

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	10 June 2014
<p><b>Subject:</b></p> <p>Site Bounded By King William Street, Cannon Street, Abchurch Lane &amp; Nicholas Lane Incorporating 10 King William Street, 12 Nicholas Lane, 14 Nicholas Lane, 135-141 Cannon Street, 143-149 Cannon Street &amp; 20 Abchurch Lane London EC4.</p> <p>Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (17,250sq.m total GIA) with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sq.m GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level.</p>	
<b>Ward:</b> Candlewick	<b>Public For Decision</b>
<b>Registered No:</b> 14/00178/FULEIA	<b>Registered on:</b> 28 February 2014
<b>Conservation Area:</b> Bank	<b>Listed Building:</b> No
<p><b><u>Summary</u></b></p> <p>The proposed redevelopment for offices and retail makes passive provision for a new Bank station entrance and associated infrastructure at ground floor level on the eastern part of the site to be provided as part of the Bank Station Capacity Upgrade Project (BSCU). The Bank Station Capacity Upgrade seeks to mitigate the serious existing and anticipated shortfalls in the passenger capacity of Bank Station through below ground works and the formation of a new surface level station entrance hall on this site accessed from Cannon Street. The Bank Station Capacity Upgrade works will be the subject of a separate application for a Transport and Works Act Order (TWAo).</p> <p>An Environmental Statement accompanies the scheme.</p> <p>The Mayor of London has been consulted and has issued a Stage One response which is supportive but requires clarification on a number of points and confirmed that the Mayor does not need to be consulted again on this application.</p> <p>The scheme would provide an employment led mixed use development which would support the economic policies of the London Plan, LDF Core Strategy and UDP.</p> <p>English Heritage and the Conservation Area Advisory Committee are supportive of the scheme.</p> <p>Objections have been raised by the Victorian Society who object to the re-instated facade of 29 Abchurch Lane, ten metres to the south, as well as the remodelling of the lower storeys; Twentieth Century Society object to the loss of 10 King William Street and consider the building worthy of retention; an objection on behalf of McDonalds occupiers of a building on the site, on the grounds that further efforts</p>	

should have been made to avoid demolition of the existing buildings on the site and that the buildings on the site should be retained on heritage grounds. A resident in Martin Lane has objected on the grounds of noise nuisance from the demolition and construction, contractor parking in the area and potential impact on air quality.

Less than substantial harm is caused to these important non-designated heritage assets and to the designated heritage assets (the conservation area and setting of listed buildings) and that on balance a scheme has been developed that is well designed and provides uses which are appropriate to the site and the Conservation Area.

The proposal overall is to be welcomed subject to conditions and to a Section 106 agreement to facilitate the construction of the development in association with the Transport and Works Act Order (TWAO) for the Bank Station Upgrade Strategy.

### **Recommendation**

(a) Planning permission be granted for the above proposal in accordance with the details set out in the attached scheduled, subject to:

(i) Planning Obligations and other agreements being entered into as set out in the body of this report, the decision notice not to be issued until such obligations have been executed; and

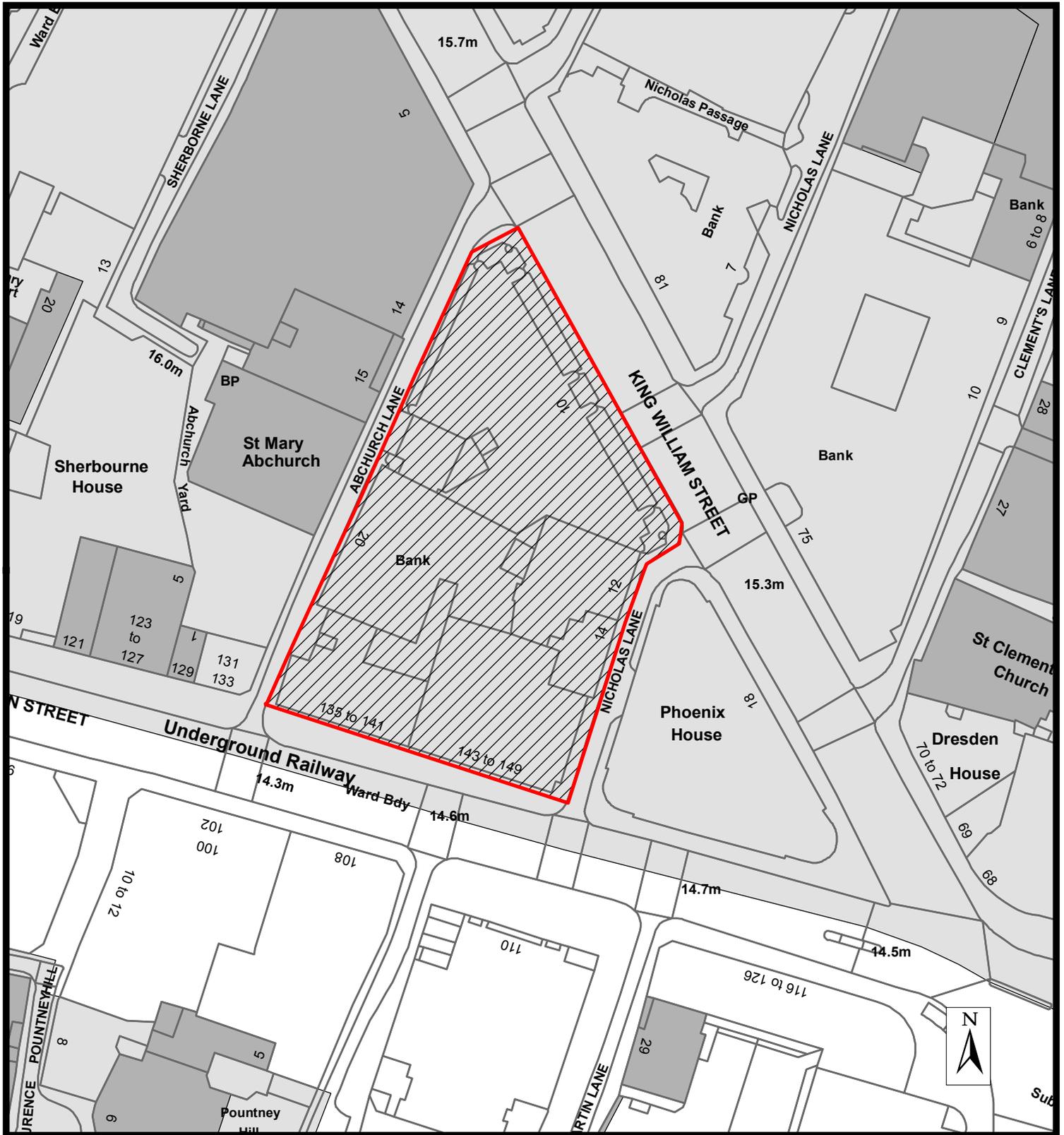
(ii) The Mayor of London be given 14 days to decide whether or not to direct the Council to refuse planning permission (under Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008).

(b) That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

(c) That you agree in principle that the area of public highway described in the report may be stopped-up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and making of a Stopping-up order for that area, under the delegation arrangements approved by the Court of Common Council;

(d) That you agree to accept the area of land proposed to be dedicated as public highway as described in the report.

# Site Location Plan



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**ADDRESS:**

Site bounded by King William Street, Cannon Street, Abchurch Lane and Nicholas Lane

CASE No.

14/00178/FULEIA

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





King William Street looking north west

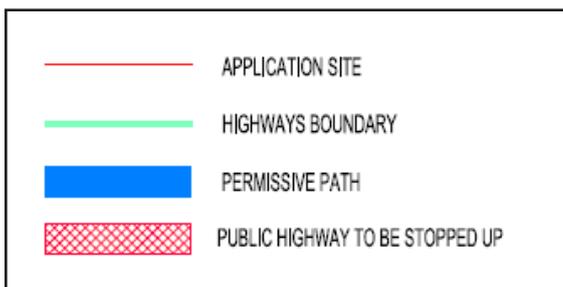
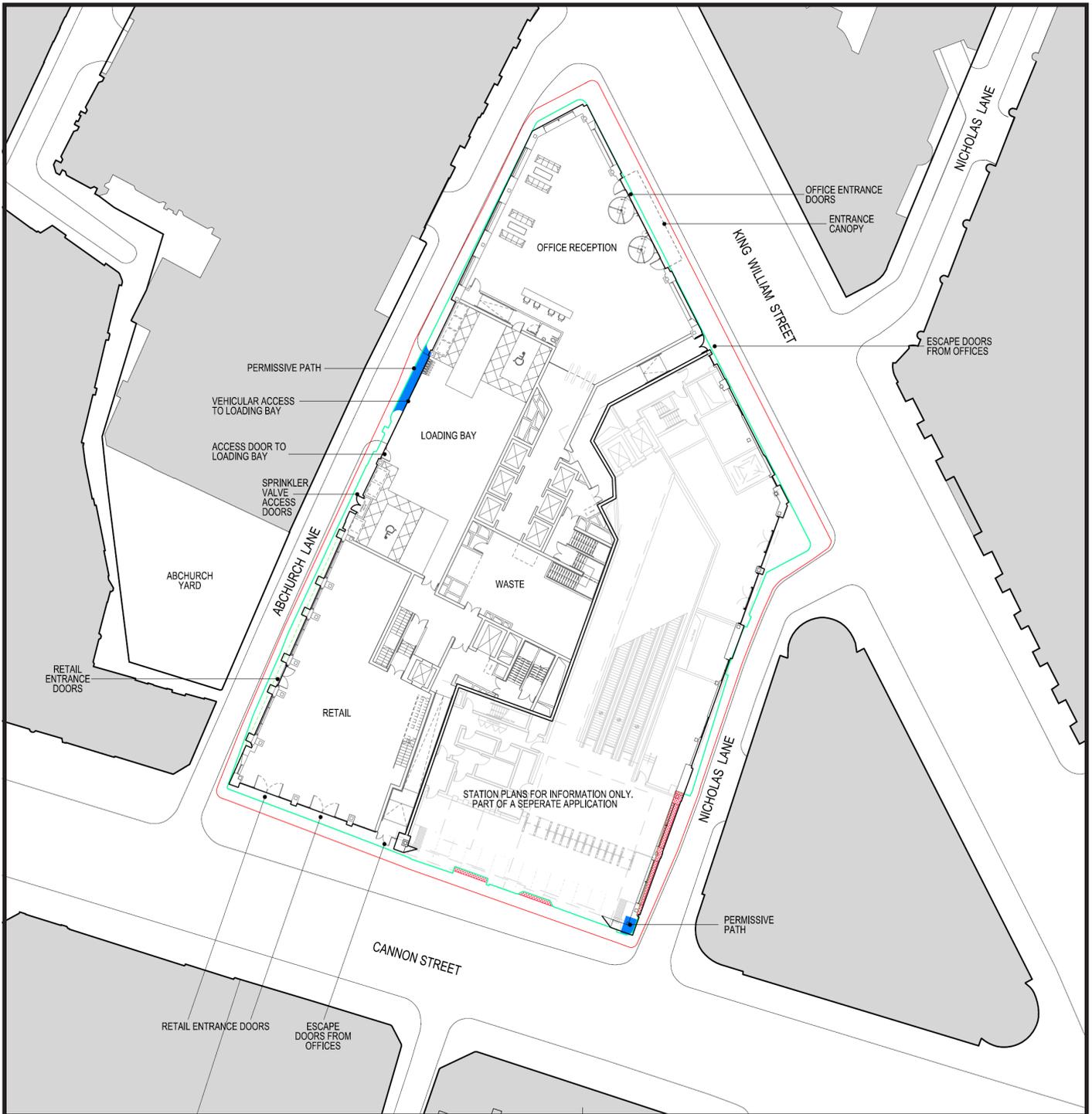


Cannon Street looking west



Abchurch Lane looking north

# Stopping up Order



Case No: 14/00178/FULEIA

Site bounded by King William Street, Cannon Street, Abchurch Lane and Nicholas Lane

## **Site**

1. The site is bound to the north by King William Street, to the east by Nicholas Lane, to the south by Cannon Street and to the west by Abchurch Lane. The site comprises of five post war buildings built between 1950's and late 1970's and late 19<sup>th</sup> century building. The buildings range between ground and four and ground and seven storeys high. The combined floorspace of the buildings total 14,609sq.m (GIA) and 14,973sq.m (GEA) of which office (14,014sq.m) and retail (273sq.m) floor space. The buildings have the following addresses.
  - 10 King William Street
  - 12 Nicholas Lane
  - 14 Nicholas Lane
  - 143-149 Cannon Street
  - 135-141 Cannon Street
  - 20 Abchurch Lane
2. King William Street is characterised by imposing, largely classical stone fronted buildings, which share a consistent scale, height (5-6 storeys), massing and vertical emphasis. Cannon Street is more eclectic in character as the storey heights differ along the street. Between Cannon Street and King William Street run a series of interconnecting streets that are limited in width creating a "canyon" effect. There are a number of courts and alleys feeding off these routes, with the adjacent Abchurch Yard to the west of the site. The uses of the buildings are predominantly commercial office use with retail to Cannon Street.
3. The site is situated in Bank Conservation Area on the south side of King William Street approximately 180metres south of Bank Station and approximately 130 metres north-west of the Monument Station.
4. Listed buildings in the vicinity include St Mary Abchurch (Grade I) and 15 Abchurch Lane (Grade II) both located opposite the site on the west side of Abchurch Lane, 3-7 King William Street (Grade II), 1 King William Street (Grade II), 113, 115, 117 123-127 and 129 Cannon Street (Grade II), 29 Martin Lane (Grade II) and railing, stone wall and gates of the former Churchyard of St Martin Ongar off Martin Lane.

## **Proposal**

5. The application is for the demolition of all six existing buildings with exception of the facade to 20 Abchurch Lane and redevelopment to provide a single six storey building (plus basement and roof plant) with ground floor retail (A1/A2/A3/A4/A5) and office B1 use. The overall floor space would be 18,214sq.m GEA (17,250sq.m GIA) with 17,070sq.m GEA (16,159sq.m GIA) in office use and 1,144sq.m GEA (1,091sq.m GIA) in retail use (A1, A2, A3, A4 or A5). The development incorporates the dismantling and reconstruction of the existing facade of 20 Abchurch Lane further to the south, fronting onto Abchurch Yard.

6. The proposed development makes provision for a new Bank station entrance and associated infrastructure at ground floor level to Cannon Street to be provided as part of the Bank Station Capacity Upgrade Project (BSCU) which does not form part of the current application. The Bank Station Capacity Upgrade seeks to mitigate the serious existing and anticipated shortfalls in the passenger capacity of Bank Station through below ground works and the introduction of a new surface level station entrance hall. The Bank Station Capacity Upgrade works will be the subject of a separate application for a Transport and Works Act Order (TWAO).
7. At ground floor level, a double height glazed office reception area would be accessed from the King William Street through two sets of revolving doors and associated pass doors. The new station entrance and associated infrastructure occupy the south and eastern side of the site. The station accommodation would occupy a double height space.
8. Office floorspace would be provided at first to fifth floor levels with the sixth floor split between plant rooms and office accommodation. Further plant is enclosed at roof level. Cycle storage, changing facilities and plant would be provided at basement level with a central core to provide lift and stair access between levels.
9. The retail unit would be accessed from Abchurch Lane and from Cannon Street and would have a full mezzanine level.
10. A service yard is provided at ground floor level, accessed from Abchurch Lane via folding doors. It contains a loading bay, two disabled parking spaces and waste storage facilities to serve the offices and retail uses.

### **Consultations**

11. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme. Some matters are referred to under Considerations and others would be dealt with by conditions.
12. The applications were publicised in the press and on site. Individual letters were sent to residential properties in 5 Martin Lane, 6 Martin Lane, 28 Martin Lane, 29 Bush Lane, 35 Bush Lane, 20 St Swithins Lane and 5 & 7a Laurence Pountney Lane as well as St Mary Abchurch Church and St Clements Church.
13. The applicants undertook extensive pre-application consultations which included a public exhibition held at Regina House, 1-5 Queen Street in December 2013.
14. The application has been referred to the Greater London Authority and they have confirmed that the application does not need to be referred back to the Major and commented as follows:

*“Although the proposed scheme is not fully compliant with the Mayor’s policies in relation to energy, reasonable explanations have been set out in the energy section of this report to justify this. The proposed scheme does not raise any other strategic issues and is broadly compliant with the London Plan. Therefore, on balance, taking into account all material considerations, the proposed development is supported and the Mayor does not need to be consulted again on this application.”*

The City of London Corporation is asked to take note the following comments:

**Energy:** *Cash in lieu contributions to offset the short fall in carbon dioxide reductions, equivalent to 26 tonnes of CO2 per annum, should be secured through S106 agreement.*

**Transport:** *The provision of one servicing on site bay should be secured and retained by planning condition; a delivery & servicing plan for both the office and retail element of the proposed development should be secured by condition; the submission of the finalised Construction Logistics Plans for both the demolition and construction phases should be secured by conditions for approval by the City of London Corporation in consultation with TfL; travel plan and contributions towards Crossrail should be secured through section 106 agreement.” (Letter and report attached).*

15. English Heritage has commented that they were pleased to be involved in early discussions regarding these proposals prior to the formal submission of this application and raise no objections.
16. The Conservation Area Advisory Committee commented that “The Committee congratulated the officers on the proposed scheme and the retention and relocation of the existing historic facade. The committee had no objection in principle to the proposal, but considered that there could be a better degree of modelling and that the horizontal cornice line was weak and disappointing and needed to be more pronounced. The Officers were requested to liaise with the applicants to address these matters.” (Letter attached)
17. The Twentieth Century Society object to the loss 10 King William Street and consider the present building to be of high quality and an important example of a 1970’s headquarters building and suggests that options for retention be explored.

The applicants maintain that it would be very difficult to retain the building on technical and commercial viability terms.

Although it is unusual in the context of the late 1970’s in the manner in which it attempts a contextual architectural response to its setting (and acclaimed at the time), the facade today appears somewhat dated with a number of key shortcomings in terms of its relationship to King William Street. This is dealt with in greater detail later in this report.

18. The replacement facade is considered to represent an enhancement in relation to the existing building in terms of its contribution to the Conservation Area, especially King William Street.

19. The Victorian Society objects to the re-location of the re-instated facade of 20 Abchurch Lane ten meters to the south as well as to the re-modelled design of the lower storeys.

The re-location of the facade to the south will provide a frontage to Abchurch Yard that would enhance the Conservation Area and the setting of the listed St Mary Abchurch. Re-locating the facade will address the requirement for a servicing entrance for the development in the least harmful location in townscape terms given the technical infrastructure constraints. The design of the lower storeys are considered appropriate and sympathetic to the architectural integrity of the building.

20. An objection has been received on behalf of McDonald's Restaurants Limited, a commercial occupier of the site, on the grounds that although community stakeholder engagement was carried out at pre application stage the documentation submitted to support the application did not sufficiently explore the opportunities to avoid demolition of the existing buildings on the site. The objection is also on the grounds that a sustainable development "*should be achieved by avoiding demolition through the reuse of existing buildings or their main structures, and minimising the disruption to business and residents, using sustainably sourced materials and conserving water...*"

They raised objection on heritage grounds that the loss of the six buildings on the site, with particular reference to 10 King William Street, results in "*a significant amount of character and interest is provide though the combination of all six different buildings within the block. It is considered that one unified approach may have a detrimental effect to the heritage and architectural interest of the conservation area and neighbouring Grade 1 listed St Mary Abchurch.*" (Letter attached)

21. A resident of a flat in Martin Lane has objected, primarily to the noise generated from the demolition, excavation and development, contractor parking and the need for parking for contractors to be controlled to prevent parking in areas such as Cannon Street, Martin Lane, and King William Street from being adversely impacted. Concern was also expressed about the potential impact on air quality to ensure it is properly monitored during the demolition, excavation and development in order to prevent unnecessary pollution and damage to health. All the matters raised will be dealt with as part of the standard conditions relating to the management of demolition and construction and through the approved logistic plan. Noise and vibration from construction sites is controlled by the Director of Markets and Consumer Protection and conditions will be included on any planning permission requiring compliance with schemes to protect nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition and construction. A construction logistics plan will be required to mitigate the impact of construction traffic.

22. The Environment Agency has been consulted and have provided advice on the management of surface water run-off and ensuring that drainage from the development does not increase flood risk either on site or elsewhere. An informative has been attached to the consent.
23. Network Rail were consulted and raised no objection.
24. Thames Water has given advice on water supply and waste water issues. They recommend conditions and informatives which are included on the schedule.
25. Natural England raised no objection subject comments referring to Standing Advice on Biodiversity enhancements and Landscape enhancements.

### **Policy Context**

26. The development plan consists of the London Plan, the saved policies of the Unitary Development Plan and the Core Strategy. The London Plan, UDP and Core Strategy policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
27. The draft Local Plan was published in December 2013 and is expected to be adopted in late 2014 or early 2015. The draft Local Plan has been subject to public consultation on changes to Core Strategy Policy CS1 and new Development Management policies, including DM1.1. These policies seek to protect existing office accommodation and resist the loss of buildings or sites which are suitable for long-term viable office use. Comments received on this consultation have been considered and amendments to policy made and approved by the Court of Common Council.
28. Although the draft Local Plan 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.
29. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations and Sustainable Design and Construction.
30. Government Guidance is contained in the National Planning Policy Framework (NPPF).

### **Environmental Impact Assessment**

31. This application is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the competent authority before it makes its decision.

32. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from member of the public about environmental issues.

### **Considerations**

33. The Corporation, in determining the planning application has the following main statutory duties to perform:-
- to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
  - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
  - in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990);
  - to pay special attention to the desirability of preserving or enhancing the character or appearance of any Conservation Area [S 72(1) Planning (Listed Buildings and Conservation Areas) Act 1990].
34. The Environmental Statement is available in the Members' Room, along with the application, drawings and the representations received in respect of the application.
35. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
36. The principal issues in considering this application are:
1. The extent to which the proposals comply with Government policy advice (NPPF).
  2. 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.
  3. The impact of the proposal on designated and non-designated heritage assets.
  4. The impact on the nearby buildings and spaces, including daylight/sunlight and amenity.

### Economic Development Issues

37. 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.
38. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the London Plan and Core Strategy, particularly policies 2.10 and CS1.
39. The building would provide high quality office accommodation to meet the demands of the City's major commercial occupiers. The proposed building would provide 17,250sq.m (GIA) of high quality office accommodation, which is an 18% increase over that which currently exists on the site. Using the London Plan's assumed density of 1 person per 16sq.m the number of office workers in the building could be 721 compared with 712 in the existing building.

### Other Uses

40. The site is not within a principal shopping centre but Cannon Street is identified as a Retail Link in the Core Strategy 2011 and published Local Plan.
41. Policy CS20 and DM 20.2 encourages various retail uses in the Retail Links to meet the 2026 target for increased retail space. Policy Shop 2 of the Unitary Development Plan 2002 seeks the replacement of retail uses in development schemes. Policy Shop 3 seeks, where appropriate, the provision of new retail facilities where existing retail facilities are being replaced on redevelopment.
42. A large retail unit (A1, A2, A3, A4, A5) is proposed on the corner of Cannon Street and Abchurch Lane at ground and mezzanine levels which would have the flexibility to be divided into a maximum of three retail units (total retail floor space 1091sq.m). The shop units would have entrances onto Cannon Street and Abchurch Lane. The retail units fronting Abchurch Lane would have shopfronts integrated into the relocated 20 Abchurch Lane facade facing onto Abchurch Yard which would provide an opportunity to add vibrancy and vitality to this pedestrian route and enliven the open space of Abchurch Yard. There would be an overall increase in retail floorspace of 150sq.m.
43. Conditions are proposed which would restrict servicing of the development to day time only. Further conditions have been attached to ensure that the A1/A3/A4/A5 uses shall not be open to customers between the hours of 23:30 on one day and 07:00 on the following day and that no music should be audible outside the premises to control potential noise nuisance from the proposed retail uses.
44. An additional small retail unit is proposed at the northern end of Nicholas Lane on the corner with King William Street. The unit is part of the demise of the new station entrance and is not part of the current application it will form part the TWAO for the station and would enliven the Nicholas Lane facade.

45. The retail units on Cannon Street and Abchurch Lane and the mezzanine floor would contribute to the retail targets set out in Core Strategy CS20 and would provide additional valuable services to workers, residents and visitors.

#### Station and Bank Station Upgrade Strategy

46. The application forms part of the wider works to deliver the Bank Station upgrade that will seek to address serious existing congestion issues at Bank and Monument Station complex and to meet the predicted increases in passengers required to accommodate growth in population and increased rail demand. The station works will be the subject of a separate application for a Transport and Works Act Order (TWAo) to the Secretary of State in mid-2014.
47. It is anticipated that Phase One demolition works will commence in 2016/17 if the Secretary of State has determined the application relating to the Transport and Works Act Order works, with construction occurring once the station works have been completed (estimated 2021/2022). A condition has been attached to the permission to ensure that the development shall only proceed in association with the Transport and Works Act Order for the Bank Station Capacity Upgrade Project.

#### Design

##### Existing Buildings

48. A detailed analysis of the contribution of the existing buildings on site has been carried out and is set out below :

##### 10 King William Street

49. This imposing office building dates from 1978 (Fitzroy Robinson and Partners). The Bank Conservation Area Character Statement notes that the building “is clad in granite with giant columns that add interest to the street elevation, and creating a strong vertical rhythm and monumentality of scale appropriate to the setting, slightly weakened by the raking lightwell which breaks the streetline at pavement level”.
50. Although the building reflects the monumental proportions of King William Street in terms of the large columns and cornice band the facade is not considered to be exceptional. The manner in which it attempts a contextual architectural response to its setting is unusual for a 1970’s building and was acclaimed at the time. However, the facade is somewhat dated with a number of key shortcomings in terms of its relationship to its King William Street context.
51. The proportions of the facade and the modelling are heavy, coarse and somewhat cumbersome especially when viewed in the context of the more intricate and refined detailing and proportions of other buildings in King William Street. The facing granite appears harsh along side the Portland stone facades that are characteristic of King William Street. The ground floor elevations, its raked base and interface between the corners and the public realm is poor and unconvincing. In this respect

the building is considered to make a neutral contribution to the character and appearance of the Conservation Area and its replacement with a building which makes a better contribution is considered acceptable in principle. The scheme involves the demolition of this building.

#### 20 Abchurch Lane

52. This fine facade of 1885 is the surviving remnant of the George Sherrin's Cannon Street Buildings which had a Cannon Street frontage before this part was demolished in the 1950's. The building has a very fine rubbed red brick with stone dressings and Doric columns and polished purple granite ground floor with an exceptional level of detailing and workmanship. It represents a very convincing facade contributing substantially to the character and appearance of this part of the Bank Conservation Area. The building is considered to represent an undesignated heritage asset both in terms of its individual architectural merit and its important contribution to the Bank Conservation Area. The scheme involves the dismantling of the facade and its re-construction slightly south of its current location on Abchurch Lane. A condition attached to the permission requires a survey, detailed specification and schedule of works for dismantling and reinstatement the Abchurch Lane facade.

#### 135-141 Cannon Street

53. This is a glazed curtain walled building with a Portland stone return elevation and frame which is a 1980 re-cladding of a 1957 building. The building is unexceptional in appearance and appears monotonous and bland in the streetscape with a poor level of detailing and modelling. It appears incongruous alongside the denser grain of masonry facades on this part of Cannon Street. In addition the set back in the return elevation of the building on Abchurch Lane looks particularly illfitting and uneasy. It does not contribute positively to the character and appearance of the Conservation Area. The scheme involves the demolition of this building.

#### 143-149 Cannon Street

54. As with its neighbour, this is a glazed curtain walled building (Lewis Solomon, Kaye and Partners) from 1963. The building is very similar in appearance to its neighbour and is bland with a poor level of modelling and detailing. It does not contribute to this part of the Conservation Area. The scheme involves the demolition of this building..

### **Bulk, Height and Massing**

55. The scheme has been designed to respect the distinctive qualities of all four street frontages (King William Street, Cannon Street, Abchurch Yard and Nicholas Lane). In particular the intention is that each facade reflects the important sense of hierarchy between the principal King William Street and Cannon Street frontages and the secondary alleys of Abchurch Yard and Nicholas Lane.

56. The height of the scheme is informed by both wider and local considerations. On a wider level, the southern part of the site lies within the wider setting consultation area of the Protected Vistas of St Paul's from Primrose Hill and Greenwich Park. The development has been designed so as not to breach these height thresholds.
57. On a local level, the height of the development relates satisfactorily with the height of the immediate townscape. In particular, King William Street is characterized by a general uniformity of height which the building generally adheres to. The plant storey is set sufficiently back from the building frontage to be concealed in street level views whilst the final office storey has an appropriate recessive quality.
58. The Cannon Street facades relate satisfactorily with the prevailing height of buildings along this street with the set back sixth storey of the south western facade making an appropriate transition of scale down to the Cannon Street buildings to the west. The height of the Abchurch Lane and Nicholas Lane frontages relate satisfactorily to the scale and intimate sense of enclosure of these alleys.
59. The roof plant storey will be concealed from both street level and views from upper storey windows. The BMU will run on rails at roof level around the perimeter of the site and will be garaged set sufficiently back from the Abchurch Lane frontage to be concealed from view.
60. The building line of the proposed scheme will generally line up with the existing building line. The most significant change is the omission of the existing projecting corner on the corner of Nicholas Lane and King William Street so that the building frontage on Nicholas Lane is a continuous line. Although this will involve the loss of the sense of enclosure of Nicholas Lane, particularly in views from the south, the proposal will enhance the visual connection of both parts of Nicholas Lane and allow for improved views of the proposed Underground station entrance from the north.

### **King William Street**

61. The King William Street frontage represents the principal elevation given the townscape importance of the street in the Conservation Area and the highest quality of contextual design is required. The street has a strong sense of collective character in the design of buildings. They are characterized by robust masonry frontages of classical proportions with "punched" window openings, deep modelling and rich detailing. In addition there is a distinctive interplay between the vertical rhythm of window openings, columns and pilasters and very strong horizontal emphasis of projecting cornices and string courses. In addition they are characterized by a strong visual base and a distinctive hierarchy of windows diminishing in size on upper storeys.

62. The proposed facade responds to these characteristic elements and sits comfortably within its context. The building is faced in Portland stone and has a vertical hierarchy which reflects the other facades on King William Street. The recessed upper storey reflects the recessive mansards which are a consistent feature in the streetscape. The glazed roof storey will be sufficiently recessed back from the frontage so as to be largely concealed from streetlevel views. The plant storey above this will be almost wholly concealed from views along King William Street.
63. There is an appropriate depth and modelling to the elevation resulting from deep splayed window reveals, projecting pilasters and string courses. The effects is visual interest both close and from afar. The splayed window reveals will add a particular vibrancy to the frontages in the key oblique views along the street. The ground floor is succesful and creates a dynamic and active frontage to the street.
64. The subtle assymetry in the facade with an off centre bay over the office entrance reflects the controlled assymetry which characterises other facades on King William Street. This central bay will be picked out with a projecting bronze anodized frame and will line up with the canopy over the office entrance. The King William Street facade addresses the corner of Abchurch Lane and Nicholas Lane in a convincing.
65. There is modelling and the detailing in the Portland stonework and the bronze anodised window frames and spandrels will complement the Portland stone. The facade is considered to strike an appropriate balance between a disciplined, refined approach but with a presence befitting the formal Classicism of the King William Street buildings.
66. It is considered to make a better contribution to the Conservation Area than the existing building and in this respect the loss of the existing building is considered justified.

### **Cannon Street**

67. The southern side of the site has a frontage on to Cannon Street which is a principal thoroughfare with a more informal townscape character. This is by the location for the new underground station entrance, details of which will be considered under the TWAO.
68. The existing two buildings on Cannon Street are unexceptional with glazed curtain walling with little redeeming qualities other than the frontage is broken in to two which relieves some of the monotony of their designs. Both buildings have a rather deadening impact especially on views of the attractive narrow plot widths of the masonry facades to the west.

69. The frontage has been designed as two identifiable building facades to respond to the denser plot widths characteristic of much of Cannon Street. This is achieved in three ways. The eastern part has a stone facade which stands proud of the adjoining facade, the recessed western facade will appear to be a storey lower on the street frontage as its 6<sup>th</sup> storey will be set back, and the angled splayed reveals of the openings on the recessed facade will be clad in bronze anodised metal giving it a coherent separate identity to its neighbour.
70. The manner in which the western half steps down on the Abchurch Yard corner makes a comfortable transition in scale to 131 Cannon Street and the more modest scale of buildings along Cannon Street to the west. The facades have an appropriate robust masonry appearance with a convincing degree of modelling. The materials, bronze anodised metal and Portland stone are high quality, durable and complementary to Cannon Street's character.
71. The double height retail unit on the corner along with the proposed station entrance will result in an active and vibrant frontage on to Cannon Street, enlivening the quality of the public realm.

#### **Abchurch Lane**

72. The scheme has sought to respond to the more intimate secondary nature of Abchurch Lane as a City alley by ensuring the design approach is more restrained and by forming individual elements to reflect the characteristic narrowness of plot widths and urban grain. The existing set back in the building line on the southern end is infilled resulting in a more coherent street frontage with an enhanced sense of enclosure.
73. A key element of the Abchurch Yard elevation comprises the careful dismantling of 20 Abchurch Yard elevation and its reconstruction a little further south. The City has identified this building as an undesignated heritage asset and its retention was a requirement. Its new location is necessary in order to facilitate the new servicing bay given the limitations of the underground infrastructure.
74. The new location of the re-constructed facade will have the benefit of being centred on the attractive public space of Abchurch Yard creating a convincing and appropriate setting to St Mary Abchurch. A method statement from specialist masonry conservators outlines the manner of dis-assembly and details of re-instatement which will be the subject of a detailed condition to ensure the highest quality of re-instatement. The upper storeys of the re-instated facade are designed as a traditional slated mansard roof with traditional dormer windows. The ground floor elevation is re-modelled to incorporate double height bronze anodised shopfronts with a granite plinth. The design approach is appropriate to the character and appearance of the building and will enhance the Bank Conservation Area.

75. The re-constructed building will be visually supported on its southern side with the Portland stone return of the Cannon Street building. The remainder of the Abchurch Lane elevation comprises of two identifiable facades consisting of an appropriately restrained Portland stone return to the King William Street and between this and the re-constructed 20 Abchurch Lane, a separate facade of part Portland stone and bronze anodised cladding. Both elevations read as robust masonry elevations with “punched” openings and introduce a narrower plot width reflecting the more intimate urban grain associated with the narrower City alleys.
76. The central facade will incorporate the entrance the servicing bay. The metal gates will be conditioned to ensure they are of the highest design especially given its location opposite the Grade 1 listed church. Apart from the servicing bay the ground floor elevation with shopfronts and large windows to the office entrance is appropriately active and contributes to the vibrancy of the public realm.

### **Nicholas Lane**

77. The Nicholas Lane frontage comprises of three individual facades with plot widths appropriate to the character of these secondary alleys. These comprise the Portland stone return of the King William Street frontage and the stone return elevation of the Cannon Street frontage. In between these is a separate facade of Portland stone and anodized bronze which has a more recessive quality.
78. The proposed footprint of the building removes the current projecting bay on the corner of King William Street which results in a wider opening to Nicholas Lane. This is considered acceptable, especially given the enhanced views of the future underground station entrance from the north east which will be an important wayfinding element.
79. Although the station frontage and ground floor elevations on Nicholas Lane will be the subject of a separate application details are included on the drawings for information purposes. The return elevation to the new underground station has large windows which will allow views in to the underground station from Nicholas Lane ensuring its presence on the street.

### **Impact on surrounding Conservation Areas**

80. Laurence Poutney Hill Conservation Area lies to the south of the site. The Cannon Street frontage will be visible in views northwards along Laurence Poutney Hill where it will appear as an appropriately restrained masonry facade. This represents an enhancement on the existing glazed curtain walled facades. The proposal will not harm views out of or the setting of the Conservation Area.

### **Setting of listed buildings**

81. The Grade 1 listed church of St Mary Abchurch is located on the opposite side of Abchurch Lane to the site. The re-instatement of the No 20 Abchurch Lane facade southward would significantly enhance its setting when viewed from Abchurch Yard. The scale and the restrained masonry elevations designed as a series of individual facades provide an appropriate response to the urban grain of Abchurch Lane befitting the setting of the Church.
82. To the west of the site is the Grade 2 listed 5 King William Street (including 14, 15 Abchurch Lane). The masonry facade represents a contextual response and is an appropriate and sympathetic neighbour to the listed building.
83. Three Grade 2 listed buildings are located to the west of the site Nos 121-129 Cannon Street (odd). The proposed development will be viewed in the setting of these buildings in views along Cannon Street. The proposal will not harm the setting of the listed buildings will represent an improvement to elevations of the existing buildings.

### **London Views Management Framework**

84. The southern part of the site (135-149 Cannon Street) lies within the Wider Setting Consultation Area of two Protected Vistas ; 4A.1 Primrose Hill to St Paul's and 5A.2 (Greenwich Park to St Paul's. The southern section of the roof of the development steps downwards to be below the threshold heights of both views.
85. In addition given the comparatively modest height of the proposed scheme the impact on other Assessment points identified in the London Views Management Framework will be negligible and none will be harmed.

### **Other Views**

86. The site does not fall within any of the five Monument Views Policy Areas. Nevertheless, the scheme in particular the plant enclosure will be seen against the backdrop of the recently completed New Court development. The plant storey will obscure the top of the cupola of St Mary Abchurch although the spire crowning the cupola will still be readily visible from the Monument.

### **Daylight, Sunlight and Overshadowing**

87. The Environmental Statement assesses the potential impacts on daylight and sunlight to neighbouring buildings including 1 Abchurch Yard which contains a residential unit and on overshadowing of Abchurch Yard itself, using the Building Research Establishment (BRE) guidelines.

88. The BRE guidelines have three methods for assessing daylight changes: Vertical Sky Component (VSC) which measures daylight received on the external plane of windows (27% VSC is the ideal target figure); No Sky Line which seeks to ensure that 80% of a room would have a view of the sky; and Average Daylight Factor (ADF) which considers the daylight within the room and its use (BRE minimum standard = Kitchen - 2%, Living Room - 1.5%, Bedroom - 1%). Where the daylight falls below the relevant standard the guidelines say that if the window or room retains at least 80% of its former value the difference would not be noticeable.
89. The impact on the residential unit at 1 Abchurch Yard is below what would be considered to be noticeable when measured using the VSC and ADF methods of assessment (*10.42% and -6.66% respectively – less than a 20% reduction which is fully compliant with the BRE Guidelines*). Currently there is very limited direct sunlight to Abchurch Yard and the proposal would have no additional impact to the daylight or in further overshadowing.

#### Sustainability & Energy

90. The applicants have submitted a Sustainability Statement, including a BREEAM New Construction 2011 (Offices) pre-assessment and an Energy Statement. The redevelopment of the building provides the opportunity to improve its energy performance over the Building Regulations 2010 compliant baseline. The following passive design measures would be incorporated:
- Energy efficient building envelope, with limitations on 20 Abchurch Lane facade;
  - vertical and horizontal facade elements designed to provide shading;
  - green roof;
  - energy efficient lighting and controls, maximising natural daylight;
  - specification of energy efficient plant.
91. By utilising passive design and energy efficiency measures, the development is estimated to achieve an 18% carbon emissions savings over the Building Regulations 2010 compliant baseline scheme.
92. The connection of the development into a district heating network is currently not possible but the opportunity for a future connection would be provided.
93. The incorporation of a Combined Heat and Power (CHP) system is not considered to be efficient.

94. An assessment of low carbon and renewable energy technologies has been provided that concludes that air source heat pumps would provide space heating and air conditioning and offer the greatest potential for reducing carbon emissions. The percentage of the heat demand met by this system is 71% whilst 29% is met by gas boilers. In addition, a photovoltaic array of 366sq.m area is proposed to be installed on the roof. These systems would result in further carbon emissions savings of 15 %. Other technologies are not considered to be feasible due to the highly constrained nature of the site above and below ground.
95. The submitted energy strategy demonstrates that the development has the potential to achieve a 30% carbon emission reduction over a Building Regulations compliant building. This would result in a shortfall of 10 % carbon emissions savings in relation to the London Plan target of 40%, and offset payments may be required if evidence cannot be provided to demonstrate that this building type cannot meet the target on site.
96. The BREEAM pre-assessment rating for the building has an “excellent” rating and indicates no outstanding issues which should be addressed in the City context.
97. The sustainability statement positively addresses climate change adaptation and sustainable design, in particular energy efficiency, sustainable materials, conserving water resources, sustainable urban drainage, waste management, pollution, urban greening and biodiversity and is considered to be acceptable. A rainwater recycling system is proposed to collect and treat rainwater for WCs and contribute to reducing water run-off, assisted by a green roof on the southern part of the site.

#### Transport, Servicing & Parking

98. A loading bay is provided off Abchurch Lane. This area has direct access from both the retail and office areas and complies with the relevant standards.
99. Off-street refuse collection, using split body refuse collection vehicles is proposed as a consequence of width constraints in Abchurch Lane. A minimum 4.75m headroom clearance will be provided in the loading bay to accommodate this type of vehicle.
100. It is estimated that the development would generate 51 service vehicle trips on a typical day.
101. The development provides no car or motorcycle parking, except for two disabled users bays located in the ground floor servicing area.
102. 142 cycle parking spaces would be provided to serve the retail and office users. These are located in the basement and would be accessed through the service bay via a lift and stairs. Changing, shower and locker facilities are included adjacent to the cycle store.
103. Hours of servicing are proposed to be restricted to avoid night time disturbance.

104. A Servicing Management Plan will be required in order to rationalise servicing and security checking and a Travel Plan will be required to improve the sustainability of the development.

#### Security

105. The applicant has consulted with the City of London Police Architectural Liaison Officer, whose recommendations are being followed, in accordance with, Secured by Design principles. The proposed Over Site Development would incorporate counter terrorism measures within the building facades and consequently would not require the provision of any security measures in the public realm or highway in relation to this part of the proposal. Measures to protect the station entrance and area occupied by the station are separate from this application and will be dealt with under the TWAO.

#### Access

106. The development would achieve a good level of inclusive design with step free circulation routes and level entrances. The office lobby is accessed via two revolving doors and two adjacent power assisted pass doors. Level access would be provided to retail units on Cannon Street and Abchurch Lane and a lift connects the ground floor retail space with the retail space at mezzanine level.
107. Two parking spaces for sole use by disabled persons are located in the ground floor service bay within easy reach of lift access to all floors of the development.

#### Stopping up

108. Changes arising to existing footways from the development are as follows:
109. The small areas of footway at the eastern end of Cannon Street and the southern end of Nicholas Lane (totalling 10.6sq.m) would be stopped up to facilitate the new alignment of the building in this location and provide passive provision for the new station entrance. In addition a small area designated as permissive path on the corner of Cannon Street and Nicholas Lane within the ownership of the applicant will be built over in the new development
110. The building provides various setbacks from the highway boundary on all four elevations which provides the opportunity to provide local widening of the footways. While the loss of public highway is not generally supported by the City of London, in this instance the loss is to facilitate the new station entrance and capable of being offset by the creation of a greater area of public realm (over 80sq.m.). A ground plan showing the areas in question is attached to this report.

## Archaeology

111. The site is in an area of important archaeological potential with potential for remains from all periods from Roman, medieval and post-medieval periods to survive on the site, and limited potential for survival from the prehistoric period. It is located close to the Roman riverfront, the building known as the Roman Governors Palace and basilica-forum. There is high potential for Roman survival; buildings and occupation, including tessellated floors, have been recorded on and close to the site and there is evidence for a Roman road which may cross the south side of the site. There is lower potential for later Saxon and medieval periods; there is evidence including wells and masonry foundations and documentary evidence for the establishment of churches in the vicinity.
112. The site comprises a number of buildings with different basement levels. 10 King William Street and 20 Abchurch Street have double basements and it is considered unlikely that any archaeological remains survive below this level. The remainder of the buildings on the site have single basements and there is potential for archaeology to survive in these areas.
113. The proposed development with a basement over the western part of the site would have an impact on archaeological remains due to new groundworks and lowered basement levels.
114. 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.

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

115. 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.
116. 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.

117. 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
118. 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)

119. London Plan Policy 8.3 requires the Mayoral CIL to be paid by developers to help fund strategically important infrastructure, initially focussing on Crossrail. The Mayor has set a charge of £50 per sq.m and this applies to all development over 100sq.m (GIA) except social housing, education related development, health related development and development for charities for charitable purposes.

#### Mayoral Planning Obligations

120. 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.
121. 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.
122. At the time of preparing this report the Mayoral CIL has been calculated to be £132,050. The full Mayoral planning obligation has been calculated to be £361,990 but this would be reduced to £229,940 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.

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

<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	132,050	126,768	5,282
Mayoral planning obligation net liability*	229,940	229,940	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>365,490</b>	<b>356,708</b>	<b>8,782</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 SPG policy**

124. 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.
125. In this case the proposed net increase would be 3241sq.m (GEA). On the basis of the figure indicated in the Supplementary Planning Guidance, the planning obligation figure would be £226,870. 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.

<b>Category</b>	<b>Contribution £</b>	<b>Percentage share %</b>
<b>Total Contribution under City's SPG</b>	<b>226,870</b>	
Allowance for Monitoring of Agreement by City (1%)	2,268.70	
<b>Balance available for allocation</b>	<b>224,601.30</b>	<b>100</b>
<b>Proposed allocations:</b>		
Transport for London for use for the Bank Station Capacity Upgrade project as part of the Transport and Works Act	224,601.30	100

### **Allocation to Bank Station Capacity Upgrade**

126. Bank is one of the busiest underground stations and experiences significant and growing congestion on a regular basis. Bank station is of vital importance for accessibility to the heart of the City and for the continued growth of the City as a world financial and business centre. The area around Bank is undergoing significant change with a number of new large developments and an associated rise in workers and visitors using the streets and the Underground network. The City's Bank Area strategy identifies the area as an important hub providing links and routes across the City.
127. The City Corporation recognizes the fundamental importance of a major upgrade of the station to address current congestion problems and provide additional capacity for future growth and is working in partnership with TfL to deliver station capacity improvements and surface level enhancement. It is therefore proposed the full S106 contribution is paid to Transport for London for use for the Bank Station Capacity Upgrade project as part of the Transport and Works Act Underground development.

### **Highway Reparation and other Highways obligations**

128. The cost of any reparation works required as a result of the development will be the responsibility of the developer.
129. 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**

130. 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.

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

131. It is suggested 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.

## **Local Procurement**

132. It has been proposed 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.
133. 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.

## **Carbon Off-setting**

134. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 25% increasing to 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 cash in lieu contribution. The contribution will be secured through the section 106 agreement.

### **Monitoring and Administrative Costs**

135. 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.
136. 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.
137. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

### **Conclusion**

138. The proposal supports the strategic objective of the Corporation to promote the City as the leading international financial and business centre. It would provide an employment led mixed use development which supports the economic policies of the London Plan and LDF Core Strategy and would provide an increase in high quality floor space.
139. The proposal is in substantial compliance with the development plan policies that relate to it and in particular it supports the objective of promoting the City as the leading international financial and business centre.
140. An objection was received from a resident in Martin Lane concerning the potential impact of noise from construction and demolition, disturbance from lorry movements, parking and air quality. All these matters will be dealt with as part of the standard conditions relating to the management of demolition and construction and through the approved logistic plans.
141. Objections have been raised to the re-location and alterations to 20 Abchurch Lane and loss of 10 King William Street because of the contribution these facades make to the conservation area.
142. The proposed King William Street facade, especially in its use of Portland stone, contextual proportions and modelling and the manner in which it reflects the unifying characteristics of King William street as a townscape composition is considered to make a better contribution to the Conservation Area than the existing building.
143. The new location of the re-constructed facade will have the benefit of being centred on the attractive public space of Abchurch Yard creating a convincing and appropriate setting to St Mary Abchurch. The design approach is considered appropriate to the character and appearance of the building and will enhance the Bank Conservation Area.

144. The proposals do not have a detrimental impact on the setting of listed buildings, Conservation Areas and non-designated heritage assets in the vicinity.
145. The application forms part of the wider works to deliver the Bank Station upgrade that are required to address serious existing congestion issues at Bank and Monument Station complex and to meet the predicted increases in passengers required to accommodate growth in population and increased rail demand. It is concluded that the proposal overall is to be welcomed subject to conditions and to a Section 106 agreement to facilitate the construction of the development only in association with the Transport and Works Act Order (TWAO) for the Bank Station Upgrade Strategy.

## **Background Papers**

### Internal

Memo 14.03.2014 Waste and Amenity Manager  
Memo 31.03.2014 Department of Markets and Consumer Protection  
Memo 14.05.014 Waste and Amenity Manager  
Letter 21.05.2014 Access Adviser to TfL

### External

Email 12.03.2014 Thames Water  
Letter 17.03.2014 Planware  
Letter 20.03.2014 Natural England  
Letter 21.03.2014 London Underground  
Email 25.03.2014 Network Rail  
Email 27.03.2014 Peter Hoyle  
Email 31.03.2014 Environment Agency  
Letter 02.04.2014 Transport for London  
Email 04.04.2014 Department for Communities and Local Government to TfL  
Letter 20.03.2014 Greater London Authority  
Letter 25.03.2014 English Heritage  
Email 25.03.2014 Network Rail (Property)  
Letter 10.04.2014 The Victorian Society  
Letter 01.05.2014 Twentieth Century Society  
Letter 18.04.2014 Conservation Area Advisory Committee  
Email 23.04.2014 TfL L Stritch to GLA  
Email 24.04.2014 TfL L Stritch  
Letter 24.04.2013 Greater London Authority including planning report 24<sup>th</sup> April 2014  
Letter 01.05.2014 London Underground  
Design and Access Statement 02.2014 TfL  
Appendix :Utilities Impact Assessment  
Planning Statement 02.2014 TfL  
Appendix :Health Urban Planning Checklist  
Appendix :Public Consultation  
Heritage Statement 02.2014 TfL

Energy Statement 02.2014 TfL

Environmental Statement 02.2014 TfL

Appendix: EIA Scoping Report

Appendix: Code of Construction Practice (CoCP)

Appendix: Transport Assessment

Appendix: Servicing and Waste Management Statement

Appendix: Construction Logistics Plan (CLP)

Appendix: Archaeological Desk Based Assessment

Appendix: Site Waste Management Plan

Sustainability Statement:|

Appendix: BREEAM pre-assessment

Strategic Framework Travel Plan 02.2014 TfL

Drawing numbered 993-10-P-1012

Environmental Statement Chapter 11 Archaeological Assessment Addendum dated March 2014 London Underground Ltd

Appendix A11.1 – Archaeology Archaeological Baseline Assessment URS, London Underground Ltd February 2014

## **Appendix A**

### London Plan Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 6.1 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 7.8 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.

### ***CS2 Facilitate utilities infrastructure***

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

### ***CS3 Ensure security from crime/terrorism***

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

### ***CS4 Seek planning contributions***

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

### ***CS6 Meet challenges Cheapside/St Paul's***

To develop Cheapside and St Paul's area as the City's 'high street' and key visitor destination, increasing the amount of high quality retailing, promoting the City's unique cultural and leisure activities and heritage, and improving the pedestrian environment.

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

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

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

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

### ***CS15 Creation of sustainable development***

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

### ***CS16 Improving transport and travel***

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

### ***CS17 Minimising and managing waste***

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

### ***CS18 Minimise flood risk***

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

### ***CS19 Improve open space and biodiversity***

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

### ***CS20 Improve retail facilities***

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

### ***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.

### ***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.

### ***ENV11 Preserve contribution to CA***

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

### ***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.

### ***ENV29 High standard of shopfront design***

To ensure that the provision of shopfronts is of a high standard of design and appearance and to resist inappropriate designs and alterations.

### ***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.

### ***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.

***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.

***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.

## SCHEDULE

APPLICATION: 14/00178/FULEIA

**Site Bounded By King William Street, Cannon Street, Abchurch Lane & Nicholas Lane Incorporating 10 King William Street, 12 Nicholas Lane, 14 Nicholas Lane, 135-141 Cannon Street, 143-149 Cannon Street & 20 Abchurch Lane London EC4.**

**Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (17,250sq.m total GIA) with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sq.m GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level.**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 No development on that part of the development site shown [hatched] shall be commenced unless and until all interests in that land are subject to and bound by the terms of a section 106 Town and Country Planning Act 1990 agreement or undertaking, such agreement or undertaking to be in the form of the section 106 Town and Country Planning Act 1990 agreement to be entered into between [London Underground Limited and the City of London Corporation] related to this planning permission and dated \_\_\_\_.  
REASON: The development hereby permitted shall not commence except in association with the works approved by the Secretary of State pursuant to a Transport and Works Act Order for the Bank Station Capacity Upgrade Project
- 3 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.

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

REASON: To ensure that deconstruction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.
- 6 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).

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

- 7 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.
- 8 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
- 9 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.
- 10 Before any works including demolition are begun a survey of the perimeter of the existing site shall be carried out and submitted to the LPA showing the existing Ordnance Datum levels of the adjoining streets and open spaces.  
REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan 2002 and Core Strategy: ENV8, CS10, CS16.
- 11 Before any works including demolition are begun details must be submitted to and approved in writing by the local planning authority comprising a site survey of the perimeter of the existing site showing the existing Ordnance Datum levels of the adjoining streets and open spaces and the proposed finished floor levels at basement and ground

floor levels in relation to the existing highway levels. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

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: ENV8, CS10, CS16.

- 12 Unless otherwise agreed in writing a survey of the facade to 20 Abchurch Lane (1:20 scale plans) shall be submitted to and approved in writing by the local planning authority before any works of demolition take place. The facade shall be carefully removed, stored as necessary and rebuilt in accordance with the drawings and the Heritage Statement Appendix 1 PAYE report hereby approved.  
REASON: To ensure that these parts of the facade retained for re-use to preserve the character and appearance of the conservation area in accordance with the following policy of the Core Strategy: CS12.
- 13 Before any works herein permitted are begun, a structural report confirming that the structural integrity of St Mary Abchurch church will be safeguarded 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 staged scheme may be submitted but no works in any individual stage shall be commenced until the related report has been submitted to and approved in writing by the Local Planning Authority. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.  
REASON: To ensure that the structural integrity of St Mary Abchurch church is safeguarded in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS12.
- 14 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun.  
REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Core Strategy: CS3.
- 15 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.

- 16 No works except demolition to basement slab level shall take place until a detailed site investigation is carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to commencement of works to at or below basement slab level. Details of measures to prevent pollution of ground and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall proceed in strict accordance with the measures approved.

REASON: To prevent pollution of the water environment in accordance with the following policy of the Core Strategy: CS15.

- 17 No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground water utility infrastructure and piling has the potential to impact on local underground water utility infrastructure.

(The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.)

- 18 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.

- 19 Before any construction works hereby permitted are begun a detailed assessment of further measures to improve carbon dioxide emissions savings 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.

- 20 Before any construction works hereby permitted are begun details of rainwater harvesting and grey water recycling systems to show rainwater and grey water storage tanks and areas on the roof from which rainwater will be collected 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
- 21 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:  
(a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;  
(b) details of the proposed new facades including typical details of the fenestration and doors including expansion joints;  
(c) details of ground floor elevations including office and retail entrances;  
(d) details of a typical bay of the development;  
(e) details of soffits, hand rails and balustrades;  
(f) details of the vehicle entrance and gates thereto;  
(g) details of junctions with adjoining premises and the reconstructed building;  
(h) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes, aircraft warning lights and other excrescences at roof level;  
(i) details of ventilation and air-conditioning for the retail and food and drink uses;  
(j) details of the purpose, location and design of all external louvers;  
(k) details of external surfaces within the site boundary including hard and soft landscaping.  
REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS10, CS12, CS13, CS14 ENV28, ENV29.
- 22 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.  
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS 15, ENV 8, CS10, CS16.
- 23 No doors or gates shall open over the public highway.  
REASON: In the interests of public safety

- 24 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.
- 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, CS21.
- 26 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.  
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, CS10, CS16.
- 27 The A1/A3/A4/A5 uses hereby permitted shall not be open to customers between the hours of 23:30 on one day and 07:00 on the following day unless otherwise agreed in writing by the local planning authority.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.
- 28 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.
- 29 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of one pedal cycle per 150 sq.m. of B1 floorspace and one pedal cycle per 50 sq.m. of A1-A5 floorspace (minimum 142 spaces). The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all

times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.

REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Unitary Development Plan: TRANS22.

- 30 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.  
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.
- 31 A post construction BREEAM assessment (under BREEAM 2011) 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.
- 32 Facilities (other than by street level turntable) must be provided and maintained for the life of the development so that vehicles may enter and leave the building by driving in a forward direction.  
REASON: To ensure satisfactory servicing facilities and in the interests of public safety in accordance with the following policy of the Unitary Development Plan: TRANS15.
- 33 The two car parking spaces shown on the approved drawings for disabled users shall be wide enough to enable them to be used by people with disabilities and the spaces shall be marked out accordingly. These spaces shall be provided and maintained throughout the life of the building for use solely by people who are disabled.  
REASON: To ensure provision of suitable parking for people with disabilities in accordance with policy TRANS 21 of the Unitary Development Plan 2002 and that private car parking is not provided without motorcycle parking also being provided in accordance with policies TRANS 18 and TRANS 23.
- 34 The approved loading and unloading areas shall be available at all times for use throughout the life of the building for the occupiers thereof and visitors thereto.  
REASON: To ensure that satisfactory servicing facilities are maintained in accordance with the following policy of the Unitary Development Plan: TRANS15.

- 35 Details of the position and size of the green roof, the type of planting and the contribution of the green roof 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.
- 36 Details of the position, size and arrangement of the photovoltaic panel installation 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 in accordance with the following policies of the Core Strategy: CS10, CS15.
- 37 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.
- 38 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.

- 39 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.
- 40 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.
- 41 No plant or telecommunications equipment shall be installed on the exterior of the building except as may be approved by the Local Planning Authority in writing.  
REASON: To ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL3, ENV28, CS2, CS10.
- 42 No cooking shall take place within any Class A1, A3, A4 or A5 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Any works that would materially affect the external appearance of the building will require a separate planning permission.  
REASON: In order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS10, CS15, CS21.
- 43 No live or recorded music that can be heard outside the premises shall be played.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.

- 44 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.
- 45 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.
- 46 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: 00993-10-P-0020 to 0026 incl, 00993-10-P-0901, 00993-10-P-0999 Rev A, 00993-10-P-1000 Rev A, 00993-10-P-1011 Rev A, 00993-10-P-1001 Rev A, 00993-10-P-1004 to 1006 incl all Rev A, 00993-10-P-1010 Rev A, 00993-10-P-2300 Rev A, 00993-10-P-2301 to 2303 incl, 00993-10-P-2500 Rev A, 00993-10-P-2501 to 2503 incl, 00993-10-P-3301, 00993-10-P-3304 Rev A, 00993-10-P-5001 Rev A, 00993-10-P-5005, 00993-10-P-5007; Appendix 1 PAYE report to the Heritage Statement dated February 2014.  
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 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.

- 3 During the construction phase of the development, the City of London Corporation encourages all owners/developers to commit to the principles outlined in the City of London Corporation's Local Procurement Charter, i.e.

- to identify opportunities for local small to medium sized businesses to bid/tender for the provision of goods and services;

- aim to achieve the procurement of goods and services, relating to the development, from small to medium sized businesses based in the City and the surrounding boroughs, towards a target of 10% of the total procurement spend;

- or where the procurement of goods and services is contracted out

- ensure the above two principles are met by inserting local procurement clauses in the tender documentation issued to contractors or subcontractors (further information can be found in our 'Guidance note for developers').

For additional details please refer to the City of London's 'Local Procurement Charter' and 'Local Procurement - Guidance Note for City Developers'. These documents can be found at

[http://www.cityoflondon.gov.uk/Corporation/LGNL\\_Services/Environment\\_and\\_planning/Planning](http://www.cityoflondon.gov.uk/Corporation/LGNL_Services/Environment_and_planning/Planning)

Further guidance can be obtained by contacting the 'City Procurement Project' which provides free advice to City based businesses and City developers. They can signpost you to local supplier databases, give one to one advice and provide written guidance via the City of London Corporation's Local Purchasing Toolkit and other resources.

To access free support in procuring locally please call 020 7332 1532 or email [city.procurement@cityoflondon.gov.uk](mailto:city.procurement@cityoflondon.gov.uk)

#### 4 Thames Water advice

Thames Water requests that the developer 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.

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's Risk Management Team by telephoning 020 8507 4890 or by emailing [riskmanagement@thameswater.co.uk](mailto:riskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality). Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

#### Water Comments

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.

#### 5 The Environment Agency advice:

Developers should ensure that any proposed piling methods do not pose a pollution risk to controlled waters. Piling to facilitate building foundations or the installation of ground source heat pumps has the

potential to create a pathway between contaminated shallow soils and deeper geological formations and aquifers. Deep piling can also result in physical disturbance of aquifers.

If piling is proposed, a Piling Risk Assessment will be required to demonstrate that the chosen piling method does not increase the risk of near-surface pollutants migrating into deeper geological formations and aquifers. A Hydrogeological Risk Assessment of physical disturbance to the aquifer should also be undertaken and if unacceptable risks are identified, appropriate mitigation measures must be provided.

We recommend that developers follow the risk management framework provided in our guidance for 'Piling into Contaminated Sites' and also refer to the document: "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention".

- 6 The Department of the Built Environment (Highways and Streetworks Team) must be consulted on the following matters which require specific approval:
  - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
  - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City.
  - (c) Connections to the local sewerage and surface water system.
  - (d) Carriageway crossovers.
  - (e) Means of escape and constructional details under the Building Regulations and London Building Acts (District Surveyor).
- 7 The Directorate of the Built Environment should be consulted on:
  - (a) Any intention to carry out works that would have an impact on a listed building.
  - (b) 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.

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

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

- 8 You are requested to notify the City Planning Officer on commencement of the development in order that the works can be inspected and monitored.
- 9 Improvement or other works to the public highway shown on the submitted drawings require separate approval from the local highway authority and the planning permission hereby granted does not authorise these works.
- 10 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](http://www.cityoflondon.gov.uk), via the a-z index under Pollution Control-City in the section referring to noise, and is also available from the Markets and Consumer Protection Department.

- (c) Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.
- (d) Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Markets and Consumer Protection Department.

#### Air Quality

- (e) Compliance with the Clean Air Act 1993

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

- (f) 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.
- (g) 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

- (h) 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.
- (i) 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.

## Food Hygiene and Safety

- (j) 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.
- (k) 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.

- 11 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.

The Granary Walnut Tree Lane Sudbury Suffolk CO10 1BD

Department of the Built Environment  
City of London  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

ACKNOWLEDGED

17 MAR 2014

17<sup>th</sup> March 2014

LPA Ref: 14/00178/FULEIA

**Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (16,195sqm GIA) together with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sqm GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level.**

**Objection on behalf of McDonald's Restaurant's Ltd**

Dear Sirs,

It has been brought to our attention that the above application has been submitted to the City of London Corporation for the demolition of the existing buildings and the redevelopment with a new office building and provision for a New Bank Station Entrance Hall at a site bounded by King William Street, Nicholas Lane, Cannon Street and Abchurch Lane. The McDonald's Restaurant at 143-149 Cannon Street forms part of the application site, which our client holds occupational and reversionary leases for ground floor and basement levels.

#### Community and Stakeholder Engagement

Paragraph 188 of the Framework states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

Whilst the applicant has undertaken several consultations during the period from 2011 to 2013, our client expressed concern to the October 2013 Bank station upgrade consultation due to the resultant redevelopment increasing from the acquisition and demolition of 10 King William Street to all six properties within the block.



The November 2012 consultation referred to three proposals. Proposal 1 (the original base option) would result in the displacement of 12 or 13 occupiers. Proposals 2 and 3 would result in the acquisition of all six buildings and the approximate displacement of 50 office occupiers and retailers.

The submitted scheme proposes the acquisition and demolition of all six properties and therefore the permanent displacement of all the occupiers. Given concern raised during the consultation period, evidently the consultation did not provide the most suitable "improved outcomes for the community". Given that the base option would still provide the new station and associated economic benefits and would result in the displacement of significantly fewer occupiers.

Chapter 15 of applicants Environmental Statements states that the proposed development would have an overall beneficial socio-economic and community effect. However, there appear to be no assessment of the possible effects of the original base option. This would retain a large proportion of the existing occupiers and therefore may well provide far greater socio-economic and community benefits than the submitted proposal.

The Environmental Statement states that the impact on displaced business will be negligible given the nature of activities taking place on-site (general office and retailing) it is anticipated that the businesses and their employees would be able to find alternative premises / employment locally within the City of London. No further explanation has been provided to assess the ease in which the existing businesses could relocate. Given, local policy restrictions and availability of viable and vacant premises, relocation may not be feasible.

The City of London Core Strategy (adopted September 2011) confirms that the City Corporation and developers should undertake pre-application discussions to explore opportunities to avoid demolition. Whilst this has been undertaken, the Planning Statement and Design and Access Statement fail to justify and provide evidence for the inherent reason for this proposal and do not provide examples to show that all options were explored. For instance, the Design and Access Statement states that Cannon Street provides significantly more pavement width to accommodate the resulting increased pedestrian flows. However, a combination of the base option and 'alternative option B' with the indented façade may have provided the necessary additional pavement width required for the station entrance to be sited on King William Street.

#### Sustainable development and loss of existing commercial uses

Core Strategy Policy CS15 aims to enable City businesses and residents to make sustainable choices in their daily activities creating a more sustainable City, adapted to the changing climate. Paragraph 3 states that should be achieved by avoiding demolition through the reuse of existing buildings or their main structures, and minimising the disruption to businesses and residents, using sustainably sourced materials and conserving water resources.

The submitted scheme fails to avoid the demolition of all six existing building and thus causes maximum disruption to the existing business; through the permanent displacement of all existing occupiers.

### Heritage

Core Strategy Policy CS12 aims 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, by:

1. Safeguarding the City's listed buildings and their settings, while allowing appropriate adaptation and new uses.
2. Proposal to preserving and enhancing the distinctive character and appearance of the City's conservation areas, while allowing sympathetic development within them.

Whilst the submitted proposal retains the historic façade of 20 Abchurch Lane. The applicants Heritage Statement provided limited justification for the demolition of 10 King William Street. The statement indicates that the building does not contribute positively to the character or appearance of the conservation area.

This is considerably different to the Bank Conservation Area SPD (adopted January 2012) which states that No. 10 King William Street is clad in granite with giant columns that add interest to the street elevation, and creating a strong vertical rhythm and monumentality of scale appropriate to the setting, slightly weakened by the raking lightwell which breaks the streetline at pavement level.

Indeed it appears that the combination of all six building provided a significant amount architectural interest to the conservation area. The SPD states that in many cases richly articulated facades add definition and interest to King William Street.

With regards to the lanes the SPD confirms that the majority of buildings have been designed to negotiate at least one of these corners, resulting in numerous different focal points breaking the street to both sides at regular intervals.

The SPD also confirms that the late 20th century buildings between Nos. 135 and 149 have a dominant presence on the street despite their lack of detailing. Both have a considerable proportion of glazing to their facades but with stronger vertical elements. Nos. 143-149 relates more successfully to its context.

It is therefore considered that a significant amount of character and interested is provided though the combination of all six different building within the block. It is considered that one unified approach may have a detrimental effect to the heritage and architectural interest of the conservation area and neighbouring Grade I listed St Mary Abchurch.

Conclusion

In light of the above, the proposal is unacceptable in design, principle and contrary to planning policy. We therefore request the application is refused.

Yours sincerely,

A large, solid black rectangular redaction covering the signature of Sarah Carpenter.

SARAH CARPENTER

Enc. Notice 1

14/00178

Date: 20 March 2014  
Our ref: 116007  
Your ref: 14/00178/FULEIA

ACKNOWLEDGED



Ms B Bush  
Department of Planning & Transportation  
City of London  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

Customer Services  
Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

**BY EMAIL ONLY**

[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)

T 0300 060 3900

20 MAR 2014

Dear Ms Bush,

**Planning consultation:** Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (16,195sq.m GIA) together with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sq.m GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level.

**Location:** 10 King William Street, London, EC4N 7TW.

Thank you for your consultation on the above dated 10 March 2014 which was received by Natural England on 19 March 2014.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

**The Wildlife and Countryside Act 1981 (as amended)  
The Conservation of Habitats and Species Regulations 2010 (as amended)**

Natural England's comments in relation to this application are provided in the following sections.

**Statutory nature conservation sites – no objection**

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

**Protected species**

We have not assessed this application and associated documents for impacts on protected species.

Natural England has published [Standing Advice](#) on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy.



Natural England is accredited to the Cabinet Office Service Excellence Standard



You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us at with details at [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

### **Local sites**

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

### **Biodiversity enhancements**

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that *'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'*. Section 40(3) of the same Act also states that *'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'*.

### **Landscape enhancements**

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Yours sincerely,

Alka Desai  
Customer Service Consultation Team



## Bush, Beverley

---

**From:** PlnComments@cityoflondon.gov.uk  
**Sent:** 27 March 2014 11:12  
**To:** Bush, Beverley  
**Subject:** Application Comments for 14/00178/FULEIA

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

Comments were submitted at 11:12 AM on 27 Mar 2014 from Mr Peter Hoyle.

### Application Summary

**Address:** Site Bounded By King William Street, Cannon Street, Abchurch Lane & Nicholas Lane Incorporating 10 King William Street, 12 Nicholas Lane, 14 Nicholas Lane, 135-141 Cannon Street, 143-149 Cannon Street & 20 Abchurch Lane London EC4.

**Proposal:** Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (16,195sq.m GIA) together with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sq.m GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be obtained from Gabrielle Coyle at Transport for London free of charge as long as stocks last.

**Case Officer:** Beverley Bush

[Click for further information](#)

### Customer Details

**Name:** Mr Peter Hoyle  
**Email:** [REDACTED]  
**Address:** Apartment 7 28 Martin Lane London

### Comments Details

**Commenter Type:** Neighbour

**Stance:** Customer made comments neither objecting to or supporting the Planning Application

**Reasons for comment:** - Noise  
- Traffic or Highways

**Comments:** My wife and I and our two children (2.5 years and 10 months old) are full time residents nearby on Martin Lane. We have reviewed the information on the proposed scheme and we have concerns about the following as nearby residents: Noise - We will be effected by the noise generated from the demolition, excavation and

development. Accordingly we would like this to be recognised so that working hours can be controlled so not to adversely effect our quality of life. Lorry Movement - We have concerns about the additional lorry movement throughout the local area, and given other nearby schemes including the Arthur Street Excavation site etc the route of this lorry traffic needs further consideration. We understand impact assessments have been carried out on this, however it was not clear if these assessments include the additional lorry traffic from other development schemes, and therefore properly represent the increased traffic flow and associated effects to the local area. Contractor Parking - Parking for contractors needs to be controlled to prevent parking in areas such as Cannon Street, Martin Lane and King William Street from being adversely impacted, especially during evenings and weekends. Air quality - We would like comfort that the impact on local air quality is properly monitored during the demolition, excavation and development in order to prevent unnecessary pollution and damage to health. regards Peter Hoyle

# GREATER LONDON AUTHORITY

## Development, Enterprise and Environment

**Beverley Bush**  
City of London  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

PLANNING & TRANSPORTATION		
PSDD	U.S.	PPD
TPD	25 MAR 2014	LTP
OM		DSE
No	121098	PP
FILE		DD

Our ref: D&P/3390/PR  
Your ref: 14/00178/FULEIA  
Date: 20 March 2014

Dear Ms Bush

**Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999 & 2007; Town & Country Planning (Mayor of London) Order 2008. Bank Station OSD Development, 10 King William Street, London  
Local Planning Authority Reference: 14/00178/FULEIA**

Thank you for consulting the Mayor of London in respect of the above application of potential strategic importance, which your Council validated on 28 February 2014.

Under Article 4(2) of the above Order the Mayor has six weeks from the date of receipt to provide a statement setting out whether he considers the application complies with his London Plan and his reasons for taking that view.

I hereby give notice that your letter was received on 17 March 2014 and therefore the six-week period will terminate on 25 April 2014.

The application has been allocated to Yogesh Patil who can be reached on 020 7983 6538 or email [Yogesh.patil@london.gov.uk](mailto:Yogesh.patil@london.gov.uk)

A copy of this letter has been forwarded to the agent for information.

Yours sincerely,

  
**Development & Projects**  
Greater London Authority



cc: Gabrielle Coyle, Bank Station Capacity Upgrade Project Office, Fourth Floor,  
10 King William Street, EC4N 7TW



ENGLISH HERITAGE

LONDON OFFICE

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

Direct Dial: 0207 973 3777  
Direct Fax: 0207 973 3792

Our ref: P00383090

25 March 2014

Dear Ms Bush

**Notifications under Circular 01/2001, Circular 08/2009 &  
T&CP (Development Management Procedure) Order 2010  
10 KING WILLIAM STREET LONDON EC4N 7TW  
Application No 14/00178/FULEIA**

25 MAR 2014

Thank you for your letter of 10 March 2014 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**

English Heritage was pleased to be involved in early discussions regarding these proposals prior to the formal submission of this application. We are pleased that the scheme reflects our discussions and the advice offered by our specialist staff.

**Recommendation**

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

\$

	<p>1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST Telephone 020 7973 3000 Facsimile 020 7973 3001 www.english-heritage.org.uk</p>	
<p>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.</p>		



ENGLISH HERITAGE

LONDON OFFICE

Yours sincerely



**Claire Brady**

Inspector of Historic Buildings and Areas

E-mail: [claire.brady@english-heritage.org.uk](mailto:claire.brady@english-heritage.org.uk)



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

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[www.english-heritage.org.uk](http://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.*

Kathy Clark  
Conservation Adviser  
Direct line 020 8747 5894  
kathy@victoriansociety.org.uk

**THE VICTORIAN SOCIETY**  
The champion for Victorian and Edwardian architecture

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

Your reference: 14/00178/FULEIA  
Our reference: 2014/04/005

10 April 2014

PLNComments@cityoflondon.gov.uk

Dear Ms Bush

**RE: 10 King William Street and 20 Abchurch Lane (Bank Conservation Area, 1884-5, G Sherrin)**

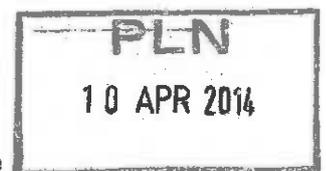
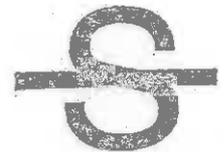
Thank you for consulting the Victorian Society on this application. The application was considered by the Society's Southern Buildings Committee at their last meeting, and I write now to convey their views. The Society objects to this application.

20 Abchurch Lane is an attractive columned façade in striking rubbed red brick, which is described in the Bank Conservation Area Appraisal as 'distinctive and richly detailed'. Its clear, bright articulation through cornices, columns and keystones make it a positive contributor to the Conservation Area, worthy of retention and respectful treatment.

The proposal is to deconstruct the façade, and rebuild it ten metres further south on Abchurch Lane. The form of the ground floor is proposed to be entirely reworked. The height of this storey would be significantly increased, altering the proportions of the façade. The ground floor would appear disproportionately tall, with expanses of glazing, and this would negatively affect the architectural congruity of the façade. Overall the altered storey would look inflated by comparison with, and to the detriment of, the original façade with its subtle hierarchy of storey heights.

The applicants state that a benefit to moving the structure would be that it would face full onto the church yard, allowing better views of the building. 20 Abchurch Street was designed as a building for a narrow lane of heterogeneous buildings, without a view to axial planning or long vistas; a lane of the type that defines the City of London. Half of the building has always faced directly onto the east wall of the church, and it was designed to be viewed obliquely, rather than for the full width of its façade to be viewed at a distance. We therefore feel that making it function as one side of the church yard is misguided.

The site for this proposal is large and could incorporate the façade in its current location. The applicants state clearly their aim to preserve this valuable façade, but the



**Patron**  
HRH The Duke of Gloucester KG, GCVO  
**President**  
The Lord Briggs  
**Chair**  
Professor Hilary Gvinger

**Vice Presidents**  
Sir David Cannadine  
The Lord Howarth of Newport CBE  
Sir Simon Jenkins  
Griff Rhys Jones  
Fiona MacCarthy OBE

1 Priory Gardens, London W4 1TT  
Telephone 020 8994 1019  
admin@victoriansociety.org.uk  
www.victoriansociety.org.uk

proposed treatment would compromise its integrity. We recommend that the application is **refused**, and that an application is encouraged which would retain the façade in its current location and with its current ground floor dimensions.

Yours sincerely

Kathy Clark  
**Conservation Adviser**



Ms Beverly Bush  
City of London Department of the Built Environment  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

Via email: [Beverley.bush@cityoflondon.gov.uk](mailto:Beverley.bush@cityoflondon.gov.uk)

Our ref: 14 04 07

1 May 2014

Dear Ms Bush,

**Site bounded by King William Street, Cannon Street, Abchurch Lane and Nicholas Lane,  
Incorporating 10 King William Street and other buildings, EC4N 7TW  
Planning Application ref: 14/00178/FULEIA**

Thank you for consulting the Twentieth Century Society on the above planning application which includes the demolition of 10 King William Street and six other buildings on the site.

The proposals were reviewed at our casework committee meeting on 28 April and this letter constitutes the views of the committee. Overall the Society feels that 10 King William Street is the most significant building on the site, and that its architectural interest has not been fully appreciated by the applicant. While we acknowledge the need for a new tube station entrance on this site, we would like to see the facade of 10 King William Street retained as part of the proposed redevelopment, and therefore recommend refusal and a re-assessment of the scheme.

### **Significance**

No 10 King William Street was built to the designs of Fitzroy Robinson and Partners in 1974-8, and lies within the Bank Conservation Area. The building won a Civic Trust award in 1979, and was strongly praised in the architectural press after it opened.

The building was specially commissioned by the Banque Francaise de Paris as their London headquarters. They wanted a distinctive image and a building of quality; a headquarters building which would say "Here we are, a French bank operating in London" (Building Design, 20 April, 1979). It was designed as a specialised office block for merchant banking, currency dealing and for the holding of securities, as well as conference and entertaining facilities required by a headquarters. In addition to being a facility for the bank, it was also designed with in-built flexibility. Two of the lower floors were built to be sub-let, with flexibly designed floor plates. The fifth and sixth floors were increasingly grand and luxurious, with larger offices for the senior staff. The building is no longer occupied by the bank, and is let to a variety of businesses.

The Twentieth Century Society, 70 Cowcross Street, London EC1M 6EJ  
[caseworker@c20society.org.uk](mailto:caseworker@c20society.org.uk)  
[www.c20society.org.uk](http://www.c20society.org.uk), Tel: 020 7250 3857

**ACKNOWLEDGED**

The Bank Conservation Area appraisal notes that the building is clad in granite, "*With giant columns that add interest to the street elevation, and creating a strong vertical rhythm and monumentality of scale appropriate to the setting, slightly weakened by the raking lightwell that breaks the streetline at pavement level*". The main facade plays a game of major and minor orders, and is well crafted in its detail. The corners of King William Street with Abchurch Lane and Nicholas Lane were designed as building features, consisting of giant cylindrical shafts. Careful attention was also paid to scale - the building has massive vertical and horizontal components, but also has more closely spaced and delicately shaped window mullions (Interior Design, October 1979, p 22 "A Truly Modern Building, the architect's view, by L C Bitcheno).

The building was built to an extremely high specification, clad in flame textured beige Sardinian granite - one of the most expensive types of stone available - with bronze anodized window frames. Building Design Magazine reviewed the building in 1979 and praised the design and style: "*Its external forms are clearly expressed and its massive, almost ponderously heavy columned facade suggests the character of a discreet yet most substantial enterprise. It is a good looking building, not modish but of a robust sophistication that befits a French bank located in the commercial heart of the United Kingdom*" (Building Design, 20 April, 1979).

It was also hailed as a 20th century palazzi, described as demonstrating, "*exactly how to be well mannered but not over humble, how to make period references while being assuredly modern... The new Banque Nationale is that thing - rare in Britain, though not in the US - an office building with a sense of occasion and style. The word palazzi is used advisedly, both horizontal and vertical elements in the main elevations are organised with classical, even palladian proportions and emphasis,*" (BD, 10 March 1978). According to the Pevsner Buildings of England series, it is architects' 'best work of the 1970s' (London 1, City of London, p 135).

In terms of its Conservation Area setting, the design of the building manages to successfully compliment the architectural character of its neighbours - such as the two grade II listed early 20th century, Phoenix House, and 1 King William Street, 4 and 5 storey grand former bank buildings, built in stone in an imposing classical style. 10 King William Street uses the same architectural vocabulary of traditional materials such as Portland Stone and granite, and pronounced vertical elements and strong cornice lines which were all carried through into the architects' design.

For the reasons set out above, we disagree with the view put forward in the applicant's heritage statement that the building "does not contribute positively to the character or appearance of the conservation area (para 3.3.4)"

### **Twentieth Century Society Comment**

We view No 10 King William Street to be an important example of a 1970s headquarters building, constructed of extremely high quality materials, to a design and scale that compliments the character of the conservation area by picking up on architectural cues of its listed neighbours. The 1970s is a period of twentieth century architecture that up until recently has been largely overlooked, and we believe the significance of this example has not been acknowledged by the applicant. We would urge the

City of London to investigate options to retain at least the facade of this building as part of the wider redevelopment of the site. As such we object to the application in its current form.

Yours sincerely,

A large, dark, rectangular redaction mark covering the signature of Henrietta Billings.

Henrietta Billings  
Senior Conservation Adviser  
**The Twentieth Century Society**

**Remit:** The Twentieth Century Society was founded in 1979 and is the national amenity society concerned with the protection, appreciation, and study of post-1914 architecture, townscape and design. The Society is acknowledged in national planning guidance as the key organisation concerned with the modern period and is a constituent member of the Joint Committee of the National Amenity Societies. Under the procedures set out in *ODPM Circular 09/2005*, all English local planning authorities must inform the Twentieth Century Society when an application for listed building consent involving partial or total demolition is received, and they must notify us of the decisions taken on these applications.

## City of London Conservation Area Advisory Committee

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

18<sup>th</sup> April 2014

Dear Sir,

At its meeting on 27<sup>th</sup> March 2014 the City of London Conservation Area Advisory Committee considered the following planning application and reached the decision given below:

**C.33 14/00178/FULEIA - 10 King William Street, London, EC4N 7TW**

**Bank Conservation Area/Candlewick Ward. Ward Club rep. David Rundle.**

Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (16,195sq.m GIA) together with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sq.m GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level.

The Committee congratulated the Officers on the proposed scheme and the retention and relocation of the existing historic façade. The Committee had no objection in principle to the proposal, but considered that there could be a better degree of modeling and that the horizontal cornice line was weak and disappointing and needed to be more pronounced. The Officers were requested to liaise with the applicants to address these matters.

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

Yours faithfully,

  
Mrs. Julie Fox  
Secretary

S

GREATER LONDON AUTHORITY  
Development, Enterprise and Environment

For the attention of:

**Beverley Bush**  
City of London Corporation  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

Our ref: D&P/3390/51  
Your ref: 14/00178/FULEIA  
Date: 24 April 2014

PLANNING & TRANSPORTATION		
PSDD	GPO	PPD
TPD	29 APR 2014	LTP
OM		SSE
No		PP
FILE	121368	DD

Dear Ms Bush,

**Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008**

**Bank Station OSD, 10 King William Street, London**

I refer to the copy of the above planning application, which was received from you on 17 March 2014. On 24 April 2014 Sir Edward Lister, Deputy Mayor and Chief of Staff, acting under delegated authority, considered a report on this proposal, reference D&P/3390/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Deputy Mayor considers that, on balance, taking into account all material considerations, the application complies with the London Plan, for the reasons set out in paragraph 60 of the above-mentioned report, but asks that account be taken of the comments made in paragraph 61 of the report. Pursuant to Article 5(2) of the Order, the Mayor does not need to be consulted again, and your Council may therefore proceed to determine the application without further reference to the GLA.

Yours sincerely,

  
**Colin Wilson**  
Senior Manager-- Development & Projects



cc John Biggs, London Assembly Constituency Member

Nicky Gavron, Chair of London Assembly Planning Committee  
National Planning Casework Unit, DCLG  
Alex Williams, TfL  
Gabrielle Coyle, Bank Station Capacity Upgrade Project Office, Fourth Floor, 10 King  
William Street, London EC4N 7TW

planning report D&amp;P/3390/01

24 April 2014

**Bank Station OSD, 10 King William Street****in the City of London****planning application no. 14/00178/FULEIA****Strategic planning application stage 1 referral**

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007;  
Town & Country Planning (Mayor of London) Order 2008

**The proposal**

Demolition of the existing buildings and redevelopment with a new office (Class B1) building at part basement, ground floor and six upper floors (16,195sqm GIA) together with retail (Class A1/A2/A3/A4/A5) uses at part ground and mezzanine levels (1,091sqm GIA) incorporating reconstruction of the existing historic facade at 20 Abchurch Lane. Passive provision for a new Bank Station Entrance Hall on Cannon Street and associated infrastructure at ground floor level.

**The applicant**

The applicant is **London Underground Limited** and the architect is **Wilkinson Eyre Architects**

**Strategic issues**

The redevelopment of the site to provide a mix of retail and office uses over and around a new Bank Station entrance is supported. Whilst the proposed development is not fully compliant in relation to energy policies of the London Plan, on balance, taking into account all material considerations, the proposed development is supported.

**Recommendation**

That City of London Corporation be advised that, on balance, the application complies with the London Plan, for the reasons set out in paragraph 60 of this report and does not need to be referred back to the Mayor. The City of London Corporation should, however, take account of the comments made in paragraph 61 of this report.

**Context**

1 On 17 March 2014 the Mayor of London received documents from City of London Corporation notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 25 April 2014 to provide the City of London Corporation with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under paragraph 2 (Definition of PSI development): “an application for development, which...forms part of more substantial proposed development, on the same land or adjoining land...” of the Schedule to the Order 2008. The application is for an Over Station Development (OSD) over and around the new station entrance and associated infrastructure to be provided by the Bank Station Capacity Upgrade (BSCU) project.

3 The Mayor of London’s statement on this case will be made available on the GLA website [www.london.gov.uk](http://www.london.gov.uk).

## Site description

4 The 0.2 hectare site is located close to Bank Junction at the heart of the City of London which is characterised by banking and associated institutions. It is set within an area of large-scale commercial buildings and defined by its heritage which creates a distinctive and dense urban environment.

5 The site is bounded by King William Street to the north; Cannon Street to the south; Abchurch Lane to the west; and Nicholas Lane to the east. Cannon Street is part of the Strategic Road Network (SRN) and the nearest part of the Transport for London Road Network (TLRN) is Gracechurch Street 50 metres to the west. Bank, Monument and Cannon Street Stations are located within close proximity of the site and between them provide access to National Rail, as well as District, Circle, Central, Northern, Waterloo & City and Docklands Light Railway services. In addition, 11 bus routes serve the surrounding area. Accordingly, the site records an excellent public transport accessibility level (PTAL) of 6b on a scale of 1 to 6 where 6 is most accessible. There are two cycle hire docking stations providing a total of 42 docking points within 300m of the site at Lower Thames Street and at Monument Street. In addition, from 2018 the site will be within reasonable walking distance of Crossrail services from Liverpool Street station (approximately 800 metres to the north).

6 The site is currently occupied by six buildings dating from 1950’s – 1970’s of up to seven storeys in height; 10 King William Street, 12 Nicholas Lane, 14 Nicholas Lane, 143-149 Cannon Street, 135-141 Cannon Street and 20 Abchurch Lane. 20 Abchurch Lane includes a historic stone façade dating back to the 19th century which has been retained as part of previous redevelopment of the site. These buildings comprise 14,609 sq. m GIA of commercial floorspace including a mixture of retail, restaurant/hot food takeaway and office uses.

7 The listed buildings in the immediate vicinity of the site include Grade I listed St Mary Abchurch and Grade II listed 15 Abchurch Lane which are both located on the west side of Abchurch Lane directly opposite the site. The Site of Roman Governor’s Palace, a Scheduled Monument, is located off Cannon Street, approximately 25m to the south-west of the site. The Grade I listed The Monument is also a Scheduled Monument and is located approximately 200m to the south-east of the site.

8 A number of significant redevelopments are in progress in the area including the recently completed Walbrook Building, New Court (Rothschild Bank Headquarters) and Cannon Place. Bloomberg Place, which is currently under construction, will also contribute to the fabric of the area.

## Details of the proposal

9 The applicant, ‘London Underground’, is a subsidiary of Transport for London which is part of the GLA group. This application is for an Over Site Development (OSD) over and around the new station entrance and associated infrastructure to be provided by the Bank Station Capacity Upgrade Project (BSCUP). The station works will be the subject of a separate application for a

Transport and Works Act Order (TWAO). Although a TWAO can authorise the construction and operation of a railway and ancillary works, it cannot provide planning permission for commercial redevelopment of surplus land.

10 Therefore this planning application has been submitted to seek permission for demolition of existing buildings and construction of a new building over and around a new station entrance hall and associated infrastructure. The new building will be part basement and part ground plus six storeys with a maximum roof height of 50.55 metres AOD and will provide:

- Passive provision for a new station entrance and associated infrastructure as part of BSCUP on the eastern part of the site
- 16,195 sq. m. GIA of office floorspace (Class B1) accessed from King William Street
- 1,091 sq. m GIA of retail floorspace (Class A1/A2/A3/A4/A5) at ground floor and mezzanine levels accessed from Cannon Street and Abchurch Lane
- Disabled parking, 142 cycle parking spaces with changing facilities, 261 sq. m. of green roofs and 366 sq. m. of photovoltaics (PVs) at roof level

## Case history

11 The site is currently occupied by a number of separate buildings with different addresses. The planning records summary provided by the applicant indicates that mid-20<sup>th</sup> century constructed buildings (1957 to 1978) were mostly redeveloped between 1974 and 2004 into existing stock.

## Strategic planning issues and relevant policies and guidance

12 The relevant issues and corresponding policies are as follows:

- Economic development *London Plan; the Mayor's Economic Development Strategy; Employment Action Plan*
- Urban design *London Plan; Shaping Neighbourhoods: Character and Context, draft SPG; Housing SPG; London Housing Design Guide; Shaping Neighbourhoods: Play and Informal Recreation SPG*
- Mix of uses *London Plan*
- Transport *London Plan; the Mayor's Transport Strategy; Land for Industry and Transport SPG*
- Crossrail *London Plan; Mayoral Community Infrastructure Levy; Crossrail SPG*
- Parking *London Plan; the Mayor's Transport Strategy*
- Employment *London Plan; Land for Industry and Transport SPG*
- Access *London Plan; Accessible London: achieving an inclusive environment SPG; Planning and Access for Disabled People: a good practice guide (ODPM)*
- Tall buildings/views *London Plan, London View Management Framework SPG*
- Historic Environment *London Plan; World Heritage Sites SPG; Circular 07/09*
- Sustainable development *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy*

13 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the September 2011 Core Strategy, the Saved Policies of the 2002 Unitary Development Plan and the 2011 London Plan.

14 The following are also relevant material considerations:

- The National Planning Policy Framework and Technical Guide to the National Planning Policy Framework
- The draft Revised Early Minor Alteration to the London Plan
- The emerging December 2013 City of London Local Plan

### **Principle of development/ Mix of uses**

15 The proposed development site lies within the Central Activities Zone (CAZ). London Plan Policy 2.10(b) states that developments within the CAZ should sustain and enhance the City of London as a strategically important, globally oriented financial and business services centre. The policy further states that provision should be made for a range of occupiers, especially the strategically important financial and business services, and also support and improve the retail offer of the CAZ for residents, workers and visitors. The proposed scheme will re-provide a higher standard of office and retail accommodation than currently exists on the site in terms of flexibility, quality and efficiency to meet modern business requirements in a highly accessible location and is welcomed.

16 The proposed development will result in a net uplift in floorspace as shown in the table below.

Use Class	Existing floorspace	Proposed floorspace
Office (B1)	13,673 sq. m.	16,195 sq. m.
Retail (A1/A2/A3/A4/A5)	936 sq. m.	1,091 sq. m.

17 London Policy 2.11(a) and Policy 4.3 (A)(a) states that development proposals within the CAZ that increase office floorspace (which this application is) should provide for a mix of uses, including provision of housing, unless such a mix would demonstrably conflict with other policies of the London Plan. Paragraph 4.17 further states that exceptions to this should only be permitted where mixed uses might compromise broader objectives, such as sustaining important clusters of business activity, for example in much of the City, or where greater housing provision, especially of affordable family housing, can be secured beyond this area. In such circumstances, contributions to off-site housing provision should be required as part of a planning agreement.

18 The applicant has stated that if housing were to be provided as part of the current scheme, it would require a segregated access which would have to be provided in addition to the retail entrances, office lobby, secondary escapes, servicing area and passive provision to the new Bank Station entrance hall on the ground floor, and would be detrimental to the efficiency of the building. Having considered the site constraints, proposed ground floor layout of the scheme and the modest increase in office floorspace, officers accept the applicant's position in this instance.

19 Further, City of London Corporation's officers have also expressed a preference for high quality retail and office as a priority on this site.

20 It is also noted that the City of London Corporation's tariff includes contributions towards affordable housing as set out in their Core Strategy.

21 In summary, the proposed redevelopment of the site to provide a mix of retail and office uses, including a modest increase in office floorspace without housing provision, is accepted in this instance.

## **Urban design**

22 The design of the scheme has progressed through a series of pre-application meetings with City of London Corporation officers. The proposed scheme includes the demolition of six existing buildings and its replacement with a single new building which will include a new entrance to Bank Station. Overall, the proposals represent a well thought out response to the site and its immediate and wider context which is welcomed.

23 The building elevations reflect a carefully considered contemporary design which responds positively to the local context. The elevations are kept simple and elegant with appropriate use of materials, in particular the predominant use of Portland stone cladding. The approach to relocate the existing '20 Abchurch Lane' façade so that it is centred on Abchurch Yard along the Abchurch Lane elevation will provide a significant enhancement of both Abchurch Yard and St Mary Abchurch and is strongly supported and welcomed. The proposed height and massing of the building is in keeping with the surrounding buildings and does not raise any strategic concern.

24 The southern edge of the application site lies within the wider setting consultation area of view towards St. Paul's Cathedral from Primrose Hill (View 4A.1) and from Greenwich Park (5A.2). The applicant has stated that the proposed building within the protected view corridors would not breach the vertical datum and therefore the proposed development would not impact on these views.

## **Inclusive Design**

25 The applicant has engaged in pre-application meetings and discussions with the City of London Corporation's inclusive design officers. The access statement highlights that their concerns and comments have been taken into account and integrated during design development which is welcomed.

26 The applicant is encouraged to consider improvement works to pavement areas as neither Nicholas Lane nor Abchurch Lane are easily accessible due to the pavement widths.

27 Officers note that it has not been possible to provide an environmentally effective lobby with automatic or power assisted doors therefore, revolving doors will be provided with power-assisted pass doors adjacent for accessibility which will be unlocked at all times when the revolving doors are unlocked. Whilst this is acceptable, the applicant should ensure that these adjacent doors are clearly identifiable.

28 Overall, the applicant has given appropriate consideration to inclusive design principles as the scheme is linked to step-free access improvements at Bank Station which is welcomed. The proposal therefore does not raise any strategic concerns in relation to inclusive design.

## Energy

### BE LEAN

#### Energy efficiency standards

29 A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include variable speed drives and low energy lighting. The demand for cooling will be minimised through solar control glazing.

30 The development is estimated to achieve a reduction of 46 tonnes per annum (18%) in regulated CO2 emissions compared to a 2010 Building Regulations compliant development.

### BE CLEAN

#### District heating

31 The applicant has identified that Citigen district heating network is within the vicinity of the development and has provided a quote from EON (the operator) for connection. The applicant claims that the connection cost is too high and is proposing an alternative solution on site. The applicant has provided a whole life cost (WLC) assessment suggesting that connection to Citigen would cost £2 million more than the on-site solution proposed. GLA energy officers have discussed expansion plans for Citigen with City of London and accept that the site is too far from the current Citigen network to allow cost effective connection immediately. The applicant claims that the development will be designed to allow future connection to a district heating network, should one become available.

32 The applicant is proposing a VRF system with the capacity to supply 71% of the space heating load, with gas boiler system (suitable to district heating connection) providing the residual amount. However, additional information received from the applicant suggests that, overall, in operation the proposed design will mean that 66% of the combined space heating and domestic hot heat load will be supplied by boilers. If this is the case, then the proposal would allow the majority of the heat demand to be supplied by district heating in line with the energy hierarchy. The City of London Corporation is requested to verify this.

33 The applicant was asked to commit to a site heat network served by a single plant room and to confirm that both office and retail building uses will be connected to the site heat network. The applicant has stated that whilst the retail and commercial plant have the capability to be connected, combining them in one will limit the potential marketability of the spaces and the fit-out solutions. For the retail elements to be capable of connection to a district heating network, they would need to be connected to a low temperature system served by gas boilers – this is not currently proposed.

#### Combined Heat and Power

34 The applicant has investigated the feasibility of CHP. However, due the intermittent nature of the heat load, CHP is not proposed. This is accepted in this instance.

## BE GREEN

### Renewable energy technologies

35 The applicant investigated the feasibility of a range of renewable energy technologies and is proposing to install 366m<sup>2</sup> of solar PV on the roof (equivalent to 43.3kWp). A roof plan of the proposed installation has been provided.

36 VRF air source heat pumps are proposed to provide space heating and cooling to the building.

37 A reduction in regulated CO<sub>2</sub> emissions of 32 tonnes per annum (15%) will be achieved through this third element of the energy hierarchy.

### OVERALL CARBON SAVINGS

38 Based on the energy assessment submitted at stage 1, the table below shows the residual CO<sub>2</sub> emissions after each stage of the energy hierarchy and the CO<sub>2</sub> emission reductions at each stage of the energy hierarchy.

39 Table: CO<sub>2</sub> emission reductions from application of the energy hierarchy

	Total residual regulated CO <sub>2</sub> emissions	Regulated CO <sub>2</sub> emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2010 Building Regulations	260		
Energy Efficiency	214	46	18%
CHP	214	0	0%
Renewable energy	182.0	32	15%
<b>Total</b>		<b>78</b>	<b>30%</b>

40 A reduction of 78 tonnes of CO<sub>2</sub> per year in regulated emissions compared to a 2010 Building Regulations compliant development is expected, equivalent to an overall saving of 30%.

41 The on-site carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. Whilst it is accepted that there is little further potential for carbon dioxide reductions onsite, in liaison with the borough the applicant was asked to ensure the short fall in carbon dioxide reductions, equivalent to 26 tonnes of CO<sub>2</sub> per annum, is met off-site. The applicant has confirmed that discussions are ongoing with regards to cash in lieu contributions with City of London Corporation and will be secured through S106 agreement.

42 GLA officers welcome the commitment towards the carbon offset payment in advance of this being formally established by the City of London Corporation. The proposed energy system does not fully comply with the energy policies of the London Plan. However, this alone does not justify a recommendation for refusal given the substantial public benefits, the impacts on viability of reducing the scale to deliver heritage concerns and the significant sustainability benefits of the Bank Station Capacity Upgrade project, should the TWAO be made.

43 Therefore, whilst acknowledging that the proposed scheme is not fully compliant with the energy policies of the London Plan, in this instance, on balance, taking into account all material considerations, the proposed approach is accepted.

## **Transport**

### Land Use

44 TfL notes that the proposed development will be constructed after the site has been used for works associated with the upgrade of Bank station and that the office building makes passive provision for a new station entrance hall and associated infrastructure. As such the development safeguards the Bank station capacity upgrade project in line with the Further Alterations to the London Plan (FALP policy 6.2).

### Car and cycle parking

45 TfL supports that the proposed development will not include any on-site parking save for two accessible spaces, as the site records an excellent PTAL. The provision of one on site servicing bay is also welcomed and should be secured and retained by planning condition.

46 The proposal includes the provision of 142 cycle parking spaces. This is in line with the revised early minor alterations to the London Plan, October 2013, which requires a minimum of 130 spaces (assuming that the retail use is occupied by a take-away or a restaurant) and is therefore welcomed by TfL.

### Trip generation and mode split

47 TfL has reviewed the trip generation and mode share assessment and considers it to be reasonable. The proposed development is predicted to generate 482 and 360 two ways trips for the office development during the morning and evening peak hours respectively. This represents an increase of 108 and 80 trips respectively from the existing office building. As noted above, the site is already served by numerous tube, rail and bus routes. From 2018 Crossrail is planned to mitigate the demand for additional public transport capacity in London. Accordingly, TfL seeks a Crossrail contribution as set out below.

### Highways

48 The transport assessment predicts one vehicle trip in the morning and the evening peak periods. It also predicts 51 service trips for the whole day with 8 of those trips being larger vehicles (HGVs). On that basis, TfL considers that the operational phase of the proposed development would have an insignificant highway and traffic impact on the local highway network.

### Pedestrians

49 The transport assessment does not refer to any changes to local highway layout, including details of any pedestrian improvements that would be associated with the Bank Station upgrade but it is understood that details of proposed improvements will be included with the subsequent TWAO application.

### Freight

50 In order to manage the impact of the servicing trips referred to above, the City of London Corporation should secure a delivery & servicing plan for both the office and retail element of the

proposed development. It should be submitted and agreed prior to the first occupation of the proposed building.

51 The proposals are supported by a construction logistics plan (CLP) which provides a good level of detail with regard to transport impact of the construction phase and are therefore welcomed. TfL notes and welcomes the applicant's commitment to employ contractors/ suppliers who are registered with the TfL 'Freight Operator Recognition Scheme (FORS)', to ensure that drivers and vehicles are in good quality with safety measures provided to minimise risk of conflicts with vulnerable road users such as cyclists and pedestrians. The submission of the finalised CLPs for both the demolition and construction phases should be secured by conditions for approval by the City of London Corporation in consultation with TfL.

52 For the construction phase, the draft CLP estimates that HGVs will not exceed 55 movements per week in phase 1 and no more than 33 in phase 2. The applicant has clarified that these are standalone figures for the over station development and that the cumulative freight impact will be addressed in the assessment of the Bank Station upgrade work itself. TfL requests that these HGV movements are carefully co-ordinated and planned to avoid the morning and evening peak hours as this would help to minimise any highway and traffic impact.

#### Travel Planning

53 TfL has reviewed and passed the content of the framework travel plan in accordance with ATTrBuTE assessment tool. The plan should be secured by the City of London Corporation through their section 106 agreement.

#### Crossrail

54 This site is located within the Central London charging area as identified with the Mayor's Supplementary Planning Guidance (SPG) 'Use of Planning Obligations in the funding of Crossrail and the Mayoral Community Infrastructure Levy' (April 2013). The SPG states that contributions should be sought in respect of retail, hotel and office developments in this area that involve a net increase in floorspace of more than 500sqm (GIA). In such cases the indicative level of charge is £140 per sqm for new office floorspace and £90 per sqm for new retail floorspace.

55 A requirement for a Crossrail contribution from this development will therefore relate to the net additional impact from the new development, by deducting the theoretical charge that would be paid by the existing uses within the site.

56 Applying this approach to floorspace figures contained in the planning statement, the current uses on site (936 sqm of retail and 13,673 sqm of offices) generate a requirement for £1,998,460. The proposed uses (1,091 sqm of retail floorspace and 16,195 sqm of office floorspace) would generate a contribution of £2,365,490. Accordingly, TfL requires a contribution of £367,030 towards Crossrail. This should be paid to TfL upon commencement of the proposed development, and secured as part of the section 106 agreement by the CoL. You should also note that any Mayoral Community Infrastructure Levy (CIL) payable by this development will be credited towards the sum that is sought above. The proposed development is within the City of London where the Mayoral CIL is £50 per square metre (GIA); indicatively £133,850. In both calculations, TfL assumes that the existing building will have been lawfully occupied for six months out of the twelve prior to any grant of planning permission.

#### **Local planning authority's position**

57 The City of London Corporation is currently assessing this application and their current position is not known.

## Legal considerations

58 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the City of London Corporation must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the City of London Corporation under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

## Financial considerations

59 There are no financial considerations at this stage.

## Conclusion

60 Although the proposed scheme is not fully compliant with the Mayor's policies in relation to energy, reasonable explanations have been set out in the energy section of this report to justify this. The proposed scheme does not raise any other strategic issues and is broadly compliant with the London Plan. Therefore, on balance, taking into account all material considerations, the proposed development is supported and the Mayor does not need to be consulted again on this application.

61 The City of London Corporation is asked to take note the following comments:

- **Energy:** Cash in lieu contributions to offset the short fall in carbon dioxide reductions, equivalent to 26 tonnes of CO2 per annum, should be secured through S106 agreement.
- **Transport:** The provision of one servicing on site bay should be secured and retained by planning condition; a delivery & servicing plan for both the office and retail element of the proposed development should be secured by condition; the submission of the finalised Construction Logistics Plans for both the demolition and construction phases should be secured by conditions for approval by the City of London Corporation in consultation with TfL; the travel plan and contributions towards Crossrail should be secured through section 106 agreement.

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