begun details of the installation of photovoltaic panels on the roof as indicated on the drawings hereby approved, including size, performance and construction details and the installation of a sedum roof underneath the panels, shall be submitted to and approved by the local planning authority and shall be maintained as approved for the life of the development.
REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policies of the Core Strategy: CS10, CS15.
- 12 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.

REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Unitary Development Plan 2002: ARC 1.

- 13 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3
- 14 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3.
- 15 All Parish Markers and commemorative plaques on the existing building shall be carefully removed prior to demolition commencing, stored for the duration of building works, reinstated and retained for the life of the building on the new building in accordance with detailed specifications including fixing details which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works affected thereby.
REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site.
- 16 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS15.
- 17 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all

development pursuant to this permission shall be carried out in accordance with the approved details:

- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
- (b) large scale (1:5) details of the metal screen to the south elevation including shaping and finishes of the individual elements, method and location of fixings, drainage, illumination and the impact of the detailed design on the potential for the generation of resonant noise and vibration;
- (c) large scale (1:10) details of all elevations
- (d) large scale (1:10) details of ground floor elevations including shop fronts, office entrance(s) and decorative design of louvres, grilles and loading bay doors;
- (e) details of the proposed roof scape including the integration of plant room grilles, window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;
- (f) details of soffits, hand rails and balustrades;
- (g) details of junctions with adjoining premises;
- (h) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;
- (i) details of plant and ductwork to serve the A1 and A3 use(s);
- (j) details of ventilation and air-conditioning for the A1 and A3 use(s);

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV28, ENV29, CS10, CS12, CS15.

- 18 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.
REASON: To ensure the satisfactory servicing of the building in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL 6, CS10, CS17.
- 19 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Core Strategy CS15.
- 20 Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.

REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Core Strategy: CS10, CS15, CS18, CS19.

- 21 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the nearest window or facade of the nearest premises. The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

(b) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.

- 22 Before any 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. 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 Core Strategy: CS15, CS21.

- 23 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 Core Strategy: CS15.

- 24 In respect of the Class A1 and Class A3 units, no live or recorded music shall be played that can be heard outside the premises or within any other premises in the building. REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policy of the Core Strategy: CS15

- 25 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building. REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS16, CS21.

- 26 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.
REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Unitary Development Plan: TRANS15.
- 27 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building.
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS21.
- 28 Details of a Servicing Management Plan demonstrating the arrangements for control of the arrival and departure of vehicles servicing the premises shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Servicing Management Plan (or any amended Servicing Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.
REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS15, CS16.
- 29 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The offices in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.
REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Core Strategy: CS16.
- 30 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 92 pedal cycles. The cycle parking provided on the site 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 to assist in reducing demand for public cycle parking in accordance with Transport for London guidance.

- 31 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 details to be submitted to and approved by the local planning authority.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Unitary Development Plan: TRANS22
- 32 Provision shall be made for disabled people to obtain access to the offices and to each retail unit via their respective principal entrances without the need to negotiate steps and shall be maintained for the life of the building.
REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Core Strategy: CS10.
- 33 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, CS10, CS16.
- 34 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 35 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission:
Drawing nos. PA001 Rev. 02, PA005 Rev.02, PA009 Rev. 02, PA110, PA111, PA112, PA113, PA114, PA115, PA116, PA117, PA118, PA119, PA120 Rev. 04, PA201, PA301, PA302, PA401, PA403, PA501, PA502, PA504, PA601, PA602, PA604 [All drawings revision 03 unless otherwise stated].
Letter from ARUP (re: waste storage and collection) dated 08.02.2013.
Email from GVA Grimley (revised floorspace figures) dated 26.03.2013.
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:

detailed advice in the form of statutory policies in the Core Strategy/ Unitary Development Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.

- 2 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 3 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, City Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

- 4 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.
- 5 The Directorate of the Built Environment must be consulted on the following matters which require specific approval:
 - (a) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window cill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public

way (including any cleaning equipment overhanging any public footway or carriageway). You are advised that highway projection licenses do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. In such cases please also contact the Corporate Property Officer, City Surveyor's Department.

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

(c) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.

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

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

(f) Carriageway crossovers.

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

(h) The display of any advertisement material on the premises which may be subject to the City of London Corporation's Byelaws.

- 6 The enabling of archaeological work to meet the requirements of conditions 12, 13 and 14 is the responsibility of the developer and should be regarded as an integral part of the development programme in accordance with the policies of the Unitary Development Plan and Core Strategy. This would include on site facilities, funding, fieldwork, post excavation analysis and reporting and publication of the work in accordance with recognised guidelines and codes of practice. This is to ensure adequate "preservation by record" of the archaeological resource affected by the proposed development.

- 7 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:

(a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.

(b) Installation of engine generators using fuel oil.

(c) The control of noise and other potential nuisances arising from the demolition and construction works on this site and compliance with the Construction (Design and Management) Regulations 2007; the Environmental Health Team should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.

(d) Alterations to the drainage and sanitary arrangements.

(e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments (including the Offices, Shops and Railway Premises Act 1963); in particular:

- the identification, encapsulation and removal of asbestos in accordance with a planned programme;
- provision for window cleaning (internal and external) to be carried out safely.

(f) The use of premises for the storage, handling, preparation or sale of food.

(g) Use of the premises for public entertainment.

(h) Approvals relating to the storage and collection of wastes.

(i) Limitations which may be imposed on hours of work, noise and other environmental disturbance.

(j) The control of noise from plant and equipment;

(k) Methods of odour control.

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

Noise and Dust

(a) The construction/project management company concerned with the development must contact the Department of Markets and Consumer Protection and provide a working document detailing steps they propose to take to minimise noise and air pollution for the duration of the works at least 28 days prior to commencement of the work. Restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(b) Demolition and construction work shall be carried out in accordance with the City of London Code of Practice for Deconstruction and Construction. The code details good site practice so as to minimise disturbance to nearby residents and commercial occupiers from noise, dust etc. The code can be

accessed through the City of London internet site, www.cityoflondon.gov.uk, via the a-z index under Pollution Control-City in the section referring to noise, and is also available from the Markets and Consumer Protection Department.

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

Air Quality

(d) Compliance with the Clean Air Act 1993

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

Boilers and CHP plant

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

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

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

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

Standby Generators

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

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

Cooling Towers

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

Food Hygiene and Safety

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

(m) If cooking is to be proposed within the food/catering units a satisfactory system of ventilation will be required. This must satisfy the following conditions:

Adequate access to ventilation fans, equipment and ductwork should be provided to permit routine cleaning and maintenance;

The flue should terminate at roof level in a location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. It cannot be assumed that ductwork will be permitted on the exterior of the building;

Additional methods of odour control may also be required. These must be submitted to the Markets and Consumer Protection Department for comment prior to installation;

Ventilation systems for extracting and dispersing any emissions and cooking smells to the external air must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent such smells and emissions adversely affecting neighbours.

9 Thames Water advises:

(1) The developer is advised to contact Thames Water Development Services (0845 850 2777) to discuss the details of the piling method statement required by a condition of this planning permission.

(2) Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing, and site remediation. Groundwater permit enquiries should be directed to Thames Water, Risk Management Team by telephoning 020 8507 4890 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provision of the Water Industry Act 1991.

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

(4) Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Further information on the above is available in a leaflet 'Best Management Practices for Catering Establishments' which can be requested by telephoning 01923 898 188.

(5) The developer should incorporate with their proposals, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

(6) 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 Water's pipes. The developer should take account of this minimum pressure in the design of the proposed development.

(7) A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and

may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

(8) Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

(9) The development covers a large area, currently served by combined sewers. Impact will depend upon proposed points of connection. Overall flows to combined sewers should not exceed historic flows and this may often be achievable by agreed surface water retention.

- 10 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.
- 11 The Crime Prevention Design Advisor for the City of London Police should be consulted with regard to guidance on all aspects of security, means of crime prevention in new development and on current crime trends.
- 12 The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.
- 13 Reason for Grant of Planning Permission - The decision to grant this planning permission has been taken having regard to the policies in the London Plan, Unitary Development Plan and Core Strategies set out below, relevant government guidance and supplementary planning guidance, representations received and all other relevant material considerations. Objections were made to the application. These were taken into account by the Local Planning Authority but were not considered to outweigh the reasons for granting planning permission.

The proposals offer a contemporary building that would provide a dramatic and appropriate setting for The Monument and provide additional high quality office (Class B1) floorspace and retail floorspace (Class A1 and A3) in accordance with the aims and objectives of the saved policies of the UDP, the Core Strategy and the London Plan.

The proposals would safeguard the settings of the grade I listed Monument and St. Magnus the Martyr Church, and the grade II listed No. 2a Eastcheap.

The scheme's reliance on public transport meets the transport policies in the London Plan, UDP and Core Strategy. This will have the benefits of maintaining the strength of the City in economic terms and by making effective and efficient use of the infrastructure necessary to sustain such development.

Relevant London Plan policies:

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

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

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

Policy 5.2 To minimise carbon dioxide emissions.

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

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

Policy 6.3 To ensure that impacts on transport are assessed.

Policy 6.5 Contributions will be sought to mitigate congestion on rail network.

Policy 6.9 To provide cycle facilities.

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

Policy 7.7 To avoid tall and large buildings having a harmful impact on their surroundings.

Policy 7.8 To protect heritage assets.

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

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

Policy 7.14 To reduce emissions and minimise public exposure to pollution.

Unitary Development Plan and Core Strategy Policies

ARC1 Archaeology - evaluation and impact

ARC2 To preserve archaeological remains

ARC3 Recording of archaeological remains

ENV8 Promote high quality open spaces

ENV28 Design of building services

ENV35 To protect daylight and sunlight

IMP5 Separate uses to be self-contained

SHOP2 Seek replacement of retail uses

SHOP3 Seek increased retail facilities

SHOP4 Variety in size of retail units

TRANS15 Seek off-street servicing
TRANS18 Resist non-residential parking
TRANS21 Seek parking for disabled people
TRANS22 Require cycle parking
UTIL6 Provision for waste collection
CS1 Provide additional offices
CS3 Ensure security from crime/terrorism
CS10 Promote high quality environment
CS12 Conserve or enhance heritage assets
CS13 Protect/enhance significant views
CS15 Creation of sustainable development
CS16 Improving transport and travel
CS17 Minimising and managing waste
CS20 Improve retail facilities
CS21 Protect and provide housing

Woodswift Project Services Limited

94 Christchurch Road, London, SW14 7AX

Tel: 020-7337 9061

25 March 2013

The Planning Officer
City of London Planning Department.
Guilhall
PO Box 270
London EC2P 2EJ

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	28 MAR 2013	LTP
OM		SSE
No	117741	PP
FILE		DP

Dear Sir,

11-19 Monument Street, 46 Fish Hill and 1-2 Pudding Lane, London EC3R
Planning Application. Ref: 13/00049/FULMAJ

LETTER OF OBJECTION

We refer to the above application.

We write upon instructions from Mayfair Capital Investment Management Limited who are the investment advisers for the owners of the office property known as 2-4 Eastcheap, London EC3 and which is sited at the eastern corner of Pudding Lane with Eastcheap.

We have carefully studied the planning application drawings as submitted on 18 January 2013 and have concerns over the height of the building to the elevation facing Pudding Lane. We are aware that the period for making representations on the application has closed, but as it has only proved possible until recently to take full cognisance of this scheme's massing in detail, we would ask that you bring to the planning committee's attention the following concern and objection.

While noting the overall appearance of the proposed new building, which is of a pleasant and interesting design, my Clients are very concerned that the height of the building, in relation to the part flanking the north east side of Pudding Lane would appear to be one storey higher than the existing building and as a consequence it is considered this will have a detrimental effect by diminishing the extent of natural light currently enjoyed by my Client's property, which is located directly opposite in Pudding Lane. As a consequence we would respectfully seek that the additional storey height is either removed or set back to avoid such dominance and impact upon the properties opposite in Pudding Lane.

I would appreciate an acknowledgement to this letter and confirmation when the application is due to be set before the planning committee.

Yours faithfully


David Herring (Email: david.herring@coronation.uk.com Mobile 07973-143792)

Cc J Feilden. Mayfair Capital Investment Managers Limited

Director: D M Herring BSc. (Hons); FRICS
Registered Office: 94 Christchurch Road, London SW14 7AX
Registered In England No: 3767440


ACKNOWLEDGED
88 28/03/13



To: Tony Newman
From: Liam Henderson
Your ref: 13/00049/FULMAJ
Our ref: 13_00049_Monument Street (DLR Plng) (1)
Phone: (020) 7363 9789
Date: 28/02/2013

11-19 Monument Street, City of London

Dear Tony,

I have reviewed the plans for the proposed development and have the following comments to make on behalf of Docklands Light Railway Ltd (DLRL).

Whilst DLR supports this application in principle, there are a number of considerations that DLR would like to draw your attention to, especially when considering the close proximity of the proposals to DLR's tunnels:

- DLR's right of support cannot be compromised.
- The development should not have any detrimental effect on DLR structures either in the short or long term.
- The design must be such that the loading imposed on DLR's structures is not increased.

Therefore, we would request that the following condition is included in any consent given:

Condition: The development hereby permitted shall not be commenced until the detailed design and method statements (in consultation with DLRL) for 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 by the local planning authority which:

- Provide details of all structures
- Accommodate the location of existing DLR structures
- Accommodate ground movement arising from the concentration thereof

The development shall thereafter be carried out in all aspects in accordance with the approved design and method statements.

Docklands Light Railway Limited
trading as Docklands Light Railway
whose registered office is
Operations and Maintenance Centre
PO Box 154, Castor Lane, Poplar
London E14 0DX

Registered in England and Wales
Company number 02052677

VAT number 756 2770 08

Docklands Light Railway Limited is
a company controlled by a local
authority within the meaning of
Part V Local Government and
Housing Act 1989. The controlling
authority is Transport for London.

Reason: To ensure that the proposed works do not compromise the safe and effective operation of the DLRL network and associated structures, due to the proximity of the development to the DLR.

Regards

Liam Henderson
Transport Planner
Email: liam.henderson@dlr.tfl.gov.uk

Date 14 February 2013
Our Ref 20878-SI-N133
Your Ref 13/00049/FULMAJ

To Mark Day
Borough Planning
Mark.day@tfl.gov.uk



London Underground Limited

Hello Mark,

11-19 Monument Street, 46 Fish Street Hill and 1-2 Pudding Lane

Thank you for your communication of 8th February 2013.

Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. Please note that we have very shallow structures underneath the site. It will need to be demonstrated to the satisfaction of LUL engineers that:

- the development will not have any detrimental effect on our tunnels and structures either in the short or long term
- the design must be such that the loading imposed on our tunnels or structures is not increased or removed
- we offer no right of support to the development or land

Therefore we request that the grant of planning permission be subject to conditions to secure the following:

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for 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
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof
- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

We also ask that the following informative is added:

✓ The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting

Should you have any further enquiries, please do not hesitate to contact me.

Shahina Inayathusein
Information Manager
LUL Infrastructure Protection
E-mail: Locationenquiries@tube.tfl.gov.uk
Tel: 020 7918 0016

Newman, Tony

From: Day Mark (ST) <Mark.Day@tfl.gov.uk>
Sent: 14 February 2013 14:59
To: Newman, Tony
Subject: 13/00049/FULMAJ; 11-19 Monument Street, 46 Fish Street Hill and 1-2 Pudding Lane, London EC3R

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Tony

**RE: 13/00049/FULMAJ; 11-19 Monument Street, 46 Fish Street Hill and 1-2 Pudding Lane, London EC3R
Demolition of existing buildings and erection of a building to comprise office (class B1) and retail (class A1/A3) floorspace with associated cycle parking, serving, storage and plant. [13,069sqm GEA]**

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

- The site is located close to the A3211 Lower Thames Street, which forms part of the Transport for London Road Network (TLRN).
- The site is also located in close proximity to London Underground (LU) tunnels, carrying the District and Circle lines. A further email will follow within the next week detailing any issues that arise as a result of this proximity, which may include conditions that need to be imposed on any consent.
- The site is intended to be car free, which is supported by TfL.
- 92 cycle parking spaces are proposed at basement level. This is in excess of the standards set out in the London Plan Revised Early Minor Alterations (REMA), and is therefore welcomed by TfL. However, no mention is made of showers or lockers for staff wishing to cycle to work.
- Given the scale of the development a standalone Travel Plan should be provided, although it is noted that the TA contains a Travel Planning section which generally covers in brief detail the area that we would expect a Travel Plan to contain. TfL's latest guidance on travel planning is available at <http://www.lscop.org.uk/newwaytoplan/resources/file/Travel%20planning%20for%20new%20development%20in%20London.pdf>
- In addition to the Travel Plan, a Delivery and Servicing Plan (DSP) should be secured by condition on the development. This will identify efficiency and sustainability measures to be undertaken once the development is operational, for example including booking systems (to minimise peak time deliveries) and manage conflict given the limited size of the loading bay. Further information on DSPs is available at http://www.tfl.gov.uk/microsites/freight/delivery_servicing_plans.aspx.
- A Construction Logistics Plan (CLP) should be secured by condition on any consent for this development. This should identify efficiency and sustainability measures to be undertaken while the development is being built, including booking systems, consolidated or re-timed trips, secure, off-street loading and drop-off facilities, details of traffic management and using operators committed to best practice, demonstrated by membership of TfL's Freight Operator Recognition Scheme (FORS), or similar. Further information on CLPs is available at http://www.tfl.gov.uk/microsites/freight/construction_logistics_plans.aspx
- In accordance with the London Plan Crossrail Supplementary Planning Guidance (SPG), this application is in the Crossrail charging area and proposes land uses that are eligible for Crossrail Section 106 contributions. A total contribution of £572,435 should be sought in accordance with the SPG.

Given the above, I can confirm that TfL at present cannot respond fully to this application. However, I hope to be able to do so within the next week once the impact of the development on LU infrastructure can be ascertained.

Regards

Mark

Mark Day | Planner
Borough Planning | Transport for London
9th Floor, Windsor House, 50 Victoria Street, London SW1H 0TL
E-mail: mark.day@tfl.gov.uk
Tel: 020 7126 2165 (internal 62165)

For more information regarding the TfL Borough Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit <http://www.tfl.gov.uk/businessandpartners/15393.aspx>

Newman, Tony

From: Richard.Steele@cityoflondon.gov.uk
Sent: 10 February 2013 21:02
To: Newman, Tony
Subject: Application Comments for 13/00049/FULMAJ

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

Comments were submitted at 9:01 PM on 10 Feb 2013 from Dr Simon Bradley.

Application Summary

Address: 11 - 19 Monument Street, 46 Fish Street Hill And 1 - 2
Pudding Lane London EC3R

Proposal: Demolition of existing buildings and erection of a building
to comprise office (class B1) and retail (class A1/A3)
floorspace with associated cycle parking, servicing,
storage and plant. [13,069sqm GEA]

Case Officer: Tony Newman

[Click for further information](#)

Customer Details

Name: Dr Simon Bradley
Email: [REDACTED]
Address: 59 Cavendish Road London

Comments Details

Commenter Type: Member of the Public

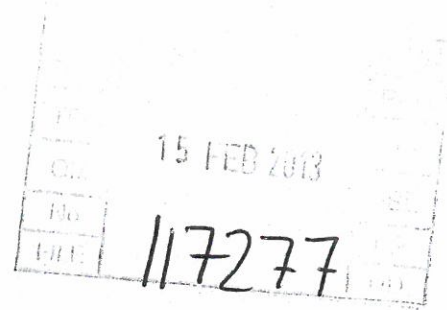
Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: The proposed building is excessively tall for such a sensitive context. By going so far above the height of the present buildings on site, it would seriously diminish the visual impact of the Monument, and erode its significance as a structure that can be seen clearly against the sky from many angles. The rendered view provided in the brochure for the building which shows the aspect from the top of the monument also indicates that an uncomfortable relationship would be created. The effect is as of looking down into someone's garden, not very far below. If the building were to go ahead, further encroachments of the setting of the Monument by over-tall redevelopment seem likely. The Monument is a nationally famous grade I listed building in the care of the Corporation, and its setting should be a matter of exceptional care. It is troubling that such an insensitive and bulky design should have been allowed to proceed so far. I send this email as the author of the Pevsner Architectural Guides' volume on the architecture of the City, which was first published in 1997.



ENGLISH HERITAGE
LONDON OFFICE



Mr Tony Newman
Corporation of London
Department of Planning & Transportation
PO Box 270
Guildhall
LONDON
EC2P 2EJ

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

Our ref: P00217930

8 February 2013

Dear Mr Newman

**Notifications under Circular 01/2001, Circular 08/2009 &
T&CP (Development Management Procedure) Order 2010
11 - 19 MONUMENT STREET, 46 FISH STREET HILL AND 1 - 2 PUDDING LANE,
LONDON, EC3R
Application No 13/00049/FULMAJ**

Thank you for your letter of 24 January 2013 notifying us of the application for planning permission relating to the above site. We do not wish to comment in detail, but offer the following general observations.

English Heritage Advice

Whilst we welcome the replacement of the poor quality existing building, we note that the proposed new building, due to its increased height, will significantly change the settings of the nearby grade I listed Monument and the grade II listed building at No. 2A Eastcheap. In certain views, the much larger proposed new building will, in our view, reduce the visual prominence of the listed building and thereby cause a degree of harm to their settings.

In that regard, we urge the City to carefully consider the harm to the settings of the listed buildings when deciding whether to grant planning permission.

Recommendation

We would urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again. However, if you would like further advice, please contact us to explain your request.

Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals it is recommended



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3000 Facsimile 020 7973 3001
www.english-heritage.org.uk

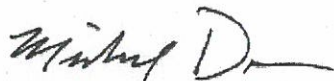
English Heritage is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.

Handwritten signature and date:
VJW
15/2

LONDON OFFICE

that you contact the Greater London Archaeological Advisory Service for further advice
(Tel: 020 7973 3712).

Yours sincerely



Michael Dunn

Principal Inspector of Historic Buildings and Areas

E-mail: michael.dunn@english-heritage.org.uk



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3000 Facsimile 020 7973 3001
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All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in
the FOIA or EIR applies.

> -----Original Message-----

> From: BCTAdmin@thameswater.co.uk [mailto:BCTAdmin@thameswater.co.uk]

> Sent: 31 January 2013 10:20

> To: PlanningQueue

> Subject: 3rd Party Planning Application - 13/00049/FULMAJ [pfCase:56794, pfTicket:5058003]

> Corporation of London Our DTS Ref: 34893

> Department of Planning & Transportation Your Ref: 13/00049/FULMAJ

> PO Box 270

> Guildhall

> London

> EC2P 2EJ

>

> 31 January 2013

>

> Dear Sir/Madam

>

> Re: 11 - 19 MONUMENT STREET, 46 FISH STREET, 1 - 2 PUDDING LANE, LONDON, EC3R

>

> Waste Comments

> Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

>

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

>

> Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

>

> Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

>

>

> Water Comments

> On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

>

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

>

>

> Supplementary Comments

>

> Our preferred option would be for all surface water to be disposed of on site using SUDs as per policy 5.13 of the London plan.

>

>

> Yours faithfully

> Development Planning Department



Newman, Tony

From: Richard.Steele@cityoflondon.gov.uk
Sent: 10 February 2013 21:02
To: Newman, Tony
Subject: Application Comments for 13/00049/FULMAJ

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

Comments were submitted at 9:01 PM on 10 Feb 2013 from Dr Simon Bradley.

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Pudding Lane London EC3R

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to comprise office (class B1) and retail (class A1/A3)
floorspace with associated cycle parking, servicing,
storage and plant. [13,069sqm GEA]

Case Officer: Tony Newman

[Click for further information](#)

Customer Details

Name: Dr Simon Bradley
Email: [REDACTED]
Address: 59 Cavendish Road London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: The proposed building is excessively tall for such a sensitive context. By going so far above the height of the present buildings on site, it would seriously diminish the visual impact of the Monument, and erode its significance as a structure that can be seen clearly against the sky from many angles. The rendered view provided in the brochure for the building which shows the aspect from the top of the monument also indicates that an uncomfortable relationship would be created. The effect is as of looking down into someone's garden, not very far below. If the building were to go ahead, further encroachments of the setting of the Monument by over-tall redevelopment seem likely. The Monument is a nationally famous grade I listed building in the care of the Corporation, and its setting should be a matter of exceptional care. It is troubling that such an insensitive and bulky design should have been allowed to proceed so far. I send this email as the author of the Pevsner Architectural Guides' volume on the architecture of the City, which was first published in 1997.