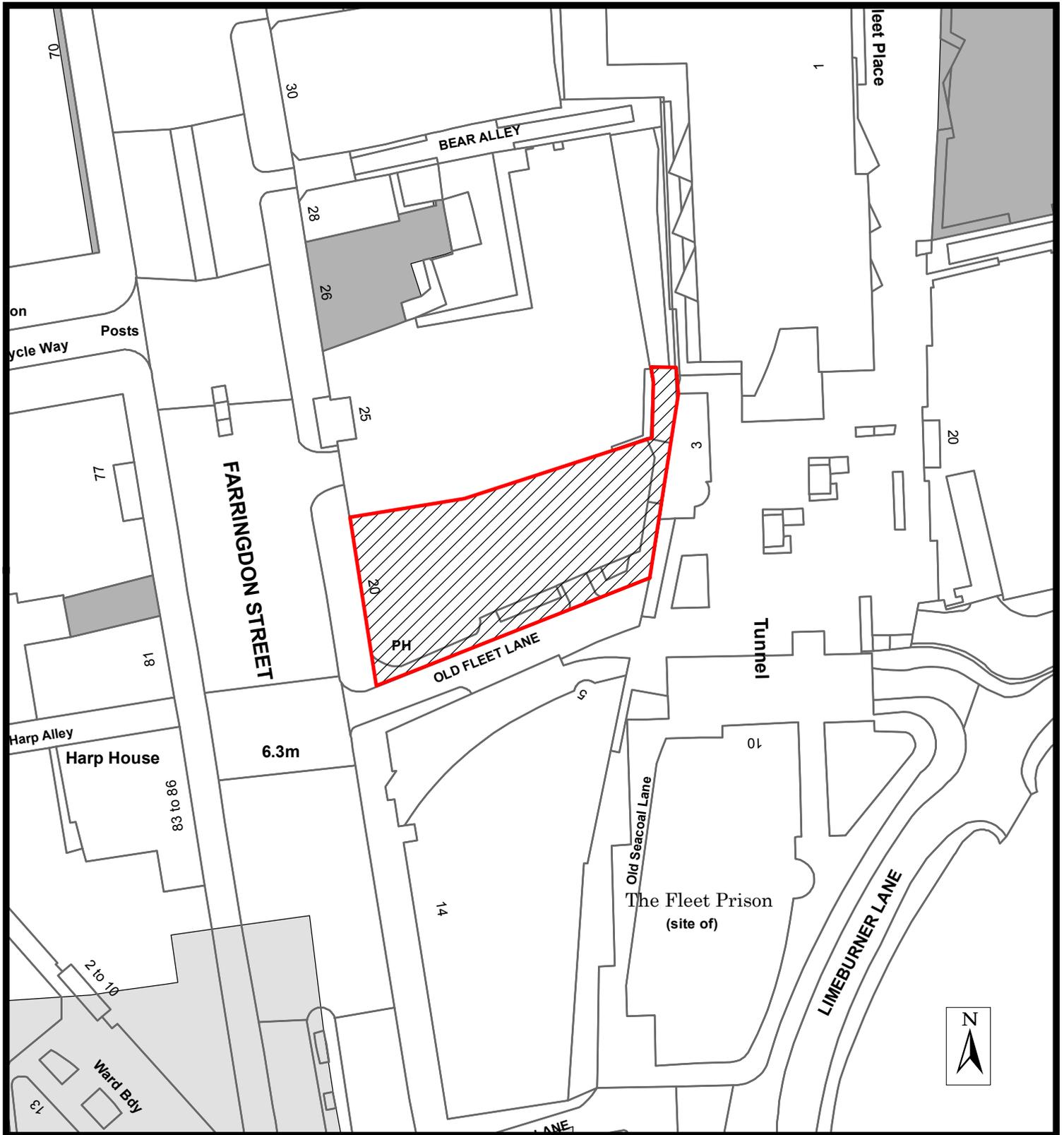


<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	10 June 2014
<b>Subject:</b> 20 Farringdon Street London EC4A 4AB Redevelopment providing a 12 storey building comprising office accommodation (Class B1) at basement to 11th floor (9,464sq.m) and public house (Class A4) at part basement and part ground floor (370sq.m) (Total floorspace 9,834sq.m GIA).	
<b>Ward:</b> Farringdon Within	<b>Public For Decision</b>
<b>Registered No:</b> 14/00266/FULMAJ	<b>Registered on:</b> 27 March 2014
<b>Conservation Area:</b> NO	<b>Listed Building:</b> No
<p><b><u>Summary</u></b></p> <p>Planning Permission is sought for the redevelopment of the existing vacant office building and public house to provide a twelve storey office building with a replacement public house.</p> <p>The proposed development has been designed with regard to the local context to provide a high quality building which would relate well to the character of recent neighbouring developments on Farringdon Street and Fleet Place and meet the requirements of current office occupiers.</p> <p>The development site is subject to the Mayor of London's London View Management Framework (LMVF), which sets out strategic protection for views of identified landmark buildings including St. Paul's Cathedral.</p> <p>The proposals have triggered the LVMF's statutory consultation requirement. We are awaiting the outcome of this consultation. No objections are anticipated because the proposals are insufficiently high to have a detrimental impact on the views of St. Paul's Cathedral.</p> <p><b>Recommendation</b></p> <p>A) Planning permission be granted for the development referred to above in accordance with the details set out on the attached schedule subject to:</p> <p>i) 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;</p> <p>ii) no objections being received as a result of the consultation detailed above.</p> <p>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.</p>	

# Site Location Plan



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ADDRESS:  
20 Farringdon Street

CASE No.  
14/00266/FULMAJ

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





20 Farringdon Street

Case No. 14/00266/FULMAJ

## **Site**

1. The site is located on the east side of Farringdon Street, north of Ludgate Hill and immediately to the north of Old Fleet Lane and the west of Fleet Place. The existing building dates from the 1970s and comprises basement, ground and 6 upper floors and an additional plant storey. The building is clad in pink / grey granite to its Farringdon Street and Old Fleet Lane elevations, with glazed and brick elevations towards Fleet Place.
2. The existing building is currently in office use (Class B1) (5,181sq.m) with a public house (Class A4) (370sq.m) at part ground floor and basement levels. The office element of the building is currently vacant. The main entrance to the building is from Farringdon Street, the entrance to the pub is at the corner of Farringdon Street and Old Fleet Lane. Servicing is undertaken from Old Fleet Lane.
3. The surrounding buildings on Farringdon Street are in office use, with ground floor retail units. Building heights surrounding the site vary from 11 to 13 storeys. The buildings fronting Fleet Place are generally 9 storeys in height, however they appear higher than those fronting Farringdon Street as a result of variations in ground level.
4. The existing building is part of the streetscape of Farringdon Street and is visible in views from the north and south of Farringdon Street, Holborn Viaduct to the north and Stonecutter Street to the west. The building is visible in glimpsed views from St. Bride Street along Harp Alley to the west.
5. The site is located within the Viewing Corridor of the Primrose Hill Protected Vista and the Background Wider Setting Consultation Area of Greenwich Park and Blackheath Point Protected Vistas.

## **Relevant Planning History**

6. A scheme for the refurbishment, recladding, and a five storey roof extension (3817sq.m GEA) of the office element of the building was approved subject to a Section 106 agreement, on 30<sup>th</sup> January 2014 (application reference: 13/00978/FULL). The agreement remains to be signed. The design, bulk and massing of the approved refurbishment scheme is very similar to the current redevelopment proposal, but did not include alterations to the existing public house.

## **Proposal**

7. The proposal is to demolish the existing building and erect a new building of 9,985sq.m (GEA) over basement, ground, and 11 upper floors. The building would provide 9,464sq.m (GIA) of office (Class B1) floorspace and 370sq.m (GIA) of retail (Class A4) space at part ground and basement level fronting on to the corner of Farringdon Street and Old Fleet Lane.
8. A single storey service bay and refuse collection area would be provided at ground level with access from Old Fleet Lane. Disabled parking and bicycle parking would be accessed from this point. Plant would be accommodated at basement level and within a rooftop plant enclosure.

## **Consultations**

9. The application has been publicised on site and in the press. No letters of objection have been received to date.
10. The views of other City of London departments have been taken into account in the preparation of this development scheme and in this report. Some detailed matters remain to be dealt with by conditions.
11. Transport for London does not object to the proposal in principle. They have requested that a travel plan, delivery and servicing management plan and construction logistics plan be required as a condition of the permission, which is included.
12. The Mayor for London, English Heritage and the relevant London Boroughs have been consulted in respect of the London View Management Framework consultation requirements. We are awaiting the outcome of the consultation, but do not anticipate receiving any objections.

## **Policies**

13. 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.
14. The draft Local Plan was published in December 2013 and is expected to be adopted in late 2014 or early 2015. Although it does not carry the full weight of an adopted plan, it is considered that the plan should carry significant weight as it is at the final stage of pre-submission consultation, prior to formal consideration at public examination. In accordance with the NPPF and Local Plan Regulations, the draft Plan has been considered by the Court of Common Council as sound planning policy for submission to the Secretary of State.
15. Government Guidance is contained in the National Planning Policy Framework (NPPF).

## **Considerations**

16. 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, to local finance considerations so far as material to the application, and to any other material considerations (Section 70 (2) 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);
17. In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its settings or any features of

special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Building and Conservation Areas) Act 1990).

18. In respect of sustainable development 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.'
19. The principal issues in considering this planning application are:
  - The extent to which the proposals comply with the relevant policies of the London Plan, Core Strategy and saved policies of the UDP.
  - The extent to which the proposals comply with Government policy advice (NPPF).
  - The impact of the proposal on the significance of designated and non-designated heritage assets and the setting of listed buildings surrounding the site.
  - The impact of the development on the London View Management Framework.
  - The appropriateness of the design and massing of the development in the context of the area.
  - The provision of high quality office accommodation

#### Design and Access

20. The building would be clad between first and eighth floors with a panelised triple glazed clear curtain walling system. The structural frame would be exposed behind the cladding and visible from the exterior. The office entrance on Farringdon Street would have full-height glazing with revolving doors, pass door, and an external glass canopy. The corner of the building would have a chamfered profile at ground and first floor levels, returning to an angle at higher levels. The retail unit would be accessed through double doors on the corner with an external glass canopy above.
21. The three upper storeys would be set back from the Farringdon Street and Old Fleet Lane elevations and rise to the height of the neighbouring buildings (Nos. 14 and 25 Farringdon Street). In views north and south, including from Holborn Viaduct, the upper section would be seen in the context of these buildings which are varied in appearance but rise to a consistent height. To the rear, it would be stepped against the blank elevation of No. 25, responding to the faceted form of the building, and appearing to cascade down to Fleet Place.
22. The upper floors would utilise the same glazed cladding, with anodised aluminium mullions to match the ground floor columns, expanding at the upper level to enclose the plant storey. To the front and side elevations the upper section would appear to extrude from the building and read as a

distinct set-back element in the same manner as the roofs of neighbouring buildings.

23. The predominantly glazed appearance of the building would be appropriate to its context, where it would relate to the glazed sections of No. 25 which has a distinctive faceted glazed roof extension, and No. 14 which has a prominent glazed projection and roof section. The service bay would be accessed through anodised aluminium doors.
24. Level entry to the building would be provided. The main passenger lifts within the building would provide wheelchair access to all office floors. Accessible WCs would be provided on the ground floor and all upper levels.

#### London View Management Framework

25. The Mayor's London View Management Framework (LVMF) is Supplementary Planning Guidance to the London Plan. The LVMF sets out the strategic context for protection of identified landmark buildings, including St. Paul's Cathedral. It came into effect on 16 March 2012 along with the Secretary of State's Directions.
26. The majority of the site falls within the Viewing Corridor of the Primrose Hill Protected Vista (View 4A.1), with the exception being the south west of the site, which lies within the Wider Setting Consultation Area (right foreground) of the Primrose Hill Protected Vista. The lowest viewing corridor development threshold plane relates to the Primrose Hill Protected Vista which falls from 53.401m AOD to 53.278m AOD as it crosses the site from North West to South East. The proposed development would measure 53.130m AOD at its highest point and would not exceed the Primrose Hill Viewing Corridor development threshold plane.
27. The whole site lies within the Background Wider Setting Consultation Area of the Greenwich Park and Blackheath Point Protected Vistas (Views 5A.2 and 6A.1). The lowest consultation threshold plane relates to Greenwich Park Protected Vista at 52.277 AOD. The lowest consultation threshold plane for Blackheath Point Protected Vista is 52.349m AOD. The highest point of the development exceeds the Greenwich Park Background Wider Setting Consultation Area threshold plane by up to 0.85 metres and the Blackheath Background Wider Setting Consultation Area threshold plane by up to 0.78 metres. Consultation with the Mayor of London, English Heritage and relevant London Boroughs is therefore required. Consultation has been undertaken and the recommendation of this report is subject to the outcome of the consultation.
28. The applicants have provided verified visual montages of the view from Greenwich Park and Blackheath Point. The montages show that the proposal would have no detrimental impact on the view of St. Paul's Cathedral from these points. The proposal would be indistinguishable amongst the general background development behind the Cathedral.

### Parking, Servicing and Refuse Storage/Collection

29. The existing building has nine off-street car parking spaces. The proposed development would be car free, with the exception of one disabled parking space. A total of 136 cycle spaces would be provided together with associated ancillary changing and showering facilities which exceeds the City of London's emerging cycle parking standards and current adopted London Plan Standards. The level of cycle provision is in accordance with the Draft Further Alterations to The London Plan published in January 2014.
30. A loading bay and refuse storage is provided within the building, which would be accessed via a ramp from Old Fleet Lane. All servicing, with the exception of refuse vehicles and heavy goods vehicles would be undertaken from the loading bay.
31. It is estimated that the redevelopment will generate a total of 26 service trips daily and the largest delivery vehicle to service the site would be a 3.5 tonne panel van which would be able to enter and exit in forward gear. Refuse collection would be carried out from Old Fleet Lane as per the existing arrangements.

### Archaeology

32. The site is in an area of important archaeological potential, located within the now buried Fleet river valley. There is potential for remains from the Roman, medieval and post-medieval periods to survive on the site as well as environment and alluvial remains associated with the river valley.
33. The proposed development involves demolition of the basement slab and construction of a new piled raft foundation. The new slab, piles and pile caps would have an impact on archaeological remains.
34. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation design, to provide additional information on the character and nature of archaeological survival and to design an appropriate mitigation strategy to record archaeological remains that would be disturbed by the development.

### Sustainability

35. The redevelopment of the building provides the opportunity to achieve greater energy efficiency with regards to glazing and solar shading, daylight ingress, low energy lighting and energy efficient plant. The proposed energy efficiency measures would improve the Part L2A 2010 (Building Regulations) requirements for the regulated carbon emissions by 18%.
36. The connection of the development into a district heating network would currently not be possible but the opportunity for a future connection is required by condition.

37. Due to the small size and low heating demand of this type of building, the incorporation of a site wide Combined Heat and Power (CHP) system is not considered to be efficient.
38. An assessment of the incorporation of low carbon and renewable energy technologies has been provided that concludes that air source heat pumps would offer the most potential for reducing carbon emissions. These would provide 100% of the development's heating and cooling requirements resulting in further carbon emissions savings of 17%. Other technologies are not considered to be feasible due to the highly constrained nature of the access to the site and the relatively small building footprint.
39. The energy strategy for the development demonstrates that the development has the potential to achieve an overall 35% carbon emission reduction compared to a Building Regulations compliant building. However, this would result in a shortfall of 5% carbon emissions savings in relation to the London Plan target of 40%, and offset payments would be required if evidence cannot be provided to demonstrate that this building type cannot meet the target on site.
40. The BREEAM pre-assessment rating for the building indicates an "excellent" rating. Improvements are sought in water consumption by the incorporation of rainwater harvesting, which is required by condition. The provision of a green or brown roof is restricted by the limited amount of roofspace available following the installation of plant.

#### Provision of high quality office accommodation and retail space

41. The proposed redevelopment complies with Policy CS1: Offices of the City of London Core Strategy, which seeks to provide additional office development of the highest quality to meet the 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 a leading international financial and business centre.
42. The re-provision of the public house complies with Policy CS20: Retailing, which seeks to protect existing retail facilities, unless it is demonstrated that they are no longer required.

#### Planning Obligations and Community Infrastructure Levy

43. 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.

44. 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.
45. 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
46. 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).

#### Mayoral Planning Obligations

47. 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.
48. The Mayor of London introduced a CIL for contributions towards Crossrail, which came into force on 1 April 2012. In City the charge is £50 per m<sup>2</sup> for all development except education and healthcare uses. Affordable housing is exempt from this or any other CIL. This CIL is collected by the City on behalf of the Mayor.
49. The Mayor of London has stated in his Mayoral CIL Charging Schedule (April 2012) that he will not 'double charge' developments that are liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail. His approach is to treat any Mayoral CIL payment as a credit towards any Mayor planning obligation liability. Therefore the Mayoral planning obligation liability can be reduced by the Mayoral CIL.
50. At the time of preparing this report the Mayoral CIL has been calculated to be £214,150. The full Mayoral planning obligation has been calculated to be £617,400 but this would be reduced to £385,470 after deduction of the Mayoral CIL. 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.

51. These contributions towards the funding of Crossrail will be collected by the City Corporation. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London. The whole of the Mayoral planning obligation income received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 Mayoral planning obligation administration and monitoring charge to the City Corporation.
52. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution £</b>	<b>Forwarded to the Mayor £</b>	<b>Retained by City Corporation £</b>
Mayoral Community Infrastructure Levy payable	214,150	205,584	8,566
Mayoral planning obligation net liability*	385,470	385,470	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500
<b>Total liability in accordance with the Mayor of London's policies</b>	<b>603,120</b>	<b>591,054</b>	<b>12,066</b>

\*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

53. On 8th June 2004 the City's Supplementary Planning Guidance on Planning Obligations was adopted. This policy seeks a contribution of £70 per sq.m from developments over 10,000sq.m provided that there is also an increase of 2,000sq.m.
54. In this case the proposed development of 9,985sq.m (GEA) would fall below the threshold for seeking financial contributions. The proposed increase in floorspace is considered to be significant and would have an impact on the local community, environment and highways and would require mitigation. In this case planning obligations are required to make the development acceptable.

55. 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.

#### Highway Reparation and other Highways obligations

56. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.
57. 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

58. 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)

59. The applicant should 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.

60. 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

61. The developer should submit for approval a Local Procurement Strategy prior to commencement of demolition. 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.
62. 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.
63. 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.

#### Carbon Off-setting

64. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 40% from 2013-2016, through the use of on-site renewable energy generation. The applicant will be required to submit a post construction sustainability assessment. If this target is not met on site the applicant will be required to meet the shortfall through a cash in lieu contribution.

#### Monitoring and Administrative Costs

65. 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.
66. 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.
67. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

## **Conclusion**

68. The proposed development has been designed with regard to the local context to provide a high quality office building which would relate well to the character of recent developments on Farringdon Street and Fleet Place.
69. The redevelopment replaces an outdated vacant office building with viable, attractive and sustainable office accommodation that would meet the requirements of current office occupiers in accordance with the relevant policies of the City of London's Core Strategy.

## **Background Papers**

Internal

25.04.2014 Memo Department of Markets and Consumer Protection

24.04.2014 E-mail Waste and Amenity Planning Manager

External

14.04.2014 E-mail Thames Water

22.04.2014 E-mail Rolfe Judd Planning

23.04.2014 E-mail Transport For London

Design and Access Statement, March 2014

Draft Travel Plan, March 2014

Energy Statement, 17<sup>th</sup> April 2014

Environmental Noise Survey, 26<sup>th</sup> March 2014

Historic Environment Assessment Addendum, March 2014

Outline Demolition Method Statement

Planning Statement, March 2014

Sustainability Statement, 21<sup>st</sup> March 2014

Transport Assessment Report, March 2014

LVMF Strategic Views Report, May 2014

## **Appendix A**

### London Plan Policies

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 4.1 Promote and enable the continued development of a strong, sustainable and increasingly diverse economy;  
Support the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity;  
Promote London as a suitable location for European and other international agencies and businesses.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 6.13 The maximum standards set out in Table 6.2 should be applied to planning applications. Developments must:  
ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles  
provide parking for disabled people in line with Table 6.2  
meet the minimum cycle parking standards set out in Table 6.3  
provide for the needs of businesses for delivery and servicing.

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

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

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

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

Policy 7.6 Buildings and structures should:

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

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

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

Policy 7.12 New development should not harm and where possible should make a positive contribution to the characteristics and composition of the strategic views and their landmark elements identified in the London View Management Framework. It should also, where possible, preserve viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated Viewing Places.

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

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

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

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

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

### ***CS1 Provide additional offices***

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

### ***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.

### ***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).

### ***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.

### ***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.

### ***ENV6 Design of alterations to buildings***

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

### ***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.

### ***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.

## SCHEDULE

APPLICATION: 14/00266/FULMAJ

**20 Farringdon Street London EC4A 4AB**

**Redevelopment providing a 12 storey building comprising office accommodation (Class B1) at basement to 11th floor (9,464sq.m) and public house (Class A4) at part basement and part ground floor (370sq.m) (Total floorspace 9,834sq.m GIA).**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Before any works hereby permitted are begun a detailed assessment of the potential for the use of renewable energy in this development shall be submitted to and approved in writing by the Local Planning Authority. The assessment must provide a full assessment of renewable energy technologies and identify any which will be incorporated into the development. The technologies identified as being incorporated into the development and approved under this condition shall be incorporated into the development and maintained as approved for the life of the development.  
REASON: To ensure compliance with the following policy of the Core Strategy: CS15.
- 3 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.  
REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policy of the Core Strategy: CS15.
- 4 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying

efficiency and sustainability measures to be undertaken during site deconstruction of the existing buildings has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).

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

- 5 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.

- 6 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

- 7 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.

- 8 Before any construction works hereby permitted are begun details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.

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

- 9 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.
- 10 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.
- 11 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.
- 12 Before any works hereby permitted are begun additional details and information in respect of the following shall be submitted to and approved in writing by the Local Planning Authority and all

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

(a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;

(b) details of external doors;

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

(d) details of junctions with adjoining premises;

(e) details of the integration of cleaning equipment, cradles and the garaging thereof;

(f) details of plant and ventilation ductwork to serve the retail use.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV6, ENV28, CS10.

- 13 Unless otherwise agreed in writing by the Director of Markets and Consumer Protection the level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the nearest window or facade of the nearest premises. The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. A report demonstrating compliance with this condition must be submitted to and approved in writing by the Local Planning Authority before the plant hereby approved comes into operation.  
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.
- 14 Before any works thereby affected are begun, a scheme in the form of an acoustic report compiled by a qualified specialist shall be submitted to and approved in writing by the Local Planning Authority specifying the materials and constructional methods to be used demonstrating that there is adequate sound proofing to both airborne and structure borne noise transmission between the Class A use and the surrounding offices in the building. The development pursuant to this permission shall be carried out in accordance with the approved scheme and so maintained thereafter.  
REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Core Strategy: CS15.
- 15 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.

- 16 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.
- 17 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 136 pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.  
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policies of the London Plan: Policy 6.9.
- 18 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.  
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 19 No doors or gates shall open over the public highway.  
REASON: In the interests of public safety
- 20 There must be no building, roof structures or plant above the top storey.  
REASON: To ensure protection of the view of St Paul's Cathedral and to ensure a satisfactory external appearance in accordance with the following policies of the Core Strategy: CS10, CS12, CS13.
- 21 The pass door shown adjacent to or near to the main entrance on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.  
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Core Strategy: CS10.

- 22 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.
- 23 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Site Plan, Drawing Nos. 6467-P-G200-E-E Rev B, 6467-P-G200-E-S Rev B, 6467-P-G200-E-W Rev B, 6467-P-G200-P-B1 Rev B, 6467-P-G200-P-00 Rev H, 6467-P-G200-P-00M Rev B, 6467-P-G200-P-01, 6467-P-G200-P-TYP, 6467-P-G200-P-08 Rev B, 6467-P-G200-P-09 Rev B, 6467-P-G200-P-10 Rev B, 6467-P-G200-P-11 Rev B, 6467-P-G200-P-RF Rev B, 6467-P-G200-S-AA Rev B, 6467-P-G200-S-BB Rev B, 6467-P-G200-S-CC Rev B.  
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

## INFORMATIVES

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

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

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

The Mayoral CIL charge becomes payable on commencement of development. You are required to submit a "Notice of Commencement" to the City's Planning Obligations Officer prior to commencing on site, and failure to provide such information on the due date will incur both surcharges and penalty interest. You are required to discharge all pre-commencement conditions before commencing the development.

There are various measures, charges and surcharges that may apply if you fail to meet these requirements.

- 2 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.

- 3 The Directorate of the Built Environment should be consulted on 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.

- 4 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 Services Department should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.

## 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<sub>x</sub> 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<sub>x</sub> 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.