

Committee:	Date:
Planning and Transportation	10 June 2014
Subject:	
15 - 16 Minories & 62 Aldgate High Street London EC3N 1AX	
Demolition of 15 Minories and 62 Aldgate High Street and redevelopment to provide a Class B1 office building with Class A1 retail (18,537sq.m). Extension and recladding of 16 Minories and change of use from offices (Class B1) to a hotel (Class C1) with Class A3 restaurant or Class D1 (health)/ Class D2 (community) use (17,367sq.m). Erection of new residential building (Class C3) providing 87 units (7829sq.m.). Relandscaping of open space and public realm improvements.	
Ward: Tower & Portsoken	Public For Decision
Registered No: 13/01055/FULMAJ	Registered on: 22 November 2013
Conservation Area: No	Listed Building: No
<u>Summary</u>	
<p>Planning permission is sought for a comprehensive redevelopment of the site to provide a new office and retail building (18,537sq.m) (199,530sq.ft); conversion and extension of 16 Minories to provide a 372 bedroom Class C1 hotel with Class A3 retail and Class D1 (health/Class D2(communitiy) use (17,667sq.m) (190,166sq.ft); creation of a new residential building providing 87 residential units (7839sq.m) (84,378sq.ft)</p> <p>The proposed office building on Aldgate High Street would provide new high quality office accommodation and enhance the streetscene by infilling the gap on Aldgate High Street adjacent to the bus station, relocating the open space from the street frontage more centrally to the site.</p> <p>The retained building at 16 Minories would be converted to a 372 bedroom hotel with ancillary catering facilities on the ground floor providing vitality and visual interest.</p> <p>The proposed purpose built residential building would include 31 affordable units and would be adjacent to the existing open space next to the Guinness Court Estate which would be relandscaped and made accessible to local residents and members of the public.</p> <p>The scheme would provide new east-west and north-south routes through the site and would result in significant improvements to the public realm.</p> <p>932sq.m (10,032sq.ft) of new retail and restaurant space would be provided at ground and 11th floor level.</p> <p>Comments have been received from local residents including the Aldgate Estate Residents' Association regarding measures to be taken to mitigate the impact of the development on residential amenity. These matters are addressed in the report and</p>	

copies of correspondence are attached.

An objection has been received from the owner of the hotel presently being developed at 24/26 Minories regarding the impact of the proposals on the hotel.

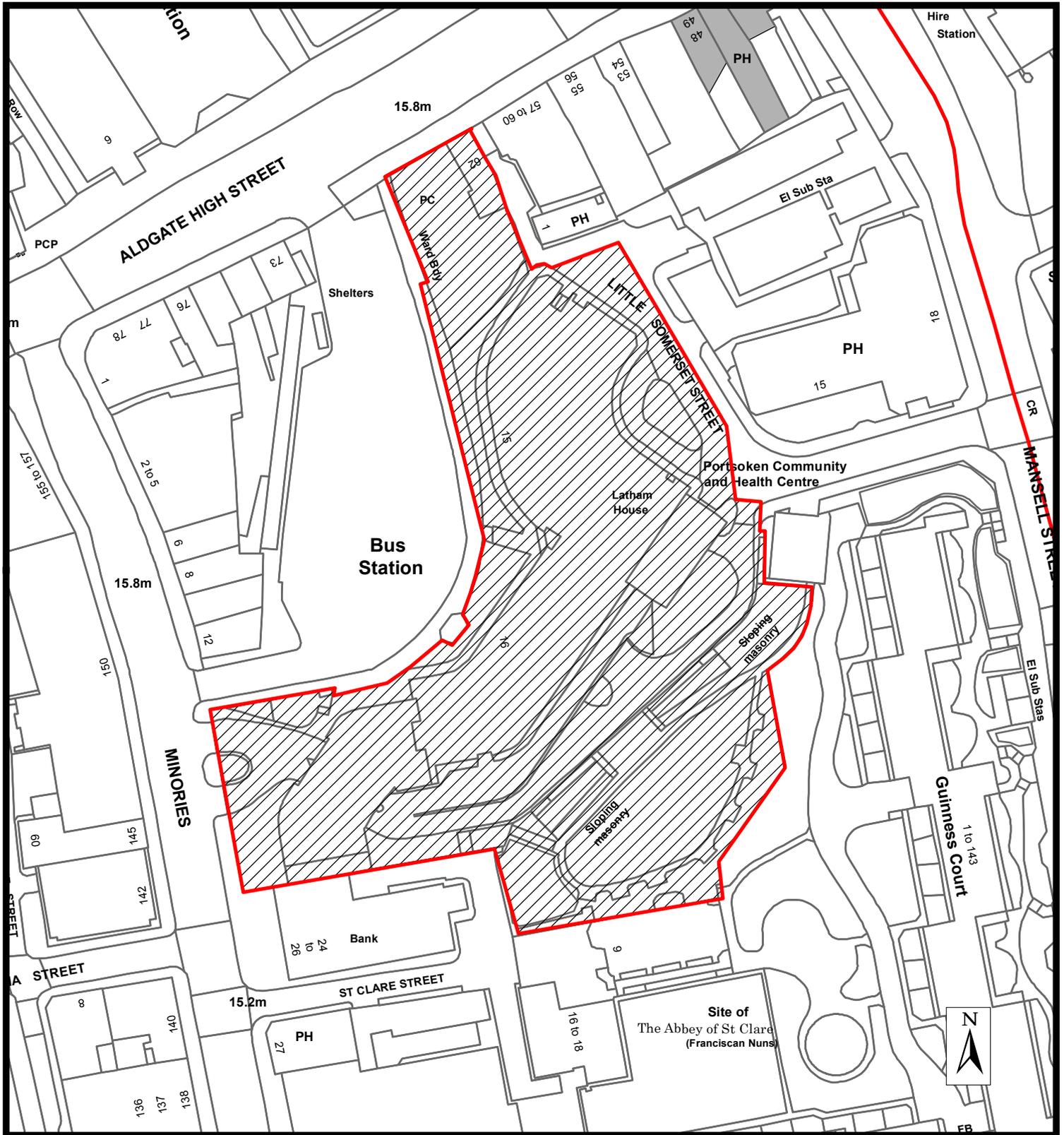
The scheme provides a significant increase in floor area by the more efficient use of the site but results in a reduction of office floorspace over that existing in the now redundant office buildings, which would be contrary to Core Strategy.

This loss needs to be balanced against the environmental benefits of bringing the redundant site back into use, the provision of high quality office accommodation in a new building, the addition of a new hotel, the improvements to the public realm and retail on the site and the provision of a new residential building, incorporating affordable housing. The scheme would provide a mixed use development which supports and contributes to the primary economic activities of the City.

Recommendation

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

Site Location Plan



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ADDRESS:
15 - 16 Minories and 62 Aldgate High Street, EC3

CASE No.
13/01055/FULMAJ

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



Aldgate High Street

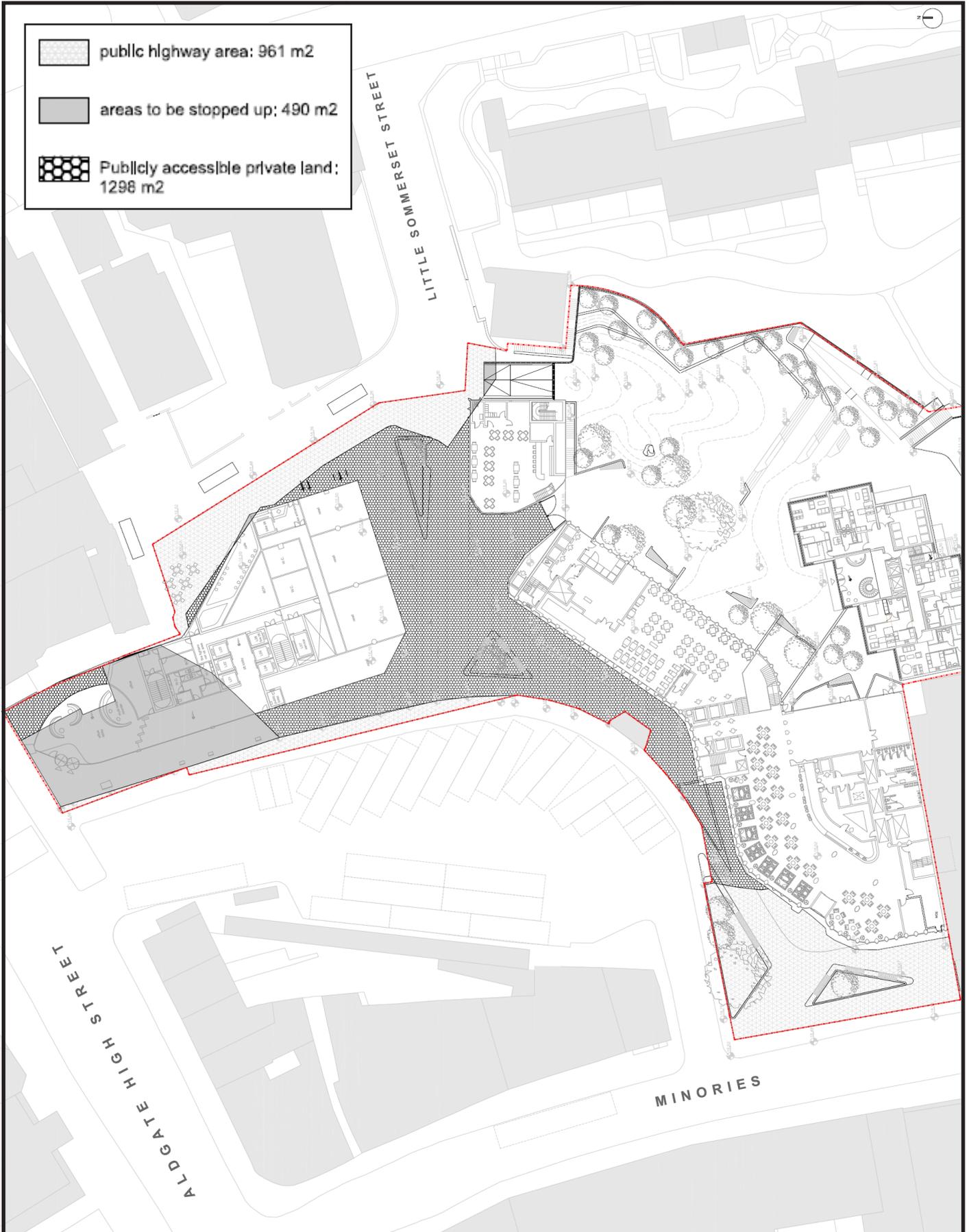


Little Somerset Street

Minories



Stopping up Order



Case No: 13/01055/FULMAJ
15-16 Minories and 62 Aldgate High Street

Site

1. The site, comprising three buildings and associated open space, occupies land bounded by Aldgate High Street to the north, the Aldgate Bus Station and Minories to the west, Little Somerset Street and the Guinness Court Mansell Street Estate to the east and south, and buildings at 22-24 Minories and 9 St Clare Street, also to the south.
2. 15 and 16 Minories were constructed between 1977 and 1981 as two abutting office buildings, of 6 floors and 13 floors respectively and measuring 5,926sq.m and 14,085sq.m in area. They are prominent buildings in the street scene and are built in a seemingly arbitrary alignment and orientation in townscape terms. At the time of their construction this would have been due primarily to the layout of the adjoining bus station at ground level and the alignment of the underground railway tunnels close beneath the surface of the site. The site in its present form is at odds with the tight urban grain of streets which characterise the City.
3. 62 Aldgate High Street is a four storey building (320sq.m) occupying a narrow street plot of possibly medieval origin; the front facade is thought to date from the 19th century with later exposed flank and rear elevations, possibly reconstructed over the rail tunnel. The building is considered unexceptionable in appearance and has a buff brick flank wall appearing as a bland and incongruous feature.
4. 15-16 Minories have been predominantly vacant for some time other than the occupation of part of the ground floor of both buildings for office and storage purposes. 62 Aldgate High Street is occupied as retail on the ground floor with vacant office floors above.
5. 15-16 Minories are set back from Aldgate High Street leaving an area laid out as open space fronting onto the street and providing a pedestrian link across part of the site to Little Somerset Street. This undefined space has low amenity value and with the vehicular exit from Aldgate Bus Station immediately next to it, results in a large gap in the building line on Aldgate High Street. The footprint and layout of 15 and 16 Minories prevents any real pedestrian permeability through the site.
6. At the rear of the site, along the boundary with the Guinness Trust Estate, is a poorly maintained enclosed private garden. While this acts as a buffer between the residential estate and the commercial buildings, there is no residents' or public access to it and its derelict state has given rise to problems of anti-social behaviour.
7. Vehicular access to the existing buildings is from Minories and Little Somerset Street.
8. The surrounding area is of mixed use and character and the northern part of the site is dominated by the Aldgate gyratory system and the Aldgate Bus Station. Notable buildings in Aldgate High Street are the Grade I listed St Botolph's Church built in 1741-4 nearly opposite the site and to the west of the church, across Dukes Place, is the Grade II* listed Sir John Cass School (1908). To the east of the church is the

entrance to Aldgate Underground Station. On the south side of Aldgate High Street to the east of the site are a group of listed buildings: 46 and 47 Aldgate High Street, two mid-C17th houses listed Grade II* and 48/49 Aldgate High Street, a two bay Georgian House circa 1803, listed Grade II. Otherwise the buildings in Aldgate High Street and the north part of Mansell Street comprise C19th and C20th commercial buildings which increase in scale towards the larger buildings in Fenchurch Street and Leadenhall Street.

9. Little Somerset Street has a historic street alignment which the C19th Still and Star Public House fronts on to. South of this is the Guinness Court, Mansell Street Estate comprising 192 residential units accommodated in 8 storey linear red brick residential blocks. The recently approved 16 storey hotel at 24-26 Minories, which is presently being developed, adjoins the south west edge of the site.
10. The closest Conservation Areas are Tower Conservation Area to the south and Lloyds Avenue to the west, both of which are visually separated from the site with no connection in townscape terms.
11. A significant factor is the location of the Circle and District Line underground railway lines running immediately below parts of the site which has a significant structural impact.

Relevant Planning History

12. In 2007 the City resolved to grant planning permission, subject to the completion of a S106 agreement, for the redevelopment at 62 & 73-78 Aldgate High Street, 1-12 & 15-16 Minories and land bounded by Little Somerset Street & Guinness Court to provide four buildings incorporating offices (Class B1) with a publicly accessible sky deck (Class D1); retail (Classes A1/A2/A3/A4) and community use (Class D1); a new entrance to Aldgate Underground Station; a temporary bus station including associated facilities followed by a permanent bus station including associated facilities, basement parking, servicing, storage and associated plant; a new covered publicly accessible open space, hard and soft landscaping and all necessary enabling works (total floorspace 134,557sq.m, 24 storeys plus basements/115.53m AOD). This site included the current application site and the Aldgate Bus Station. The S106 agreement associated with this scheme was not completed and therefore planning permission was not granted.

Proposals

13. The proposed development is for a mixed use scheme comprising three buildings.
14. The existing buildings at 15 Minories (the lower and more northerly of the two large post war buildings) and 62 Aldgate High Street are proposed to be demolished. The existing 16 Minories (the largest existing building on site) would be retained, altered and extended to form a new hotel. A new office building is proposed on the north side of the site with a frontage and main office entrance to Aldgate High Street and retail units on part of the ground floor on its other frontages. A new

residential building is proposed on the south part of the site, on the open land to the east of the new 24-26 Minories hotel.

15. The scheme includes improved pedestrian routes across the site, a landscaped park around the residential building at the south end of the site facing the Guinness Court Estate and other new landscaped spaces around the proposed office and hotel buildings. The improved pedestrian routes would allow a more direct east-west connection between Mansell Street and Minories via Little Somerset Street and a better connection from the Guinness Court Estate and Little Somerset Street to Aldgate High Street.
16. The proposed hotel would be created by retaining the structure of the existing 16 Minories (part 13 and part 6 storeys high) and extending it with a new 12 storey wing at its eastern end. The retained building would be re-clad and altered at ground floor level. The hotel would comprise 372 bedrooms, ancillary bar and eating areas on the ground floor and ancillary gym in the basement. In the new extended wing a restaurant with separate access from ground level is proposed at top (11th) floor level with an external terrace facing north. At ground and first floor level of the new wing a dual Class A3 restaurant /Class D1 health use/Class D2 community use unit is proposed. The main entrance to the hotel would be from Minories. The hotel building would be 17,367sq.m and would have an overall height (including plant) of 66.42sq.m. (the height of the existing building).
17. The proposed office building would be 12 storeys high with one level of plant above,(overall height 67m) and would measure 18,537sq.m, including 572sq.m of Class A1 retail floorspace. Its main entrance would be from Aldgate High Street. Retail units are proposed fronting onto the pedestrian routes around the building, facing onto the bus station to the west, Little Somerset Street to the east and towards the hotel to the south. The base of the proposed building would have a striking vaulted structure which is the architectural and structural solution to the constraints imposed on this part of the site by the underground railway lines running directly below the ground.
18. The proposed residential building on the southern part of the site would be accessed from the landscaped gardens. The building would comprise ground and 16 storeys (68.5m high) and would provide 87 residential units ranging from studio to 3 bed flats with three duplex units on the 14th and 15th floors. 27 of the units would be provided as affordable housing.
19. Servicing for the whole development, including refuse collection, would take place from a combined servicing area at basement level which would be accessed from Little Somerset Street. Cycle parking and car bays for disabled drivers would also be provided at basement level.

20. As well as hard landscaped areas on the northern part of the site adjacent to the office and hotel building, a green landscaped area is proposed to the south of the hotel and around the residential building. The area would include a variety of trees, shrubs and grasses and would provide a high degree of pedestrian permeability and connection across the site.

Consultations

21. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters remain to be dealt with under conditions and the Section 106 agreement.
22. English Heritage has advised that it does not wish to offer any comments on the scheme.
23. Transport for London has commented on a number of aspects of the development. It is satisfied with the proposed car parking and cycle parking provision and advise that the applicants have altered the detail of their proposals along the boundary of the site with the bus station to address their concerns. They advise that there are a number of potential constraints due to the proximity of the development to LUL tunnels and structures and have recommended that a pre-commencement condition is attached dealing with these matters. (A copy of the letter is attached.)
24. London Underground has responded separately requiring a pre-commencement condition to be attached to ensure London Underground infrastructure is protected.
25. Agents acting for the owners of 24-26 Minories, the new hotel development immediately to the east of the site, have written advising that while the owners support the development of a high quality mixed use scheme in principle, they have a number of objections to aspects of the scheme which they feel would have a detrimental impact on their development. These are as follows:
 - The proposed residential building would be located approximately 1.25 to 1.5m away from the rear (windowless) elevation of the hotel at 24-26 Minories. The hotel elevation has been designed to provide a green wall up to 6th floor level and a multi coloured double glazed system above this. The approved treatment of this facade was to provide visual interest to enhance the amenity of the residents in the Mansell Street Estate and to enhance biodiversity. If the proposed residential building were constructed so close to the new green wall then it is likely that the planting would fail. In addition the installation of the multi coloured double glazed system above the 6th floor would not be visible and would therefore be a redundant cost to the client.
 - There is concern about the proposal for a possible route through the site to exit onto St Clare Street which could conflict with the servicing arrangements for 24-26 Minories.

- There is concern that the proposed roof terrace attached to the restaurant at 11th floor level on the hotel building could cause noise disturbance and request that planning conditions would limit the hours of use of the terrace.
26. Aldgate Estate Residents Association has written to advise that they generally welcome the proposal to develop the site but have a number of comments:
- In order to minimise disruption from noise during demolition and construction, new glazing should be provided to the windows in the Estate to provide sound insulation. In order to combat overheating the new glazing should be specified to reduce solar gain and any new system should include provision for ventilation so that the windows can be kept closed.
 - During the demolition and construction period there should be the standard City limits on hours of noisy works and to include no working on Saturday mornings. A liaison group should be set up with the residents and developers to monitor issues arising during the period, including noise and dust, traffic management, cleaning of the estate.
 - The Association requests that provision is made for alternative local daytime accommodation to allow shift workers to sleep undisturbed.
 - There is concern that construction traffic using Little Somerset Street would cause disturbance to residents and request acoustic shielding to the south side of Little Somerset Street
 - All servicing should take place at basement level to reduce the impact on residents and hours of servicing should be limited.
 - Provision should be made for a replacement Class D1/D2 community and health centre within the new development.
 - The Association welcomes the provision of new open space to the west of the estate and the pedestrian permeability through the site but request that there is a robust management plan to address security issues.
 - The probable loss of the green wall at 24-26 Minories is acknowledged and they suggest that an imaginative alternative of similar ecological and architectural value is explored.
27. Two individual residents have written commenting that the development is close to the estate and would create extra traffic along Little Somerset Street and Mansell Street, noise and dust resulting from demolition and construction and disruption in the local area. The development would also increase the residential population and therefore the demand for health and community facilities. The issues that they request to be addressed are as laid out by the Residents' Association above.

28. The Residents' Association has written an addendum letter which reiterates a number of the initial points and makes some more detailed comments regarding the setting up of a liaison group to monitor noise and other issues during the period of works, a restriction on hours of servicing, the detailed design and implementation of the public realm, the replacement of the temporary community centre with a permanent space and the commitment to provide training and employment opportunities for local residents. These issues are addressed at para 145 of this report.

Policy Context

29. 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.
30. The Local plan was published in December 2013 and is expected to be adopted in late 2014 or early 2015. The Local Plan has been subject to public consultation on changes to the Core Strategy including 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. Greater restriction on where additional housing should be located (policy CS21) is also proposed. Comments received on this consultation have been considered and amendments to policy made and approved by the Court of Common Council.
31. Although the Local Plan does not carry the full weight of an adopted plan, it is considered that the plan should carry significant weight as it has completed the final stage of pre-submission consultation, and has been submitted for public examination. In accordance with the NPPF and Local Plan Regulations, the Plan has been considered by the Court of Common Council as sound planning policy for submission to the Secretary of State.
32. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction, London Views Management Framework, the Aldgate and Tower Area Enhancement Strategy and the City Open Spaces Strategy 2008.
33. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

34. The Corporation, in determining the planning application has the following main statutory duties to perform:-
- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);

- To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
 - In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990); in this case the duty is to the desirability of preserving the setting of listed buildings;
35. In considering the planning application before you account has to be taken of the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.
36. 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.
37. The principal issues in considering this application are:
- The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the London Plan, Core Strategy, the saved policies of the Unitary Development Plan and the Local Plan.
 - The impact of the proposal on heritage assets.
 - The impact on the nearby buildings and spaces, including daylight/sunlight, residential amenity and public realm.
 - The appropriateness of the proposed design.
 - The suitability of access and service arrangements.

Economic Development Issues

38. 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.
39. 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.

40. The City forms part of the London Plan Central Activities Zone (CAZ). Policy 2.10 of the London Plan 2011 sets out the strategic priorities for enhancing and promoting the unique international, national and London wide roles of the CAZ. This includes ensuring that the development of office provision is not constrained and that provision is made for a range of occupiers especially the strategically important financial and business services and the requirement.
41. The London Plan's strategic approach is reflected in the adopted City of London Core Strategy and the Local Plan. CS1 is 'to maintain the City's position as the world's leading international financial and business centre'. Core Strategy and Local Plan office and other land use policies aim to ensure that development does not result in the loss of buildings and sites suitable for long-term, viable office use that would prejudice the primary business function of the City. In light of increased demand for non-office uses and the continuing need to provide both an increase and variety of offices, additional policy protection for office uses has been included in the Local Plan, particularly through amendments to Core Strategy policy CS1: Offices and new policy DM1.1: Protection of office accommodation.
42. Policy 2.10 of the London Plan also sets out the requirement to enhance and manage the role of the CAZ as the country's premier visitor destination. The Mayor's Tourism Plan seeks to ensure that London expands as a global tourism destination, develops a broader visitor base and spreads the benefits of tourism throughout the capital. Policy 4.5 of the London Plan seeks to encourage Boroughs to support the Mayor's Tourism Plan to accommodate potential growth of a further 40,000 net hotel bedrooms in the period up to 2031 in a range of suitable locations throughout London.
43. Policy CS.11 (5) of the Core Strategy allows for hotel development where it supports the primary business or cultural role of the City and where it would not compromise the City's business function or the potential for future business growth. The City of London Hotel Study 2009 concluded that there is capacity for further hotel development in the City particularly to meet the needs of City businesses and visitors.
44. DM11.3 of the Local Plan allows for hotels to be permitted where they would not prejudice the primary business function of the City and would contribute to the balance and mix of uses in the locality.
45. The site falls within the Aldgate Area, identified in the Core Strategy as one of five Key City places. Policy CS8 is to regenerate the amenities of the Aldgate area for businesses, residents, workers, visitors and students, promoting development and investment.
46. The site is an important focal point in the regeneration of this part of the Aldgate area. The existing buildings have remained largely vacant for some years and their vacancy and visual appearance have detracted from the character and vitality of the area.

47. The site is considered suitable for a predominantly office development contributing to the business function of the City and as such the change of use of 16 Minories from offices to hotel could be considered contrary to policy CS1. However the scheme proposes the development of a new office building on the site to partly offset the loss of office floorspace in the existing buildings. The proposals would result in the loss of 3,980sq.m of office floorspace; however this is balanced by the more efficient use of the site by creating additional floorspace and by developing a new office building more suitable to meeting modern office requirements.
48. The new office building would be a prominent new commercial addition to the Aldgate High Street frontage which would contribute to the vitality of the Aldgate area and would provide high quality and flexible new accommodation for small to medium businesses.
49. While the Aldgate area is primarily commercial in character and this site is important in providing accommodation to contribute to the City's business function there is also a range of other uses such as residential, hotels (including the recently approved 9-13 Aldgate High Street and 24-26 Minories), Sir John Cass School, St Botolphs Church, retail and a proposed new public square. In this context it is considered that a new hotel with public facilities and improved public realm would contribute to and enhance the mix of uses in this part of the Aldgate area.
50. The hotel would provide 372 rooms which is larger than other recently approved hotels in the area. (9/13 Aldgate High Street, 275 rooms, 22-24 Minories, 258 rooms). The ancillary bar and restaurant facilities on the ground floor would provide an active frontage.
51. The scheme proposes retail uses in the new office building and in the new wing of the hotel building. Five units are proposed on the ground floor of the office building fronting onto the new hard landscaped areas and Little Somerset Street comprising 572sq.m for Class A1shops. A self-contained Class A3 restaurant is proposed at 11th floor level of the new hotel wing with an external terrace. This use would be an attractive feature and of public benefit.
52. Considering the development package as a whole, the proposed scheme would provide a new office building suitable for modern day commercial requirements, a conversion of a presently redundant building to a hotel, new retail provision and improved public amenities which, albeit with a reduction in office floorspace, would support the primary business use and cultural role of the City.

Other uses

Residential

53. Policy CS 21 and Local Plan policy DM 21.1 support the provision of new housing in or close to identified residential areas where this would not prejudice the primary business function of the City. The application site adjoins the Guinness Court Estate on Mansell Street which is identified as a residential area in the Core Strategy.

54. The proposed residential building would be to the south of the proposed hotel, away from any street frontages and would be accessed from and adjacent to the proposed landscaped area. The landscaped area would incorporate planting, pedestrian routes and play areas and would contribute to the residential amenity of the proposed residential and the existing residential units in the Guinness Court Estate.
55. 87 residential units would be provided including 27 units for affordable housing. The units would provide a mix of unit sizes: 27 studios, 26 x 1 bedroom, 24 x 2 bedroom, 7 x 3 bedroom and 3 duplex penthouses.
56. The affordable housing element would be 10 studios, 7 x 1 bedroom, 8 x 2 bedroom and 2 x 3 bedroom and would be located at ground to third floor levels. All the residential units would share the same entrance and facilities such as the refuse storage area.
57. The proposed housing is acceptable. The proportion of affordable housing units (31%) is in line with Core Strategy Policy CS21 and the size of the units is a reasonable mix of studio, one, two and three bedroom units. While some of the studio, one and two bedroom units are below the London Plan minimum space standards, the high price of and demand for housing in the City means smaller units are a valuable addition to the City's housing stock as they are more likely to be affordable for people who wish to live in the City.
58. It is proposed that Guinness Trust will be the Registered Social Landlord. Of the 27 affordable units 60% would be for social rent (50% capped rents and 50% discounted rent) and 40% for intermediate rent or sale. This is in accordance with Policy CS21. The final detail, number and type of tenure will be finalised in the S106 agreement.
59. The residential units would be designed to meet Lifetime Home Standards and would benefit from good daylighting levels due to large areas of glazing being incorporated in the facade design.

Proposed Health/Community use accommodation

60. The applicants have proposed a ground and first floor self-contained unit measuring 360sq.m in area for a Class D1 (health) use or Class D2 (community) use or for a Class A3 restaurant. This is in response to residents' requests for the accommodation presently provided in the converted shipping containers on the Guinness Court estate to be more suitably located in a permanent unit in the proposed development scheme.
61. The Department of Community and Children's Services has commented that the ground floor of the unit identified for Community/Healthcare/Restaurant use would be suitable for the delivery of community services currently provided in the containers on Guinness Court and known as the Portsoken Health and Community Centre or Green Box. If the new unit were available at a peppercorn rent the Department of Community and Children's Services could manage the building and co-ordinate the delivery of services from it in place of the existing facility. The building would need to be made available for use by residents across the Portsoken ward including

those within the development and residents of Guinness Court and Middlesex Street estates to make the provision of community services such as exercise classes, youth groups and employability projects viable.

62. It is understood that at present neither the City and Hackney Clinical Commissioning Group or Tower Hamlets Clinical Commissioning Group have an intention of delivering permanent primary healthcare facilities from a site like this as it is too small to meet the identified health needs of the wider residential community in the east of the City and south west of Tower Hamlets, although this may be subject to change in the future.
63. While the use and precise floor area of the unit remains flexible in the application to allow for further assessment of the requirements for either Class D1 or Class D2 provision in this location, the use of the area for community/health purposes and the terms of the provision will be secured in the S106 agreement.

Design and Architectural Approach

64. The masterplan for the site proposes partial retention and part new development to provide 3 separate buildings. Of critical importance to the success of the proposed scheme is the enhancement of its contribution to the area's townscape and the provision of legible and attractive pedestrian east-west and north-south routes through the site.

Hotel Building

65. The existing office building was constructed in 1978 (Trehearne, Norman, Preston and Partners) and is an uncompromising and unexceptional monotonous block with repetitive concrete columns. The building creates a visual and physical barrier for north south movement across the site from Aldgate High Street to the residential estates on Mansell Street as well as east to west routes from Mansell Street to the Minories. The northern part of the building (15 Minories) is proposed to be demolished and the remainder (16 Minories) is retained and re-faced.
66. A 12 storey extension to the east end of the retained building is proposed. This extension would be two storeys lower than the central part of the building and is considered appropriate in height and bulk. The extension would align with Little Somerset Street and would define and reinforce the new east to west pedestrian route across the site to give a more coherent and legible street plan which addresses one of the shortcomings of the existing layout.
67. At ground level of the extension there would be an external route through the building providing a north-south route to the landscaped area to the south and onwards to the residential estate. This would address one of the key aspirations of the Core Strategy to improve the link between Aldgate and the residential areas to the south. This new route would continue northwards across the site through the walkway and arcaded walk on the western side of the new office building to Aldgate High Street. The new route through the building is generous in

proportion at over 5m high with a splayed 9m wide entrance with both return elevations having active uses. These elements would ensure the attractiveness and vibrancy of the new route for pedestrian use.

68. On the lower western end of the building (6 storeys) the existing plant room would be replaced by a sheer additional storey.
69. The retained and extended building would be re-clad with angled folded aluminium fins, of a champagne colour, attached to the existing concrete columns. These new fins would have a variety of profiles creating a vibrant appearance which would assist in improving the appearance of the existing building.
70. The existing building has a poor ground level design with no discernible active frontage. The proposed re-modelled ground floor would provide ancillary catering uses and the hotel reception and would add activity and vibrancy to the public realm around the building. The re-modelled facades would have floor to ceiling glazing between the piers allowing views in to and out of the uses at this level. This represents a substantial improvement from the existing situation. The re-alignment and levelling of the footway on the north side of the building would improve the public realm and pedestrian movement across the site.
71. The plant would be concealed from view behind an appropriately designed plant screen and the cleaning cradle would be parked at the centre of the roof to conceal it from view from most surrounding vantage points.

Office Building

72. At 13 storeys high (67m including ground floor and roof plant), the proposal is similar to other recent developments in the Aldgate area which are constrained by the Backdrop Assessment Area of the Protected Vista from City Hall to the Tower of London. These include Aldgate House (62m high) and the St Botolph Building (78m high.) The recently consented hotel building on the Matrix site, adjacent to St Botolph Church, is 54m high (necessarily lower given its proximity to the Grade 1 listed Church). The height, bulk and massing of the building is considered appropriate to this townscape and wider setting.
73. The development would be substantially higher than other lower scaled buildings on the south side of Aldgate High Street. Given the nature of the site it is considered that a building of this scale at this location can be justified. In particular, the large open, utilitarian, expanse of the bus station is an incongruous area which contributes little in townscape terms and impacts detrimentally on the modest scaled buildings to its west and east. The proposed building would visually frame this open area and create an appropriate “book end” visually supporting the Aldgate High Street frontage.
74. The design approach is a striking one with a glazed facade overlaid with two layers of vertical steel fins, overlaid by interlocking sinuous curving brise soleil aluminium fins which would give a dynamic quality and vibrancy to the elevation. The interplay between the two fin layers creates a “Moire” effect which gives an impression of sinuous

movement, especially when viewed in oblique views. The effect would be intensified with the subtle use of colour on the fins.

75. Another distinctive element of the building's design are the semi-circular indentations which create a dynamic vaulted arcade at ground floor level. The arcaded walkway would extend along the west and south sides of the building, creating a continuous space. The height of the vaulted walkway, ranging from 8m high on the Aldgate High Street entrance to 5m high along the arcade, would ensure that the arcade does not appear constrained or oppressive. The vaulted arcade would be finished in a red pigmented concrete.
76. A walkway of generous width (at least 4m) is provided to the west of the arcade, adjoining the Bus Station. The combination of the external walkway and arcade would significantly improve pedestrian movement across the site, especially the key north-south route between Aldgate and the residential estate on Mansell Street. A continuous railing would define the boundary of the bus station and the external walkway as well as provide protection to pedestrians.
77. The active retail uses wrapping around the building would enliven the public realm and the routes through the site, including the enhanced public realm on Little Somerset Street adjacent to the Still and Star Public House. The existing route along Little Somerset Street to Aldgate High Street would be replaced by a new route of generous width and proportions.
78. The plant would be enclosed in the building's envelope at roof level and concealed from view. The roof of the plant room would be partly louvered to conceal the plant from views from surrounding upper storeys. The building maintenance unit would be located on a track recessed below the facades at roof level so as to be concealed from view when not in operation.

Residential Building

79. A 16 storey residential block is proposed to the south of the site immediately adjoining the consented hotel at 24-26 Minories (currently under construction). The height and depth of the proposed building aligns with 24-26 Minories and together they provide a strong sense of definition and enclosure to St Clare Street.
80. The building steps back in a splayed footprint from St Clare Street opening views westwards of the street from the soft landscaped area. Due to different land ownership it is not possible to create a pedestrian link between St Clare Street and the landscaped area. However the residential development provides the potential for a possible future east-west route in the event of the adjoining site being re-developed. The building's eastern elevation steps back so as to reduce its impact on the soft landscaped area.
81. The design comprises a staggered and layered series of interlocking blocks intended to generate a play of light and shadow. The recessed terraces and stepped facade would result in a high degree of depth and modelling which would assist in reducing the sense of bulk. The design

approach of predominantly glazed facades with integrated and movable steel chainmail curtains gives an ever changing appearance to the building. The glazing and the reflective qualities of the metallic mesh curtains would give the building a light appearance appropriate in this location adjoining the landscaped area to its east.

82. Given the diverse nature of the surrounding townscape the dynamic and contemporary architectural approach to this building is considered acceptable and would create a striking contrast with the adjoining 24-26 Minories hotel. The marked horizontal emphasis of the block and the depth of modelling contrasts appropriately with the sheer vertical emphasis of the tower element of the hotel scheme.
83. The building would be cleaned either by a mobile cherry picker or internally by means of sliding doors. No roof level cleaning equipment is proposed.

Setting of Listed Buildings

84. The scheme would have a significant impact on the setting of the listed St Botolph Aldgate Church, in particular the 13 storey office building on the other side of Aldgate High Street. The building would create a substantial backdrop to the church in views from the north-west. The setting of the church is characterised by a backdrop of larger new developments such as the Minerva building, the Matrix Hotel site and Aldgate House. In this context, the proposal is not considered to harm the church's setting.
85. The proposed office building would appear as a substantial building in the foreground and in the distant background of the Grade 2* listed Hoop and Grapes public house at 46 Aldgate High Street and the Grade 2 listed Nos. 48 and 49 Aldgate High Street. The contrast between the domestic scale of the listed buildings and the larger commercial scale of surrounding developments already exists and the proposed building would be some 50m away from the listed buildings. At this distance and in the context of the surroundings it is not considered that substantial harm would be caused to the setting of these listed buildings.
86. The scheme will not harm the setting of the Grade 2* listed Sir John Cass School to the west given its significant distance away.

Setting of Undesignated Heritage Assets

87. The Still and Star Public House (No 1 Little Somerset Street) is a modest scaled early to mid C19 building. The building exhibits (albeit with alterations) the character of the nineteenth century townscape on this site and has a long recorded use as a public house and thus a focal point in the social and architectural fabric of the townscape. For the architectural and historical significance of the building, the Still and Star is identified as an Undesignated Heritage Asset.

88. The scheme would have a significant impact on the setting of the building. At present the alignment of surrounding buildings means that the Still and Stair is prominent in views from the Bus Station. The proposed re-development would alter this setting with a 13 storey office a short distance to the west of the building. Although this would have a substantial impact on views of the Still and Star, the building historically was embedded in a tight grain of alleyways. In this respect, the proximity and scale of the adjoining building is not considered to harm the setting of the Still and Star as an Undesignated Heritage Asset.
89. Furthermore, the scheme offers significant benefits in terms of the enhancement of the pedestrian realm to the west and south of the pub.

London Views Management Framework

90. The scheme is designed to ensure that there would be a negligible impact on the three assessment points in the LVMF's Townscape view from The Queen's Walk to the Tower of London focussing on the Tower of London.
91. The central Assessment Point (25A.1) is also a Protected Vista. The eastern extension to the Hotel falls within the Background Assessment Area of this view but does not breach the height threshold of the view.
92. From the three Assessment points the vast majority of the scheme would be concealed by existing buildings. Very small parts of the upper storeys would be visible but would be barely perceptible from these views and would not harm views of the Tower of London.
93. The scheme will not affect other viewpoints identified in the London Views Management Framework.

Setting of the World Heritage Site

94. The site is in the background of the Tower of London World Heritage Site in views from the south riverbank around City Hall. The Tower of London World Heritage Site Local Setting Study identifies three relevant views on the south riverbank of the Thames which coincide with the three LVMF Assessment Points.
95. As set out in preceding paragraphs, the impact of the development would be minimal in these views. The scheme would be generally concealed from views of the Tower of London World Heritage Site from Tower Bridge and the south bank of the Thames. In this respect, the scheme would not harm the setting and Outstanding Universal Value of the World Heritage Site.

Public Realm

96. The scheme proposes a number of significant enhancements to the public realm. The existing poor quality open space currently fronting onto Aldgate High Street would be replaced by a more centrally located space of comparable size accessible from all directions and fronted with vibrant public uses. A clear east-west route would be created from Little Somerset Street into the central open area and westwards to Minories past the recreated ground floor elevation to the hotel. A north-

south route would provide access between Aldgate High Street and the open area continuing to the south of the site, through to the Guinness Court Estate. The public realm areas on the northern part of the site would be hard landscaped with suitable furnishings and planters. On the southern part of the site a substantial new soft landscaped area would be created between the proposed hotel and residential building and the Guinness Court Estate. This would incorporate pedestrian routes, planting, furniture and a play area. The area would be accessible to the public and residents during the day but gated at night in order to secure it and protect the amenities of the surrounding area. An automatic public convenience presently exists on the open space fronting Aldgate High Street. A replacement public convenience would be permanently located in the new development in accordance with details to be approved.

Access

97. The proposals show that a good level of inclusive design would be achieved both in the proposed buildings and in the open spaces.
98. The residential dwellings would be designed to meet Lifetime Homes Standards and 10% (9) of the dwellings would be designed to be easily adaptable to meet the needs of wheelchair users. All the units would have access to two lifts. Lift access would be provided to car parking in the basement.
99. 10% of hotel bedrooms would be designed to have the spatial provisions for a wheelchair accessible bedroom, 5% of which will be fitted out from completion. All public areas and circulation spaces would be designed to be sufficient for wheelchair users. This will be secured by condition.
100. Similarly the office and retail accommodation has been designed inclusively and to meet the aims of the Equality Act.
101. 11 car parking spaces are proposed in the basement. These would all be marked out and maintained for use by people with disabilities. 4 spaces would be available for occupiers with disabilities of the residential units in accordance with London Plan standards. The remaining spaces would be available for hotel visitors or staff. This level of provision for the hotel falls below recommended British Standards. The submission of an Accessibility Management Plan will be required by condition which will provide details of the proposed provision for guests and employees with disabilities including arrangements for additional off-site provision.
102. The proposals would substantially improve pedestrian links by increasing permeability through the site. The pedestrian routes would be designed to be inclusive with gentle gradients, suitable surfaces and appropriately designed furniture details of which will be sought by condition.

Daylight, Sunlight and Overshadowing

103. Daylight and sunlight studies have been carried out to assess the impact of the development on the 3 northern most blocks of Guinness Court Estate. It is not considered that the development would impact on the 2 southern blocks of Guinness Court or Iveagh Court and so these were not included in the assessment.
104. The residential buildings stand east and south east of the development site and comprise ground to 7th floor. The northernmost block (Block 1) has 56 rooms and 60 windows facing the development site; Blocks 2 and 3 have 54 rooms and 58 windows each.

Daylight analysis

105. Calculations have been made in respect of vertical sky component (VSC), Average Daylight Factor (ADF) and 'no skyline' in accordance with Building Research Establishment (BRE) guidelines in order to obtain a complete picture of the impact on the residential units. VSC measures the daylight received on the external plane of windows; 'no skyline' contour indicates the percentage area of a room from which there is a view of the sky and ADF indicates the daylight levels in a room. The BRE guidelines state that if following development the VSC or 'no skyline' calculation for windows or rooms is at least 0.8 of its former value (i.e. no more than 20% reduction) then the impact would not be noticeable. The BRE recommended minimum standards for ADF levels are 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.
106. The assessment shows that while there would be some reduction to daylight and sunlight to rooms facing the development site, in the majority of rooms the impact would not be 'noticeable'.
107. Apart from windows at 2nd floor level (which I refer to below) 8 windows (all on the northernmost block) would experience more than a 20% reduction in VSC; of those the greatest reduction would be by 23.42%.
108. In the case of the windows to the 2nd floor units, the existing daylight situation is compromised by the overhanging/projecting facade at 3rd floor level immediately above the 2nd floor windows. This significantly reduces the amount of daylight and sunlight reaching these windows meaning that all 24 rooms at 2nd floor level have low existing VSC and ADF figures. These low figures mean that any reduction appears as a disproportionately high percentage of loss. In the case of all the 2nd floor windows the loss of VSC exceeds 20%.
109. The 'no skyline contour' assessment shows that 2 rooms in the northern most block, 2 rooms in the 2nd block and 21 rooms in the third block would experience a noticeable change in 'no skyline'. However in all but 7 of these rooms the ADF levels would remain above the recommended minimum standards.
110. ADF levels to all rooms would be reduced as a consequence of the development. 12 living and dining rooms in the ground and first floors of Blocks 1 and 2 which are all presently ADF compliant, would fail to

achieve the recommended minimum value of 1.5% following the proposed development, while the bedrooms would exceed the minimum value of 1%. From 3rd floor and above, where the rooms have higher existing ADF values, most of the rooms would continue to achieve the recommended minimum levels although a small number of kitchens would fail to meet the higher recommended minimum of 2%. At 2nd floor all rooms have low existing ADF levels which do not meet recommended levels.

111. In Block 3 almost all the rooms would remain ADF compliant apart from those on the 2nd floor and 2 living rooms and kitchens.
112. The changes in ADF levels to all rooms are relatively small but because ADF is measured on an absolute scale it means that some rooms (19 in total) which at present benefit from ADF levels just above the recommended minimum levels would drop below these levels as a result of the development.

Sunlight analysis

113. Other than windows on the 2nd floor, 10 rooms of the total 164 would experience more than a 20% overall reduction in sunlight hours. At 2nd floor level a further 17 rooms would experience more than a 20% loss. However in each of the cases, those rooms which would be noticeably affected are where existing levels are low so that any reduction represents a higher percentage loss. In general the availability of sunlight remains good and will not be materially affected by the development.
114. To conclude, the assessments of daylight and sunlight provide a mix of results, showing that where the impact would be noticeable under one test the daylight levels might continue to be acceptable under another test. The BRE Guidelines were not designed for use in a dense urban setting and the document states that the guidelines should be interpreted flexibly. It states *'In special circumstances the developer or planning authority may wish to use different target values. For example in a historic city centre with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.'* In the case of the Guinness Court Estate while the assessment of the impact on daylight and sunlight indicates that there would be a noticeable reduction to some rooms this is partly because of existing low levels due to the design of the Estate buildings and due to the typical nature of an urban environment. Overall the extent of the impact on daylight and sunlight levels would not be such as to warrant a refusal of planning permission.

Overshadowing analysis

115. A transient overshadowing analysis has been carried out which tracks the shadow caused by the proposed development on the spring equinox (21 March) in accordance with BRE guidance. The study shows that during the morning the development would not impact more than the existing buildings on the areas of open spaces in the Guinness Court Estate or on the proposed landscaped gardens and that these

will continue to receive good levels of sun from about 10am onwards. The development would cause a marginal increase in overshadowing to these areas between about 2pm and 4pm. However even in the case of this small level of increased shadowing all areas would continue to receive in excess of 2 hours of direct sun on the ground on the spring equinox which exceeds the minimum recommended levels in the BRE guidelines.

Sustainability & Energy

116. The London Plan climate change policies require development proposals to make the fullest contribution to mitigating climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply, and incorporating low and zero carbon energy technologies. All developments are required to make the fullest contribution to London's adaptation to climate change by managing flood risk and by reducing the urban heat island effect through sustainable design and urban greening. Policy CS15 of the Core Strategy requires all development to demonstrate the highest feasible and viable sustainability standards and to minimise carbon emissions.
117. The applicants have submitted an Energy and Sustainability statement and a BREEAM (Building Research Establishment Environmental Assessment Method) Preliminary pre-assessment for all parts of the development.
118. The energy efficiency of the scheme is based on a range of active and passive design measures to reduce the carbon emissions and address climate change adaptation, such as improved fabric performance, low air leakage, solar efficient glazing, solar shading to the windows and energy efficient building services.
119. An energy centre is proposed at basement level to serve all parts of the development and includes the installation of a site wide combined heat and power (CHP) system to meet the base heat and hot water demand. This has been designed to provide the opportunity to connect to a district heating system should this become available in the future. Systems in the energy centre would provide electrical power, back up via standby generators, heating, cooling and hot water and would allow for the sharing of energy and surplus heat between the different types of building uses.
120. The assessment of low and zero carbon technologies concludes that the only feasible renewable technology would be photovoltaic cells which would work in conjunction with the CHP system. Two areas of photovoltaic panels are proposed on the roof of the offices and hotel building to provide a proportion of the electrical demand for the buildings. Details of the extent and appearance of these would be required by condition.
121. The energy strategy indicates an appropriate standard of sustainable design. The combination of energy efficiency design measures, CHP and photovoltaics results in a 13% CO₂ reduction over and above the

Part L2A 2010 (Building Regulations) requirement for the retained and refurbished hotel building and a 42% reduction for the new office building. These figures show that the development has the potential to comply with the London Plan carbon reduction target of 40% for new non-domestic buildings in the case of the proposed office building; a minimum target does not apply for the retained (hotel) building although carbon reductions are achieved in accordance with London Plan policies.

122. The residential building would be designed to meet the 40% carbon reduction target although the details of how this would be achieved have yet to be submitted. A condition would be attached requiring the energy strategy to be submitted and approved prior to commencement of construction of the residential building.
123. Climate change adaption measures have been included such as solar shading, high efficiency glazing, heat recovery and proposed green, brown and blue roofs. A rainwater harvesting system is proposed; the residential building would have a brown roof and the run off from the roof will be collected in a rainwater harvesting tank in the basement for use in WC cisterns, wash down points or irrigation points. A green roof would be established on part of the hotel building and a blue roof is proposed on the office building, designed to act as a rainwater storage pool for harvesting and storm water retention. Harvested water would supply toilets in the hotel building; rainwater to the offices would be collected in the basement for use in toilets, wash down points and irrigation. These measures will reduce the site run-off volume and improve biodiversity. Details of the type and extent of the roof treatments will be required by condition.
124. The BREEAM pre assessment indicates that the development would achieve a rating of 'very good' for the hotel and 'excellent' for the offices. The Code for Sustainable Homes pre-assessment indicates that Level 4 would be reached for the residential building which complies with Policy CS15.

Transport, Servicing & Parking

125. The site has excellent public transport accessibility; several bus services serve the Aldgate area, Aldgate and Aldgate East underground stations are in close proximity and Fenchurch Street National Rail Station is approximately 450m away.
126. The development is proposed to be car free other than the provision of 11 disabled parking spaces in the basement. No motorcycle parking is proposed.
127. A total of 395 cycle parking spaces together with associated ancillary facilities are shown for the development. This is in line with the emerging standards set out in the Draft Further Alterations to the London Plan and reflects a welcome approach to promoting sustainability and active travel. Sufficient showering and changing facilities would also be provided.

128. It is predicted that the overall development would generate 7492 two way person trips a day by all modes of travel. (The existing buildings if fully occupied as offices would generate 2503 two way trips.) 65.6% of these trips will be made by rail and underground. Although this figure is a significant level of additional trips on the existing transport network, it is considered that given the different uses on the site the arrival and departure trips will be phased throughout the day and therefore there is scope on the existing networks to accommodate this increase. 16.4% of the total trips are predicted to be made by active travel modes (walking/cycling) and measures will be put into place through travel planning to further promote active travel within the development.
129. The proposed hotel would not have a dedicated taxi drop off area as it was considered this would conflict with the City's transport and public realm improvements in the Aldgate area; it is anticipated that taxis would stop on the highway in Minories to drop off passengers.

Servicing

130. All servicing and refuse collection for the development would take place from a covered service yard at basement level. The service yard would be accessed by a service ramp from Little Somerset Street and is designed to accommodate 5 bays, including 3 (one for each building) with a minimum headroom of 5m which would accommodate heavy goods vehicles including refuse collection trucks. Two of the bays would be located by the office building, two by the hotel and one by the residential building. The proposed bays in the basement sufficient to accommodate LGV vehicles and refuse collection vehicles and each building would have its own separate refuse collection area.
131. It is estimated that the proposed development would generate 89 delivery and servicing trips each day. 32 of these are thought to be in medium and heavy goods vehicles, including refuse collection vehicles and 57 in light goods vehicles. The calculation of arrival and dwell times shows that this number and type of vehicles can be accommodated within the site and if properly managed would not result in any vehicles waiting on the public highway.
132. A Delivery and Servicing Management Plan would be required to ensure that the timing of deliveries would be co-ordinated and that vehicles would be accommodated on the site and not cause disruption to the surrounding highways or residents.

Stopping up of land as public highway

133. The proposed development of the office building on the northern part of the site would require the stopping up of 490sq.m of public highway where the existing open space fronting onto Aldgate High Street is located. This is all land in the applicant's ownership which has become public highway as a result of long and uninterrupted public use. As a balance to this the scheme would provide 1298sq.m of publicly accessible private space, (not including the managed soft landscaped area to the south of the site which would be gated). This would form the hard landscaped open space between the office and hotel buildings

and along their frontages. The scheme would result in a significant increase in publicly accessible open space on the site.

Demolition and Construction

134. It is estimated that the development would generate around 40 daily construction vehicle trips. Preliminary details have been submitted of a deconstruction method plan and the applicants advise that most of the vehicular access to the site during deconstruction will be from Minories. Deconstruction and construction method plans and vehicular logistics plans will be required to be submitted by condition in order to ensure that residential amenity and the amenities of the surrounding area are protected during the period of works.

Phasing of the development

135. The applicants have advised that the overall development will be phased as follows:
- Phase 1
Demolition and temporary works: 7 months, September 2014-April 2015
 - Phase 2
Substructure Box: 8 months, March 2015-October 2015
Residential: 17 months, July 2015-December 2016
Hotel refurb and vertical extension: 16 months, March 2015-June 2016
Hotel side extension: 10 months, October 2015-August 2016
 - Phase 3
Office: 20 months, June 2016-January 2018
136. The hotel would be the first building ready for occupation, followed by the residential and then the office building. The S106 agreement would include a provision that the basement servicing area, which would be to serve the whole development, is completed prior to the occupation of the hotel building and would be provided and maintained for the servicing of the whole development.
137. In order to ensure that the scheme does not result in the loss of a significant amount of offices on the site, the office component of the proposed development would need to be secured. This would normally be achieved by a condition or S106 provision requiring that no part of the development should be occupied until the office building has reached practical completion. The applicants have advised that the hotel operation would provide the economic driver for the scheme as a whole and if any restriction is imposed on its occupation, the whole scheme could fail or be significantly delayed.
138. As an alternative it is proposed that the S106 agreement would include provision that (i) the hotel should not be occupied until the office building has been constructed up to at least ground floor slab level,

such development to include all foundations, piling and below ground substructure to enable the development to continue; and (ii) that best endeavours are used by the developer to comply with a specified programme for the construction, completion and marketing of the office building.

139. While this would be a more flexible approach which the developers could agree to it would not provide an iron cast guarantee that the office development would be completed and delivered.

Archaeology

140. The site is in an area of archaeological importance sited outside the Roman and medieval City wall, close to the gate at Aldgate, within a known Roman cemetery and within the precincts of the Abbey of St Clare, founded in the 13th century. A Historic Environment Assessment has been submitted with the application. Remains from all periods, Roman to medieval are likely to survive on the site, and in particular there is potential for Roman burials and evidence associated with the Abbey of St Clare. There is likely to have been some disturbance to archaeological survival due to construction of building basements and the construction of the underground line on the site, however, there remains a potential for the survival of deeper cut Roman burials and features, post medieval and medieval features, evidence of which has been recorded on the site and immediate vicinity. There would be no archaeological potential in the areas where the underground railway crosses the site.
141. The proposed buildings would affect archaeological remains where new basements and foundations are proposed. There are currently no details of the proposed foundations.
142. Conditions are recommended to cover archaeological evaluation which is needed to provide additional information on the character, nature and date of surviving archaeological remains, in particular Roman burials. The results of the evaluation would be used to design an appropriate mitigation strategy in order to fully record and excavate remains that would be affected by the proposals. Conditions requiring the submission and approval of a programme of archaeological work and foundation design are recommended.
143. The site includes 62 Aldgate High Street and initial assessment of the building indicates that the building may conceal earlier fabric, or contain re-used material in its construction. It is recommended that a standing building survey is carried out and a report written. A condition is recommended to cover such a survey.

Community Involvement and Neighbour representations

144. The applicant has undertaken a comprehensive pre- and post-planning submission consultation process with relevant community groups, local residents, Ward Members and other interested parties including St Botolphs Church, Aldgate and Sir John Cass School. This has included meetings with interested parties, Guinness Estate Residents' meetings,

a public exhibition over two days at a venue local to the site and local distribution of newsletters and leaflets.

145. A number of the issues raised at these meetings and subsequently in responses to the planning application have been taken into consideration in the application.

These include the following:

- a. The provision of double glazing to flats in the Guinness Court Estate. The developers have agreed that they will fund the provision of double glazing to all windows on the elevations of Guinness Court and Iveagh Court which face the development site prior to demolition. This will mitigate the impact of the proposed development on the residential flats. The provision of double glazing would be secured through the S106 agreement.
- b. Access for residents to, and satisfactory management of, the open space between the application site and the Guinness Court Estate. The developer has agreed that the area will be re-landscaped, will be accessible from the Estate and will provide a pedestrian route between the Estate and Aldgate. The landscaped area would be gated and managed in order to avoid problems of anti-social behaviour or security issues. The developer has agreed to engage with the residential community over the details of design and implementation of the public realm. The submission of details of a management scheme and access plan would be secured in the S106 agreement.
- c. Residents were concerned regarding disturbance during demolition and construction and the hours of works and have requested that a liaison group is set up to monitor any nuisances which may arise. The developer has agreed to this. Conditions are recommended to be attached to any planning permission requiring the submission and approval of Deconstruction and Construction Management Plans and vehicle logistics plans which would include details of liaison with residents, hours of working and noise levels and vehicular routes and access to the site.
- d. The residents have also requested that if excessive noise is produced, acoustic shielding is provided on Little Somerset Street. This temporary structure may require planning permission and does not form part of the present proposals. However if excessive noise levels were to cause a noise nuisance this might be an option considered by the developer so that the development of the site can continue.
- e. The residents also express concern regarding disturbance from vehicles servicing the completed development. Details of the servicing have been amended since the submission of the application so that all servicing would now take place at basement level, reducing the impact of servicing on the surrounding area. Vehicular access would be from Mansell Street and Little Somerset Street .

- f. The hours of servicing would be controlled by condition and the submission of a Delivery and Servicing Management Plan would be required to ensure disturbance to surrounding properties would be minimised. The Residents' Association has requested that no servicing be carried out between the hours of 21.00 hours and 7.00 hours on the following day Monday-Saturday and no servicing on Sundays and bank holidays. The City's standard condition is to prohibit servicing between 23.00 hours and 7.00 hours Monday-Saturday and on Sundays and bank holidays. This standard has been adopted to ensure an appropriate balance between the efficient functioning of City premises and residential amenity. As all servicing for the development would take place at basement level, it is considered that any condition should not be more onerous than the City's normal requirement.
 - g. The relocation of the existing community and health centre from the Estate into premises in the new development. The developer has shown the provision of a ground and first floor unit measuring 360sq.m in area for use as either Class A3 (restaurant), D1 (health) or D2 (community) purposes and has confirmed that they would be happy for it to be occupied as a community centre for local residents and/or for health purposes if required by the Primary Care Trust. The details of the provision, the area of the community space and details of rental agreement would be secured under the S106 agreement in consultation with the Director of Community and Children's Services.
 - h. The Residents' Association's request that that a commitment is made to provide training and employment opportunities for local residents would be covered by provisions in the S106 agreement.
146. The developers of the adjoining hotel presently under construction have raised objections to the proximity of the proposed residential building to the east facing wall of their development, effectively removing the need to provide the approved green wall and high quality facade on this elevation. This hotel was approved prior to the submission of the present planning application and appropriate finishes to the elevation were required to protect the amenity of residents in the Guinness Court Estate. The proposed residential building would not cause detriment to the building at 24-26 Minories other than concealing views of its rear elevation. They also raise concern about the potential provision of a public route from the development site to St Clare Street; this is not provided in the current scheme as it could not be achieved with the current site boundaries and layout of adjoining buildings. However the layout of the proposed buildings would allow for a route to be completed if desired, in the event of any future development of adjoining sites.

Planning Obligations and Community Infrastructure Levy

147. 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.
148. 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.
149. 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
150. 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)

151. On 1st April 2012 the Mayor of London introduced the Mayoral Community Infrastructure Levy (CIL), in accordance with London Plan Policy 8.3. The Mayoral CIL is paid by developers to help fund strategically important infrastructure, initially Crossrail until 2019. 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

152. 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.
153. 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.
154. At the time of preparing this report the Mayoral CIL has been calculated to be £210,600. The full Mayoral planning obligation has been calculated to be £436,857 but this would be reduced to £266,257 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.
155. These contributions towards the funding of Crossrail will be collected by the City Corporation. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London. The whole of the Mayoral planning obligation income received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 Mayoral planning obligation administration and monitoring charge to the City Corporation. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

Liability in accordance with the Mayor of London's policies	Contribution £	Forwarded to the Mayor £	Retained by City Corporation £
Mayoral Community Infrastructure Levy payable	210,600	202,176	8,424
Mayoral planning obligation net liability*	226,257	226,257	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500

Total liability in accordance with the Mayor of London's policies	440,357	428,433	11,924
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*Net liability is on the basis of the CIL charge remaining as reported and could be subject to variation.

City of London's Planning Obligations SPG policy

156. 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.
157. In this case the proposed net increase would be 16,775sq.m. On the basis of the figure indicated in the Supplementary Planning Guidance, the planning obligation figure would be £1,174,250. 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.
158. The applicant has agreed a breakdown which accords with the Supplementary Planning Guidance as follows:

Category	Contribution £	Percentage share %
Total Contribution under City's SPG	1,174,250	
Allowance for Monitoring of Agreement by City (1%)	11,743	
Balance available for allocation	1,162,507	100
Proposed allocations:		
Local Community and Environment	581,254	50
Affordable Housing	348,752	30
Transportation	174,376	15
Local Training and Skills	58,125	5
Total allocation under City's SPG	1,162,507	100

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

Local Community and Environmental Improvements

160. It is inevitable that a development of the scale and intensity of the proposals will have a range of impacts in the vicinity of the site both in terms of the demolition and construction phase, and in terms of the operational phase, as referred to in this report. The contribution for Local Community Facilities and the Environment will be used to help mitigate the impact of the development by providing facilities and opportunities which may include but are not limited to education, health & welfare, church works and for the benefit of other voluntary organisations, arts & culture, leisure and recreation, childcare provision, street scene and air quality improvements. The City has identified a number of matters required to mitigate the impact of the development and which meet the planning tests and these are set out below. However, other matters requiring mitigation for the benefit of the local community are still yet to be fully scoped and it is proposed that the Local Community Facilities and Environment Contribution will be used to help mitigate such impacts also.

161. It is proposed that part of the contribution be put towards the delivery of projects of the Aldgate and Tower Area Strategy. The Strategy provides a framework for transport and environmental improvements within the area, guiding the long term changes as sites are re-developed, whilst providing the context for short or medium term actions aimed at improving the streets and spaces. Following a public consultation carried out between December 2011 and January 2012 the Aldgate and Tower Area Strategy was approved in December 2012.

162. The principal aims and objectives of the Strategy are:

- To achieve transformational change by removing barriers to movement and creating a vibrant and attractive environment that supports regeneration.
- To introduce more green elements such as street trees and public spaces including: a new public space of significance between Sir John Cass Primary School and St Botolph without Aldgate Church; a new green space at America Square; and a new green space at The Crescent.
- To improve the quality and consistency of surface materials and street furniture to create an enhanced street scene.

- To encourage biodiversity within the area.
163. It is proposed that 25% of the Local Community and Environmental Improvements contribution should be allocated towards the provision of local primary school education facilities.
164. The applicant will be required to pay some of this contribution for feasibility and design studies upon demolition and the balance would be payable on or before the implementation of the planning permission.

Affordable Housing

165. Policy CS21 requires residential developments of 10 or more units to provide 30% affordable housing on site. In this instance the development would provide a total of 87 units, 27 of which would be provided at affordable rents. The proposed development provides 30% of affordable housing units on the site in accordance with the Core Strategy policy.
166. The commercial element of the development would provide an affordable housing contribution for the purpose of off-site provision of affordable housing in suitable locations in or near to the City of London in accordance with the City's SPG. In this instance it is proposed that this contribution be reallocated for the provision of education facilities at the nearby Sir John Cass Foundation Primary School.
167. The increase in the number of residents would create further demand for primary school places for city residents. The school are undertaking a project to extend the school to be able to make provision for the increase in demand in school spaces each year.
168. The applicant will be required to pay this contribution on or before the implementation of the planning permission.

Transport Improvements

169. The proposed development will generate additional demands for movement in the form of new walk, cycle, public transport, taxi and servicing trips. Although these movements may have a destination at the development, they will have an origin elsewhere, probably outside the City. As a result, the impacts of these additional movements will be felt throughout the City, not just in the area immediately surrounding the development.
170. It is therefore proposed that the Transport Contribution should go towards projects in the emerging Traffic Management Programme. The Traffic Management Programme is an emerging series of projects that seek to actively improve the functionality of City Streets in order to help them to accommodate growth in movement. This Programme has been set out in the City's adopted Local Implementation Plan (2011).
171. As the development lies in the centre of the Aldgate and Tower Area Strategy it is considered that priority would be given to transport projects in this area.

Local Training, Skills and Job Brokerage

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

Public Realm Access

173. The proposal includes publically accessible space throughout the site. The balance of public and private access rights will be secured through the section 106 covenants subject to a detailed regime for public access to be only prevented or temporarily restricted or limited to enable cleansing, maintenance and security and allowing closure in the evenings. Details of this regime are yet to be finalised.

Highway Reparation and other Highways obligations

174. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.
175. 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.
176. Block-bookings or any bookings from tour operators, travel agents or any other person that may result in coaches setting-down and picking-up passengers at the hotel development will not be accepted and a clause to this effect will be included in the S106 agreement.

Utility Connections

177. 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 the 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.

Delivery and Servicing Management Plan

178. The developer would be required to submit for approval a Delivery and Servicing Management Plan prior to occupation for all buildings on the site. In the event of any breach of the Management Plan of any of the

buildings, the developer will be required to resubmit a revised document, and should the developer default on this requirement, the City will be given the ability to provide a replacement plan. The operation of the Delivery and Servicing Management Plan will be subject to an annual review.

Local Training, Skills and Job Brokerage Strategy (Construction)

179. The applicant will be required to submit for approval details of the Local Training, Skills and Job Brokerage Strategy (Construction) in line with the aims of the City Corporation's Employment Charter for Construction. This Charter aims to maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people wishing to begin a career in construction. The Strategy will be submitted in two stages: one to be submitted prior to the First Preparatory Operation Date in respect of the Preparatory Operations; the second to be submitted prior to Implementation in respect of the Main Contract Works Package.

Local Employment and Training Strategy (End use)

180. The Developer will be required to demonstrate its reasonable endeavours to recruit staff for the end-use scheme (the hotel) from the City or one of its six neighbouring boroughs (the City fringes). The Developer will be required, prior to occupation, to set out in writing to the City's satisfaction a Local Employment and Training Strategy for end use.

Local Procurement

181. The developer will be required to 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.
182. 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 Reduction Targets

183. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 40% 2013-2016, through the use of on-site renewable energy generation. The submitted energy strategy and design predicts that the 40% target would be achieved. A detailed assessment will be required by condition to confirm that this

target is met on site. If the target is not met the applicant will be required to meet the shortfall through cash in lieu contribution. The contribution will be secured through the section 106 agreement.

Other Mitigation measures

184. Due to the close proximity of the Mansell Street Estate the developers have agreed to provide double glazing to the residential units on the facade of the Mansell Street Estate facing the development site. The installation of double glazing would help to mitigate the impact of noise and dust generated by the demolition and the construction phases of the proposed development. The s106 agreement will secure that double glazing will be installed prior to the commencement of demolition.

Community Centre

185. The Residents of the Mansell Street Estate have requested permanent accommodation to house a community centre for the residents of Portsoken Ward. The existing community centre is housed in shipping containers located on Mansell Street Estate. The containers have temporary planning permission. The developers have agreed to provide permanent accommodation for the community centre on the development site at a reduced rent for use by the residents of the Ward. Details of the design and rental costs are to be finalised and will be negotiated and secured in the agreement.

Securing the office accommodation

186. The proposed development would be delivered as three separate buildings for residential, hotel and office uses and delivered at different stages of the development programme. The buildings would be linked below ground and share the basement facilities. The section 106 agreement would ensure that access to the basement areas be provided and maintained for all buildings for the life of the development.
187. To ensure that the development complies with the City's policies the existing office accommodation on the site would have to be replaced. To secure delivery of the office accommodation as far as is possible the section 106 agreement would include provision to (i) restrict occupation of the hotel until the office building had been constructed up to at least ground floor slab level, such development to include all foundations, piling and below ground sub structures to enable the development to continue and (ii) best endeavours are used by the developer to construct, complete and market the office building in accordance with a specified programme.

Monitoring and Administrative Costs

188. 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.

189. 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.
190. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

Conclusions

191. The proposed scheme would achieve the development of an underused and redundant site in a pivotal part of the Aldgate area. The scheme would provide a mix of uses which would contribute to and support the City's primary economic function. New residential accommodation would be provided next to an existing residential area and would include on site affordable units. The scheme would result in significant public realm enhancements, in particular providing pedestrian routes through the site and a large landscaped area to be accessible to local residents and members of the public.
192. Development proposals often result in the need to consider and balance different policies in the assessment of the scheme. While the scheme results in a reduction in office floorspace contrary to policy CS1, this is balanced by the overall benefits of the scheme. To this effect it is important that the scheme is delivered as a whole. The phasing of the development and the construction of the office building would be secured as far as is possible by the S106 agreement and weight may be placed on the proposed covenant in evaluating the benefits of the scheme and the prospects of the whole development being delivered.

Background Papers

Internal

Memo 20.12.2013 Department of Markets and Consumer Protection

External

Letter 12.12.2013 English Heritage

Letter 14.12.2013 Sean Irwin

Email 16.12.2014 Thames Water

Letter 20.12.2013 BNP Paribas Real Estate

Letter 20.12.2013 Transport for London

Letter 18.12.2013 Access Adviser

Letter 08.01.2014 Roger Jones

Letters rec'd 09.01.2014 and 20.05.2014 Aldgate Estate Residents' Association

Letter 28.02.2014 Gerald Eve

Emails 19.03.2014, 28.03.2014, 31.03.2014, 02.04.2014, 30.04.2014, 14.05.2014, 22.05.2014 Gerald Eve

Email 20.02.2014, 30.04.2014 Global SKM

Email 29.04.2014 Transport for London

Email 29.04.2014 London Underground Ltd

Letter 01.05.2014 London Underground Ltd

Design and Access Statement as amended by Amended pages and Additional Planning Update March 2014

Planning Statement October 2013

Historic Environment Assessment, October 2013 MoLA

Townscape and Visual Assessment October 2013

Statement of Community Involvement October 2013

Demolition Management Plan October 2013

Noise Assessment October 2013

Outline Engineering Design Document October 2013

Energy and Sustainability Statement and appendices D-J October 2013

Daylight and Sunlight Report October 2013

Daylight and sunlight analysis dated 17.02.2014 GVA

Transient Shadow analysis rec'd 13.03.2014 GVA

Preliminary Ecological Appraisal dated March 2014

Revised Waste Management Strategy

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 2.12 Identify, protect and enhance predominantly residential neighbourhoods within CAZ and develop sensitive mixed use policies to ensure that housing does not compromise CAZ strategic functions elsewhere in the zone.

Policy 2.18 Protect, promote, expand and manage the extent and quality of and access to London's network of green infrastructure.

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

Policy 3.3 Ensure the housing need identified in the London Plan is met, particularly through provision consistent with at least an annual average of 32,210 net additional homes across London which will enhance the environment, improve housing choice and affordability and provide better quality accommodation for Londoners.

Policy 3.5 Housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment, taking account of strategic policies in this Plan to protect and enhance London's residential environment and attractiveness as a place to live.

Policy 3.8 Taking account of housing requirements identified at regional, sub-regional and local levels, boroughs should work with the Mayor and local communities to identify the range of needs likely to arise within their areas and ensure that new developments offer a range of housing choices.

Policy 3.11 Maximise affordable housing provision and seek an average of at least 13,200 more affordable homes per year in London over the term of the London Plan.

Policy 3.12 The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes; negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development.

Policy 3.13 Boroughs should normally require affordable housing provision on a site which has capacity to provide 10 or more homes.

Policy 3.18 Support proposals that enhance school and educational facilities and resist loss of education facilities unless it can be demonstrated there is no

on-going or future demand. Encourage multiple use of educational facilities for community or recreational use

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 4.5 Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision.

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

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

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

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

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

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

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

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

Policy 6.3 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 7.1 Development should be designed so that the layout, tenure, mix of uses interface with surrounding land will improve people's access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport.

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:

- be of the highest architectural quality
- be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- comprise details and materials that complement, not necessarily replicate, the local architectural character
- not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy,

overshadowing, wind and microclimate. This is particularly important for tall buildings

- e. incorporate best practice in resource management and climate change mitigation and adaptation
- f. provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g. be adaptable to different activities and land uses, particularly at ground level
- h. meet the principles of inclusive design
- i. optimise the potential of sites.

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

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

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

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

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.

CS8 Meet challenges facing Aldgate area

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

CS10 Promote high quality environment

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

CS11 Encourage art, heritage and culture

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

CS12 Conserve or enhance heritage assets

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

CS13 Protect/enhance significant views

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

CS15 Creation of sustainable development

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

CS16 Improving transport and travel

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

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.

CS21 Protect and provide housing

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

CS22 Maximise community facilities

To maximise opportunities for the City's residential and working communities to access suitable health, social and educational facilities and opportunities, while fostering cohesive communities and healthy lifestyles.

HOUS4 Housing space and amenities

To require that all dwellings, where practicable, should be self-contained and provide adequate space and amenities.

HOUS10 Respect residential privacy, etc

To require where practicable that the privacy, outlook and daylighting levels of residential accommodation is respected by the form of adjacent development.

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.

COM5 Provide public conveniences

To provide a widespread distribution of public conveniences which efficiently meets public demand and to improve signposting and access for disabled people.

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.

TRANS15 Seek off-street servicing

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

- i. to ensure that the location and design of vehicular access and servicing arrangements minimise the adverse effects on the adjoining highway and pay due regard to the environment and the convenience and safety of pedestrians;

ii. to ensure that vehicular servicing and servicing access is avoided on or onto Tier 1-3 roads, except where a practical alternative cannot be provided; and

iii. to enable vehicles to enter and leave premises in a forward direction.

TRANS18 Resist non-residential parking

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

TRANS20 Residential parking standards

To resist the provision of off-street car parking in new residential development in excess of the current planning standards, and to remove on-street residents' parking.

TRANS21 Seek parking for disabled people

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

TRANS22 Require cycle parking

To provide cycle parking facilities by:

i. requiring the provision of private parking space for cycles in development schemes;

ii. maintaining an adequate overall number of spaces for cycles in public off-street car parks; and

iii. providing an adequate supply of cycle parking facilities on-street.

ENV6 Design of alterations to buildings

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

ENV8 Promote high quality open spaces

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

ENV9 Protection and provision of trees

To safeguard all trees that are subject to tree preservation orders and to make tree preservation orders where expedient in the interests of amenity. To protect trees that contribute to the character or appearance of conservation areas. Elsewhere, to seek to retain or replace trees of importance to the townscape of the City and promote enhancement through additional planting where appropriate.

ENV28 Design of building services

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

ENV35 To protect daylight and sunlight

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

ARC1 Archaeology - evaluation and impact

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

ARC2 To preserve archaeological remains

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

ARC3 Recording of archaeological remains

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

SCHEDULE

APPLICATION: 13/01055/FULMAJ

15 - 16 Minories & 62 Aldgate High Street London EC3N 1AX

Demolition of 15 Minories and 62 Aldgate High Street and redevelopment to provide a Class B1 office building with Class A1 retail (18,537sq.m). Extension and recladding of 16 Minories and change of use from offices (Class B1) to a hotel (Class C1) with Class A3 restaurant or Class D1 (health)/ Class D2 (community) use (17,367sq.m). Erection of new residential building (Class C3) providing 87 units (7829sq.m). Relandscaping of open space and public realm improvements.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 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.
- 3 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site deconstruction of the existing buildings has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed

in writing by the Local Planning Authority (in consultation with Transport for London).

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

- 4 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any 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 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.
- 6 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for the proposed demolition and excavation works and all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:
 - . provide details on all structures;
 - . provide details of tall plant and scaffolding;
 - . accommodate the location of the existing London Underground structures;

- . demonstrate that there will at no time be any potential security risk to our railway, property or structures;
- . accommodate ground movement arising from the construction thereof; and
- . mitigate the effects of noise and vibration arising from the adjoining operations within the structures.

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

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

- 7 The areas of public highway on the site shall remain fully open and unobstructed until such time as the necessary Stopping-up Order has come into effect.
REASON: To ensure compliance with the terms of Section 247 and 257 of the Town and Country Planning Act 1990.
- 8 Before any works including demolition are begun a site survey shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing highway levels. The development shall be carried out in accordance with the approved site survey 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 2002: ENV8, CS10, CS16.
- 9 No demolition shall take place until the developer has secured a standing building survey and recording of 62 Aldgate High Street to be carried out in accordance with a written scheme of recording which has been submitted to and approved by the Local Planning Authority. All works must be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure that a record of the building is made, and incorporated in the publication and archiving of the archaeological record of the site in accordance with the following policy of the Core Strategy: CS12.
- 10 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.

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

- 11 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. A programme of archaeological work may be submitted in respect of the individual stages but no works in any individual stage shall be commenced until the relevant programme of works and scheme of investigation 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: 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
- 12 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration of the parts of the development thereby affected, 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.
- 13 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within each of the buildings 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 each of the buildings thereby affected 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.
- 14 Development must not be commenced until impact studies of the existing water supply infrastructure have been submitted to and approved in writing by the Local Planning Authority (in consultation with Thames Water). The studies should determine the magnitude of any

new additional capacity required in the system and a suitable connection point.

REASON: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with the following policy of the Core Strategy: CS2.

- 15 No impact piling shall take place until a piling method statement for the part of the development affected (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface 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. 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.

- 16 No works except demolition shall begin until details of the junction between the proposed service road and the highway have been approved in writing by the Local Planning Authority and the buildings shall not be occupied until that junction has been constructed in accordance with the approved details.

REASON: In the interest of public safety in accordance with the following policy of the Unitary Development Plan: TRANS15.

- 17 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 new construction work for the building thereby affected is 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.

- 18 The refuse collection and storage facilities shown on the drawings and documents hereby approved shall be provided and maintained throughout the life of the relevant building for the use of all the occupiers thereof.

REASON: To ensure the satisfactory servicing of the buildings in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL 6, CS10, CS17.

- 19 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.

- 20 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 21 The gradient of the ramp to the car park and service yard must not be greater than 1 in 10 or as may be approved in writing by the Local Planning Authority; details of the ramp including gradient, width, safety kerbs and level standing area shall be submitted to and approved by the local planning authority prior to the commencement of construction works.
REASON: So that the Local Planning Authority may be satisfied with the details of any ramps and the interest of public safety.
- 22 A clear unobstructed minimum headroom of 5m must be maintained for the life of the buildings in all the areas (including access ways) to be used for loading and unloading.
REASON: To ensure satisfactory servicing facilities in accordance with the following policies of the Unitary Development Plan: TRANS15, UTIL6.
- 23 Except as may be approved in writing by the Local Planning Authority the approved loading and unloading areas must remain ancillary to the use of the buildings and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.
REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Unitary Development Plan: TRANS15.
- 24 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the buildings shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the site.
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.
- 25 No servicing of any of the premises hereby permitted shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS16, CS21.

- 26 All of the car parking spaces on the site shall be wide enough to enable them to be used by people with disabilities and the spaces shall be marked out accordingly and provided and maintained throughout the life of the buildings. On completion of the residential building hereby approved 4 of the spaces shall be provided for disabled occupiers of the residential building. All of the spaces shall be readily available for use by disabled occupiers and visitors without charge to the individual end users of the parking.
REASON: To ensure provision of suitable parking for people with disabilities in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS21, CS16.
- 27 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the buildings sufficient to accommodate a minimum of 395 spaces. The cycle parking provided on the site must remain ancillary to the use of the buildings and must be available at all times throughout the life of the buildings 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 buildings and to assist in reducing demand for public cycle parking in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 28 Changing facilities and showers shall be provided as shown on the drawings hereby approved for each building thereby affected and maintained throughout the life of each building for the use of occupiers of the building in accordance with the approved plans.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 29 Electric vehicle recharging facilities shall be provided for vehicles using the servicing areas and the disabled parking bays.
REASON: To facilitate the use of electrically powered vehicles and address carbon reduction and air pollution issues in accordance with the following policy of the Core Strategy: CS15
- 30 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: TRANS15, ENV8, CS10, CS16.
- 31 Provision shall be made for disabled people to obtain access to each of the buildings and to each retail unit via their 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

- 32 The pass door shown adjacent to or near to the main entrances 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.

- 33 Before the construction of the development hereby permitted is commenced, a scheme indicating the provision to be made for disabled people to gain access to all parts of the Class A3/D1/D2 unit shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use.

REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Core Strategy: CS10.

- 34 At least 5% of the hotel rooms shall be wheelchair accessible and a further 5% shall be designed to be adaptable for wheelchair accessibility in accordance with a scheme to be submitted to and approved by the local planning authority prior to commencement of construction and all such rooms shall be so 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.

- 35 Before any works thereby affected are begun details of the installation of photovoltaic panels on the hotel roof indicated on the drawings hereby approved shall be submitted to and approved by the local planning authority and shall be maintained as approved for the life of the building.

REASON: To ensure compliance with the following policy of the Core Strategy: CS15; CS10.

- 36 Before any works thereby affected are begun, details of rainwater harvesting and grey water recycling systems for the hotel building 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

- 37 Details of the position and size of the green, brown and blue roofs, the type of planting and the contribution of the green roofs 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.

- 38 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 buildings including external ground and upper level surfaces;
 - (b) details of the proposed new facades for each of the buildings including typical details of the fenestration;
 - (c) details of ground floor elevations including entrances and shopfronts;
 - ((d) details of soffits, hand rails and balustrades;
 - (e) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof levels;
 - (f) details of plant and ductwork to serve the A1, A3 , D1 and D2 use(s);
 - (g) details of ventilation and air-conditioning for the A1, A3, D1 and D2 use(s);
 - (h) details of all ground level and walkway surfaces including particulars of materials to be used;
 - (i) details of the columns and vaulted arcade at ground level of the office building;
 - (j) details of external lighting;
 - (k) details of canopies;
 - (l) details of the treatment to the flank wall at 57-60 Aldgate High Street exposed by the development;
 - (m) details of external terraces at 9th and 10th floors of the office building and 11th floor of the hotel building;
- 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
- 39 All unbuilt surfaces shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any such works are commenced including details of the play area. Unless otherwise approved all hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the hotel building. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs

of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.

REASON: In the interests of visual amenity in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, ENV 9, CS10, CS15, CS19.

- 40 Prior to the occupation of any part of the development thereby affected, the land between the existing building lines and the face of the proposed new building thereby affected 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.
- 41 Prior to the occupation of the hotel an Accessibility Management Plan shall be submitted to and approved by the Local Planning Authority including details of accessible car parking provision for disabled visitors to the building. Such provision shall thereafter be operated in accordance with the approved Accessibility Management Plan (or any amended Accessibility Management Plan that may be approved by the Local Planning Authority) for the life of the building.
REASON: To ensure that adequate car parking provision is made for disabled users of the hotel in accordance with the following policies of the Core Strategy: CS10; CS11.
- 42 The hotel premises shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings-Code of Practice' to attain the following internal noise levels:
Bedrooms- 30dB LAeq,T* and 45dB LAmax
Living rooms- 30dB LAeq, T*
A test shall be carried out after completion but prior to occupation to show that the criteria above have been met and the results submitted to the Local Planning Authority for approval.
*T- Night-time 8 hours between 23:00-07:00 and daytime 16 hours between 07:00-23:00.
REASON: To protect the amenities of hotel occupiers in accordance with the following policies of the Core Strategy: CS15, CS21
- 43 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion of the hotel building.

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.

- 44 The premises hereby approved for Class C1 hotel use shall be used for no other purpose (including any other purposes in Class Class C1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.)

REASON: To ensure that the use is provided and maintained in accordance with the following policy of the Core Strategy: CS11.

- 45 At all times when not being used for cleaning or maintenance the window cleaning gantries, cradles and other similar equipment shall be garaged within the enclosure(s) shown on the approved drawings.

REASON: To ensure a satisfactory external appearance in accordance with the following policies of the Core Strategy: CS10

- 46 No live or recorded music shall be played that it can be heard outside the premises or within any residential or other premises in each of the buildings thereby affected.

REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policies of the Core Strategy: CS15, CS21.

- 47 The Class A3 premises hereby permitted shall not be open to customers between the hours of 23:30 on one day and 7:00 on the following day.

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.

- 48 Unless otherwise approved by the Local Planning Authority the doors and windows to any bar or restaurant shall be kept closed. The doors may be used only for access/egress or for maintenance purposes.

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.

- 49 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.

- 50 Before any new plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound, in accordance with a scheme to be agreed in writing with the Local Planning Authority.
REASON: In order to protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.
- 51 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the other floors of the building from the Class A uses. The details approved must be implemented before the relevant Class A use takes place.
REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Core Strategy: CS15, CS21.
- 52 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/hotel use in the building thereby affected. 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/hotel occupiers in the building thereby affected in accordance with the following policy of the Core Strategy: CS15.
- 53 No cooking shall take place within any Class A 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.
- 54 Unless otherwise approved, a 24 hour automatic public convenience must be provided and maintained on the site throughout the period of demolition and construction works in accordance with a scheme to be

submitted to and approved by the local planning authority prior to the relocation of the existing facility.

REASON: To ensure that the existing level of service is maintained in accordance with the following policy of the Unitary Development Plan: COM 5.

- 55 Prior to the construction of the office building, details including of location, specifications and design, shall be submitted to and approved by the local planning authority of the replacement Public Convenience, which shall be provided and maintained as approved for the life of the building.

REASON: To ensure that the existing level of service is maintained in accordance with the following policy of the Unitary Development Plan: COM 5

- 56 Before any works thereby affected are begun, details of the installation of photovoltaic panels on the office building roof indicated on the drawings hereby approved shall be submitted to and approved by the local planning authority and shall be maintained as approved for the life of the development.

REASON: To ensure compliance with the following policies of the Core Strategy:CS10, CS15

- 57 Before any works thereby affected are begun, details of rainwater harvesting and grey water recycling systems for the office building 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

- 58 A post construction BREEAM assessment of the office building 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 of the office building.

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.

- 59 A post construction energy statement demonstrating that the London Plan target of at least 40% reduction in carbon emissions has been achieved in the office development shall be submitted as soon as practicable after practical completion of the office building.

REASON: To demonstrate that carbon emissions have been minimised in accordance with the following policy of the London Plan: 5.2

- 60 a) Unless otherwise approved in writing by the Local Planning Authority, all residential units within the development shall be constructed in accordance with the 16 Lifetime Homes standards, as defined in the Code for Sustainable Homes Technical Guide (November 2010, Section Hea 4).
b) Prior to the commencement of construction works of the residential building, full details to demonstrate that all residential units are designed to meet Lifetime Homes standards in accordance with part a) of this condition shall be submitted to and approved in writing by the Local Planning Authority.
c) The details as approved pursuant to part b) of this condition shall be completed prior to first occupation of the residential building.
REASON: In the interest of inclusive design and to ensure that adaptable housing is provided, in accordance with the following policy of the Core Strategy: CS21/4.
- 61 a) Unless otherwise approved in writing by the Local Planning Authority, no fewer than 10% of the total number of residential units within the development shall be designed and constructed to be wheelchair accessible or easily adaptable for residents who are wheelchair users, in accordance with the publication 'Wheelchair Housing Guide, Stephen Thorpe', National Wheelchair Housing Association Group, Home Housing Trust, BRE 2006.
b) Prior to the commencement of construction works of the residential building, full details to demonstrate that no fewer than 10% of the total number of residential units will be designed and constructed to be wheelchair accessible or easily adaptable for residents who are wheelchair users in accordance with part a) of this condition shall be submitted to and approved in writing by the Local Planning Authority.
c) The details as approved pursuant to part b) of this condition shall be completed prior to first occupation of the residential building.
REASON: In the interest of inclusive design and to ensure that adaptable housing is provided in accordance with the following policy of the Core Strategy; CS21/4.
- 62 Before any construction works of the residential building hereby permitted are begun details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.
REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policies of the Core Strategy CS15 and CS18
- 63 A post construction BREEAM assessment of the residential building demonstrating that a Code of Sustainable Homes target rating of Level 4 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 a Level 4 rating) shall be submitted as soon as practicable after practical completion of the residential building.

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.

- 64 A post construction energy statement demonstrating that the London Plan target of at least 40% reduction in carbon emissions has been achieved in the residential development shall be submitted as soon as practicable after practical completion of the residential building.
REASON: To demonstrate that carbon emissions have been minimised in accordance with the following policy of the London Plan: 5.2
- 65 All residential premises shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings-Code of Practice' to attain the following internal noise levels:
Bedrooms- 30dB LAeq,T* and 45dB LAm_{ax}
Living rooms- 30dB LAeq, T*
A test shall be carried out after completion but prior to occupation to show that the criteria above have been met and the results submitted to the Local Planning Authority for approval.
*T- Night-time 8 hours between 23:00-07:00 and daytime 16 hours between 07:00-23:00.
REASON: To protect the amenities of residential occupiers in accordance with the following policies of the Core Strategy: CS15, CS21
- 66 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of each of the buildings hereby permitted. Within 6 months of first occupation of each of the buildings, a full Travel Plan for that building shall be submitted to and approved in writing by the Local Planning Authority. The uses 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.
- 67 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: 092-ACME-ST1-00-0001A, 092-ACME-ST1-00-0002A, 092-ACME-ST1-00-0003A, 092-ACME-ST1-00-0004A, 092-ACME-ST1-00-0005C, 092-ACME-ST1-00-0006B, 092-

ACME-ST1-00-0007B, 092-ACME-ST1-00-0008A, 092-ACME-ST1-00-0010B, 092-ACME-ST1-00-0011B, 092-ACME-ST1-00-0012, 092-ACME-ST1-00-0013A, 092-ACME-GA1-00-0080, 092-ACME-GA1-01-0081, 092-ACME-GA1-01-0082, 092-ACME-GA3-XX-1380, 092-ACME-GA3-XX-1381, 092-ACME-GA1-00-0090, 092-ACME-GA3-XX-1390.

092-ACME-GA1-00-0160, 092-ACME-GA1-01-0161, 092-ACME-GA1-02-0162, 092-ACME-GA1-03-0163, 092-ACME-GA1-04-0164, 092-ACME-GA1-05-0165, 092-ACME-GA1-06-0166, 092-ACME-GA1-07-0167, 092-ACME-GA1-08-0168, 092-ACME-GA1-09-0169, 092-ACME-GA1-10-0170, 092-ACME-GA1-11-0171, 092-ACME-GA1-12-0172, 092-ACME-GA1-RF-0173, 092-ACME-GA1-B1-0174, 092-ACME-GA1-B1-0175, 092-ACME-GA2-XX-0260, 092-ACME-GA2-XX-0261, 092-ACME-GA2-XX-0262, 092-ACME-GA3-XX-0360, 092-ACME-GA3-XX-0361, 092-ACME-GA3-XX-0362, 092-ACME-GA3-XX-0363

092-ACME-GA1-00-1160B, 092-ACME-GA1-01-1161B, 092-ACME-GA1-02-1162A, 092-ACME-GA1-02-1163A, 092-ACME-GA1-02-1164A, 092-ACME-GA1-02-1165A, 092-ACME-GA1-06-1166A, 092-ACME-GA1-07-1167A, 092-ACME-GA1-07-1168, 092-ACME-GA1-07-1169A, 092-ACME-GA1-10-1170, 092-ACME-GA1-11-1171A, 092-ACME-GA1-12-1172B, 092-ACME-GA1-RF-1173A, 092-ACME-GA1-13-1179, 092-ACME-GA1-B1-1174B, 092-ACME-GA1-B2-1175C, 092-ACME-GA2-XX-1260C, 092-ACME-GA2-XX-1261B, 092-ACME-GA2-XX-1262B, 092-ACME-GA2-XX-1263C, 092-ACME-GA3-XX-1360B, 092-ACME-GA3-XX-1361B, 092-ACME-GA3-XX-1362B, 092-ACME-GA3-XX-1363B, 092-ACME-GA3-XX-1364B, 092-ACME-GA3-XX-1365B

092-ACME-BC1-XX-2160, 092-ACME-BC1-XX-2161, 092-ACME-BC1-XX-2165, 092-ACME-GA1-00-1100C, 092-ACME-GA1-01-1101, 092-ACME-GA1-02-1102, 092-ACME-GA1-03-1103, 092-ACME-GA1-04-1104, 092-ACME-GA1-05-1105, 092-ACME-GA1-06-1106, 092-ACME-GA1-07-1107, 092-ACME-GA1-08-1108, 092-ACME-GA1-09-1109, 092-ACME-GA1-10-1110A, 092-ACME-GA1-11-1111A, 092-ACME-GA1-12-1112A, 092-ACME-GA1-12-1113A, 092-ACME-GA1-B1-1119C, 092-ACME-GA2-XX-1200B, 092-ACME-GA2-XX-1201B, 092-ACME-GA2-XX-1202A, 092-ACME-GA3-XX-1300, 092-ACME-GA3-XX-1301A, 092-ACME-GA3-XX-1302B, 092-ACME-GA3-XX-1303B

092-ACME-BC1-XX-2100, 092-ACME-BC1-XX-2101, 092-ACME-BC1-XX-2102, 092-ACME-GA1-00-1120, 092-ACME-GA1-01-1121B, 092-ACME-GA1-02-1122, 092-ACME-GA1-03-1123, 092-ACME-GA1-04-1124, 092-ACME-GA1-10-1130A, 092-ACME-GA1-11-1131, 092-ACME-GA1-12-1132, 092-ACME-GA1-13-1133, 092-ACME-GA1-B1-1138A, 092-ACME-GA1-B2-1139B, 092-ACME-GA1-00-1140A, 092-ACME-GA1-01-1141A, 092-ACME-GA2-XX-1240A, 092-ACME-GA2-XX-1241A, 092-ACME-GA2-XX-1242A, 092-ACME-GA3-XX-1320,

092-ACME-GA3-XX-1321A, 092-ACME-GA3-XX-1322A, 092-ACME-GA3-XX-1323, 092-ACME-BC1-XX-2120, 092-ACME-BC1-XX-2121,

092-ACME-TRA-B2-0040, 092-ACME-TRA-B2-0041, 092-ACME-TRA-B2-0042, 092-ACME-TRA-B2-0043, 092-ACME-TRA-B2-0044, 092-ACME-TRA-B2-0045, 092-ACME-TRA-B2-0046, 092-ACME-TRA-B2-0047, 092-ACME-TRA-B2-0048, 092-ACME-TRA-B2-0049, 092-ACME-TRA-B2-0050, 092-ACME-TRA-B2-0051, 092-ACME-TRA-B2-0052

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 correct street number or number and name must be displayed prominently on each of the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.

- 3 The Department of the Built Environment (Highways and Streetworks Team) must be consulted on the following matters which require specific approval:

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

(b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting

any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City.

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

(d) Carriageway crossovers.

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

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

Noise and Dust

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

Demolition and construction work shall be carried out in accordance with the City of London Code of Practice for Deconstruction and Construction. The code details good site practice so as to minimise disturbance to nearby residents and commercial occupiers from noise, dust etc. The code can be accessed through the City of London internet site, www.cityoflondon.gov.uk, via the a-z index under Pollution Control-City in the section referring to noise, and is also available from the Markets and Consumer Protection Department.

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

Air Quality

Compliance with the Clean Air Act 1993

Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid

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

Boilers and CHP plant

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

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

Standby Generators

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

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

Cooling Towers

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

Food Hygiene and Safety

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

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

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

The flue should terminate at roof level in a location which will not give rise to nuisance to other occupiers of the building or adjacent buildings.

It cannot be assumed that ductwork will be permitted on the exterior of the building;

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

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

5 Waste Comments

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

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

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the

effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

- 6 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) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".
 - (c) 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.
 - (d) Permanent Highway Stopping-Up Orders, dedication of land for highway purposes, declaration, diversion and stopping up of City and Riverside Walkways.
- 7 The Crime Prevention Design Advisor for the City of London Police should be consulted with regard to guidance on all aspects of security, means of crime prevention in new development and on current crime trends.
- 8 No on-street residents' parking facilities are available for the occupiers of these premises.
- 9 Prospective occupiers are advised that various activities are undertaken in the City throughout the night which include refuse collection, servicing, maintenance, street cleaning and highway works.

In addition, on some sites there may be need for occasional night-time construction work.

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

(a) Fire precautions and certification:

London Fire Brigade, Fire Prevention Branch
5-6 City Forum
City Road
London EC1N 2NY

(b) Inflammable materials (e.g., petroleum)

London Fire Brigade, Petroleum Department
5-6 City Forum
City Road
London EC1N 2NY

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

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

(d) Works affecting a GLA road:

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

(e) Works affecting water supplies, land drainage and flood defences:

Environment Agency,
North London Planning Liaison Team
9th floor, Eastbury House
30-34 Albert Embankment
London, SE1 7TL

- 11 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory

provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.

- 12 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.
- 13 The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; tall plant; scaffolding; security; boundary treatment; safety barriers; landscaping and lighting.

13/01055

OFFICE COPY

Sonia Williams
Case officer
City of London Planning Department
Guildhall
Basinghall Street

PLN
18 DEC 2013

Sean Irwin
42 Guinness Court
Mansell Street
Aldgate
London, E1 8AB

14th December 2013

Planning application 15 – 16 Minories & 62 Aldgate High Street
Your ref 13/01055/FULMAJ

Dear Madam,

Could the City of London planning department kindly consider imposing the following terms & conditions to the above planning application, which due to its very close proximity to 200 + residential dwellings will adversely affect the health and comfort of many local residents in the ALDGATE ESTATE for the 4 to 5 years that building works would take place on the site.

1. Developers to provide shift workers with daytime accommodation for proven nightshift workers, i.e. use of a local hotel.
2. Top rated sound proofing / screening practices of the works site to be used at all times, Acoustic walls to be used etc.
3. Triple glazing / heat reflecting glazing to be provided to all properties on the ALDGATE ESTATE before site work commences.
4. Fresh air ventilation to be installed to all western facing properties in Guinness Court, As residents will not be able to open windows due to high noise levels and dust from site, (Properties suffer direct sunlight) before works commence.
5. No works to be permitted on Saturdays and Sundays & Bank holidays as residential zone.
6. A clearly defined point of contact for residents to raise issues with the developer immediately a noise problem occurs, Contact number to be staffed permanently 24/7.
7. Regular joint meetings to be held between the developers, the local residents association and City of London Corporation planning & environmental health officers, Local Ward Councillors to be held monthly.
8. Developers to fund addition cleaning of the ALDGATE ESTATE i.e. sweeping up of dust, clearing of windows, washing down of estate and pathways.

|Yours Sincerely, Sean Irwin

S

13/01055

Department of the Built Environment
City of London
Guildhall
LONDON
EC2P 2EJ

105 Guinness Court
Mansell Street
LONDON
E1 8AQ

FAO Sonia Williams

08/01/2014

ACKNOWLEDGED

Dear Ms Williams

With reference to: **Planning Application Ref: 13/01055/FULMAJ 4C Hotels, 15 – 16 Minories & 62 Aldgate High Street, LONDON, EC3 1AX.**

I am a resident living on the Guinness Partnership Aldgate Estateⁱ, Portsoken, London E1, which is bounded by Little Somerset Street to the North, and to the West by the site of the development mentioned above.

The development is extremely close to the Estate, and will create extra traffic along Mansell Street and Little Somerset Street, noise and dust resulting from demolition and construction, and disruption generally in the local area. The development will also increase the resident population of the area and therefore the demand for local health and community services.

I request that the following issues are addressed before planning permission is given:

Provision of sound insulation

Sound insulation should be provided throughout the Estate to match the levels proposed by 4C Hotels \ Cole Jarman in their Planning Noise Assessment Report 13/0930/R1, Section 3.3 Internal Noise Criteria – Residential Block. (pp 3-4 of that report), whilst demolition and construction are taking place.

I note that a similar residential block in Portsoken recently had triple glazing installed to achieve effective sound insulation.

Any glazing, to be effective as a sound insulator would require windows to remain closed. Any proposed solution therefore would need to take into account the specific properties of the buildings on the estate to ensure that overheating was prevented, and that adequate ventilation was in place.

Measures to combat overheating would include glazing specified to reduce solar heat gainⁱⁱ and the provision of outlet ports to enable residents to utilise portable air conditioning unitsⁱⁱⁱ whilst keeping the windows closed.

Measures to ensure adequate ventilation would include active (forced) ventilation along with the glazing specification.

Clearly some of the above would involve discussion between the Landlord and the Developers, however it is imperative that residents' representatives are also involved in agreeing the specification of the details described in this section.

Increased traffic along Mansell Street and Little Somerset Street

An acoustic shield should be erected along the South of Little Somerset Street during the period of demolition and construction. In the longer term a more attractive acoustic shield such as a green wall could be erected to minimise the vastly increased traffic noise transmitted to the estate as a result of the proposed service area.

The service area planned for Little Somerset Street should be situated below ground level and allow uninterrupted pedestrian access between Aldgate High Street and the Estate – this may be linked to a new pedestrian route via the proposed open space.

Proposed Public Open Space

In general I welcome the proposal to provide a new public open space to the west of the Estate. Clearly there will be a need to implement effective boundary management. The plan should establish pedestrian routes for residents of the Estate to have access to and from Aldgate High Street (North) and St Clare Street \ Minorities (West). Residents of the Estate should have the means to access these routes at any time – for example to be given devices to gain access through security barriers.

Provision of space for Community and Health use

I note the suggestion in the Statement of Community Involvement that the current temporary Portsoken Health and Community Centre be replaced with a more permanent provision in the Hotel Extension. However the application lists “A3 restaurant or Class D1 healthcare use”. Please note that the current community centre has only 25% of the floor space given to health centre use, the remainder given to Class D2 community centre (Leisure & Assembly): Whilst any increase in health provision is to be welcomed, this should not be at the loss of community centre provision.

If the “A3 restaurant” is an alternative to the space otherwise earmarked for health & community provision then I oppose the use of that space for a restaurant.

Loss of Green Wall

The new development will probably impact on the suggested Green Wall at the hotel development at 24-26 Minorities. The new developers should work with the community to devise an alternative amenity of similar benefit.

Yours Sincerely

Roger Jones

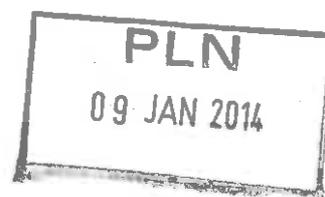
ⁱ The Guinness Partnership Aldgate Estate will be referred to as the “Estate” in the rest of the document.

ⁱⁱ The specification may vary throughout the estate, depending on the position and properties of particular apartments.

ⁱⁱⁱ This may only be applicable to a subset of apartments.

13 / 0 1 0 5 5

Aldgate Estate Residents' Association
c/o 81 Guinness Court
Mansell Street
LONDON
E1 8AE



Response to:

Town and Country Planning Act 1990

4C Hotels Planning Application Ref: 13/01055/FULMAJ

15 – 16 Minorities & 62 Aldgate High Street, LONDON, EC3 1AX

The Aldgate Estate Residents' Association is the body which represents the 196 households on the Guinness Partnership Aldgate Estate, Portsoken Ward, City of London, E1 (hereafter "the Estate"). Following a number of Association meetings, the most recent being a Public General Meeting held on Wednesday 8th January, the paragraphs below are the agreed official response of the Association to the planning proposals.

The Association in general welcomes the proposal to develop the site specified above, we would offer no objections so long as the concerns which we represent below receive a favourable response.

Minimisation of Noise, Dust and Disturbance during demolition and redevelopment

As a result of our experience of noise and disturbance from a nearby hotel development currently taking place in the Minories, residents are very keen to minimise the impact of this redevelopment.

Sound Insulation on Estate Properties

We request that:

Prior to any work taking place sound insulation should be provided throughout the Estate to provide results to match the levels proposed by Cole Jarman as "Internal Noise Criteria – Residential Block" whilst demolition and construction are taking place. (See appendix 1 for details)

We note that a similar residential block in Portsoken recently had triple glazing installed to achieve effective sound insulation from a nearby development.

Any glazing, to be effective as a sound insulator would require windows to remain closed. Any proposed solution therefore would need to take into account the specific properties of the buildings on the estate to ensure that overheating was prevented, and that adequate ventilation was in place.

Measures to combat overheating would include glazing specified to reduce solar heat gain and the provision of outlet ports to enable residents to utilise portable air conditioning units whilst keeping the windows closed. (See appendix 2 for details on glazing and solar heat gain)

Measures to ensure adequate ventilation would include active (forced) ventilation along with the glazing specification.

Residents who live on the top floors may also experience sound transmission via the pitched roofs, which may require further sound insulation to meet the criteria detailed in appendix 1.

Clearly some of the above would involve discussion between the Landlord and the Developers, however it is imperative that residents' representatives are also involved in agreeing the specification of the details described in this section.

Working hours

In addition to the usual City restrictions, we request that that no working takes place on a Saturday morning.

Setting up a monitoring group (Dust and disturbance)

We request that a group be set up, to include residents' representatives from the Estate, to meet regularly to review problems and suggest solutions to issues including dust, general disturbance, waste management, traffic management and other similar matters.

We request, at the completion of the project, that the developers fund a general clean-up of the Estate to remove dust and other soiling from windows, pathways, walkways and any other affected area.

Provision of respite accommodation for shift workers

We request that provision is made for local day time quiet accommodation to allow shift workers to sleep undisturbed.

Servicing of the building & impact on Little Somerset Street

Currently Little Somerset Street has a very low motor vehicle traffic throughput and for much of the time is a de facto pedestrian zone. It is currently used by residents as the main pedestrian access to Sir John Cass's Foundation Primary School, the GP Surgery at the Portsoken Health and Community Centre, Aldgate Bus Station, Aldgate Tube Station and the routes north to Artizan Street Library \ Community Centre and Liverpool Street.

The northern part of Guinness Court is less than 10 meters from Little Somerset Street and very sensitive to noise disturbance.

Impact during demolition and redevelopment

It is our understanding that access to the site during this phase will be mainly via the Minories, with some traffic via Little Somerset Street.

We request that:

Clear estimates are given on the percentage of traffic using Little Somerset Street.

Acoustic shielding be erected along the South of Little Somerset Street to insulate the north of Guinness Court from the increase in traffic noise. (See below for a longer term solution.)

Proactive traffic management is introduced to ensure ease of access for children and other vulnerable pedestrians during this phase.

Long term impact

We request that:

The service area is placed underground, allowing an uninterrupted pedestrian route at surface level.

Alternative pedestrian access routes north are established via the new public spaces, to avoid Mansell Street and the busy part of Little Somerset Street.

A longer term acoustic barrier, e.g. a green wall or similar environmental asset, is developed on the South of Little Somerset Street.

No servicing of the premises e.g. loading and unloading of goods vehicles, shall be carried out between the hours of 21:00 hours one day and 07:00 hours on the following day (Mon – Sat) and between 21:00 on a Saturday and 07:00 on the following Monday and on Bank Holidays.

Community Involvement

Community and Health Centre

We note that the Statement of Community Involvement reports that 4C Hotels are willing to replace the current temporary Health and Community with space in the hotel extension (page 7) and a reference (page 10) to a community arts /gallery. However the planning application refers to a hotel with “Class A3 restaurant or Class D1 health centre”.

Given that the development will increase the number of permanent residents in the area, and that the temporary community centre has already reached its designed life span, we feel that it is imperative that some space for community and health provision is ring-fenced in the new development.

We propose therefore that the reference to a “Class A3 restaurant” is removed and that provision is made for some combination of Class D2 community centre along with a Class D1 health centre.

Public open space

We welcome the provision of public open space to the west of the Estate with the ability of our residents to have access to this amenity which should allow pedestrian routes out of the Estate to the west and the north.

However concerns have been expressed regarding boundary security. We would need to agree a robust boundary management plan to include proactive security measures to ensure safety of the residents of the Estate, whilst allowing residents to have easy access via the new routes at all times.

Loss of Green Wall

The new development will probably require the loss of the Green Wall at the hotel development at 24-26 Minories.

We would suggest that imaginative alternatives be explored, in conjunction with the local community, to provide an amenity of similar ecological and architectural impact.

We await a positive response to these comments, and reserve the right to supplement these representations.

Aldgate Estate Residents' Association response to Planning Application Ref: 13/01055/FULMAJ

Appendix 1: Internal Noise Criteria

Richard Lambert, Environmental Officer, City of London, refers in his memo of 20 December 2013 to BS8233:1999 regarding the issue of internal noise levels in residential properties and states that:

"The noise assessment report October 2013 from Cole Jarman is suitable and sufficient to meet this condition."

We therefore reproduce below extracts from Cole Jarman's Planning Noise Assessment Report 13/0930/R1 which outlines the details of their specification for Internal Noise Criteria – Residential Block.

3.3 Internal Noise Criteria – Residential Block

- 3.3.1 Buildings can be designed to achieve specific levels of insulation against external noise. It is reasonable, therefore, to set specific internal noise standards as the test of whether a development satisfies the requirements of the NPPF and the aims of the NPSE. In essence, these require a high quality design that achieves a suitable standard of amenity.
- 3.3.2 In Annex 6 to PPG 24 it stated “Guidance on suitable internal noise levels can be found in BS8233:1987.” This standard has been superseded; for dwellings BS8233:1999¹ gives the following guidance in respect of internal noise levels:

¹ British Standard 8233:1999 Sound Insulation and noise reduction for buildings – Code of Practice

Typical Situation	Design Range $L_{Aeq,T}$ (dB)	
	Good	Reasonable
Living Rooms	30	40
Bedrooms	30	35

For a reasonable standard in bedrooms, individual noise events (measured with F time weighting) should not normally exceed 45dB L_{Amax} .

T1 Internal noise level standards for dwellings

- 3.3.3 The above design standards apply to the time period appropriate for the activity involved. The WHO document² on which the standards are based, identifies that the daytime noise standard applies to a normal 16 hour day while the night time noise standard applies to an 8 hour night. In BS8233 this is classified as (23h00 to 07h00).
- 3.3.4 A high quality design should balance the requirement for protection against excessive environmental noise intrusion, with the attainment of suitable internal conditions for high-density living. Sustainable development makes efficient use of a site by having a high number of occupants; this can however create other issues which need to be considered.
- 3.3.5 A high quality design that achieves a good standard of internal amenity will ensure that night time noise levels inside bedrooms with windows closed will not exceed 30dB $L_{Aeq,8h}$. The level of sound insulation achieved by the building shall be determined accordingly.
- 3.3.6 It would be quite normal to expect daytime noise levels to be higher than that at night. Achieving a good standard of amenity does not require, therefore, that the same noise level should apply in living rooms or bedrooms during the daytime. However, good amenity will be maintained providing the daytime internal noise level in habitable rooms does not exceed 35dB $L_{Aeq,16hr}$ which is between the BS8233:1999 reasonable and good standard for living rooms.
- 3.3.7 With respect to night-time L_{Amax} noise levels, the WHO study derived the 45dB $L_{Amax,F}$ night time noise standard on the basis of 10 to 15 occurrences per night.
- 3.3.8 On this basis the following design criteria are set for habitable rooms in residential dwellings:
- Living rooms during the daytime (and bedrooms during the day which are assumed to be used as a living space when not used for sleeping) 35dB $L_{Aeq,16h}$
 - Bedrooms during the night time 30dB $L_{Aeq,8h}$
 - Bedrooms during night time $L_{Amax,F}$ 45dB (for typical intermittent noise events, rather than occasional or one-off noise events).

² World Health Organisation: Guidelines for Community Noise, Berglund et. al. 1999

Appendix 2: Glazing to limit solar heat gain

Friedrich Ludewig of ACME attended a meeting of the Aldgate Estate Residents' Association where the use of new glazing as a sound insulator was discussed. The issue of apartments overheating due to solar heat gain was raised. He suggested that part of a solution to that issue might include the use of glazing with treatments which limited the transmission of heat. In January 2014 he outlined the following in an email:

"We would usually recommend Double glazing with Low E coating for glazing that should let light through but limit heat gain.

This is not super special, this is what we would usually specify for all windows where we are expecting solar overheating issues.

Window glass is by nature highly thermal emissive. Specially designed coatings are applied to one or more surfaces of insulated glass. These coatings reflect radiant infra-red energy, thus tending to keep radiant heat on the same side of the glass from which it originated, while letting visible light pass. This results in more efficient windows because radiant heat originating from indoors in winter is reflected back inside, while infra-red heat radiation from the sun during summer is reflected away, keeping it cooler inside.

There are obviously quite a few choices to balance in exact glass spec, and one could easily choose higher reflectivity performance coatings for upper levels and lower reflectivity coatings for lower levels to level out the different amount of solar gain."

Aldgate Estate Residents' Association
c/o 81 Guinness Court
Mansell Street
LONDON
E1 8AE
Email: AldgateEstateRA@gmail.com

20th May 2014

Response to:

Town and Country Planning Act 1990

4C Hotels Planning Application Ref: 13/01055/FULMAJ

15 – 16 Minories & 62 Aldgate High Street, LONDON, EC3 1AX

The Aldgate Estate Residents' Association is the body which represents the 196 households on the Guinness Partnership Aldgate Estate, Portsoken Ward, City of London, E1 (hereafter "the Estate").

The Association has previously submitted a representation regarding Planning Application Ref: 13/01055/FULMAJ (Jan 8th 2014) and this note should be read in conjunction with that document.

Clearly the development will create increased noise, dust, pollution, disturbance etc. for Estate residents during the demolition and construction phases. However there are the possibilities for improvements to the public realm (gardens and walkways), an increase in community provision (community centre), training and employment opportunities for residents and improvements to the fabric of the buildings on the Estate (Glazing & sound insulation).

We also recognise that many of these planning gains will involve the agreement of multiple parties, e.g. Guinness Partnership in relation to the glazing and the City of London in relation to a permanent community centre.

We have been impressed with the interest taken and the commitment given by the 4C Hotels to these planning gains and to the involvement of the local residents in respect of these gains. Therefore the Association broadly supports the proposal to develop the site specified above, so long as the following conditions are met.

Conditions:

- 1) Glazing is installed on the estate for the purpose of sound insulation prior to the commencement of any demolition or building works relating to the development. (See January paper for detailed specifications)
- 2) A liaison group with appropriate powers to be established between this Association, the developers and other relevant parties to monitor nuisances such as, but not limited to; noise, dust, pollution, traffic disruption etc.

The powers of the group should include the abilities to make changes to the methods & procedures of the works, e.g. increased acoustic shielding or dust protection if necessary.

The group to meet regularly - at least every three months, or if a specific problem is identified by the Association, on request.

- 3) Servicing of the building & impact on Little Somerset Street
 - a. No servicing of the premises e.g. loading and unloading of goods vehicles, shall be carried out between the hours of 21:00 hours one day and 07:00 hours on the following day (Mon – Sat) and between 21:00 on a Saturday and 07:00 on the following Monday and on Bank Holidays.
 - b. If the noise produced during the building and demolition phases along Little Somerset Street is excessive, that measures, such as acoustic shielding, are implemented to reduce the disturbance.

4) Saturday morning working

- a. That Saturday morning works do not commence until 09:00
- b. That an agreed level of noise for "quiet working", at least 10 dB below the weekday level, is used as a guideline for Saturday working.

5) Public Realm & Pedestrian routes

We welcome the proposal by the developers to proactively engage with the community over a period of time on the details of design & implementation of the public realm (the new gardens and walkways to the west of the Estate). Issues to be refined by the engagement include:

- a. Pedestrian routes out of the Estate to the west and the north.
- b. Boundary management plan
- c. Community involvement in design of new amenities such as a spice garden for residents.

6) Replacement of current temporary community centre with permanent space.

The current portacabins on the Estate which house the Portsoken Health and Community Centre, provided by the City of London as a temporary measure awaiting the development of what was once known as the "Trinity EC3" development, have a limited life span. We welcome the proposals by the developers to offer 150% of the floor space of the temporary building in the new development and specifically request:

- a. That the City of London takes up the option of a permanent community space
- b. That the City of London develop a business plan for the proposed community space, in consultation with local residents.

7) We request a commitment in the S106 (or equivalent) to provide opportunities for training and pathways to employment for residents as follows:

- a. That opportunities are offered:
 - i. During the demolition & construction phases
 - ii. In the proposed hotel
 - iii. In the proposed retail and office spaces
- b. The opportunities to include (but not limited to)
 - i. Pathways to employment
 - ii. Apprenticeships
 - iii. Training
 - iv. Work Experience
 - v. Mentoring



BNP PARIBAS REAL ESTATE

Planning and Transportation Department
City of London
Guildhall
PO Box 270
London
EC2P 2EJ

F.A.O Sonia Williams

Our ref: NIF/112756/001L

Nicola Forster
Director
BNP Paribas Real Estate
5 Aldermanbury Square
London EC2V 7BP

Tel: 0207 338 4119
Switchboard: 0207 338 4000
Fax: 0207 430 2628
Email: nicola.forster@bnpparibas.com

20 December 2013

Dear Sirs

TOWN AND COUNTRY PLANNING ACT 1990

4C HOTELS PLANNING APPLICATION REF: 13/01055/FULMAJ

15 AND 16 MINORIES AND LAND FRONTING ALDGATE HIGH STREET, 62 ALDGATE HIGH STREET

We are instructed by our client, Endurance Land and Scottish Widows Investment Partnership Property Trust (SWIPPT), to submit representations to the planning application which has been submitted by 4C Hotels (2) Ltd at the above site.

Endurance Land are the development managers of the adjoining site at 24-26 Minories, London EC3.

Planning permission (12/00145/FULMAJ) has been obtained for the redevelopment of 24-26 Minories to provide a part 7 and 16 storey hotel development, comprising a total of 291 bedrooms and 9,990 sq m (GEA) of floor space. This planning permission was recently subject to a S73 planning application to set the east elevation of the building back by 0.75m to allow for the maintenance of the Green Wall on this façade. This application has recently been approved in principle (Ref: 13/00589/FUL), subject to the variation of the S106 Agreement which will shortly be concluded.

This development is considered by the City of London to be of ground breaking design. It is the first scheme in the City of London to be partly constructed of Corian/Hi Macs. This façade treatment on the front lower building will be complemented by a unitised multi-coloured double glazed system on the taller rear building which will comprise a Green Wall on the eastern elevation. The scheme will deliver a high quality building with an interesting and 'playful' design within the heat of the City Fringe which will add to the regeneration of Minories and the wider area.

The development is currently under construction and is due to be completed in September 2014. In parallel to the construction process, the remaining planning conditions are being discharged. This includes the planning conditions relating to the detail of the Green Wall and its Management Plan.

Representations

Endurance Land supports the development of a high quality mixed use scheme on the adjoining site in principle. However, our client has significant concerns relating to certain elements of the planning application which will have a detrimental impact on the development at 24-26 Minories. We therefore make the following objections.

BNP Paribas Real Estate Advisory & Property Management UK Limited

Registered office: 5 Aldermanbury Square, London EC2V 7BP

Registered in England No. 4176965

www.realestate.bnpparibas.co.uk

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N° 116479228/01 / UK0619228/E / UK0619228/01/06/04

006

Regulated by RICS



1) Location of Haydon Garden Residential Building

It is proposed for the Haydon Gardens residential building to be located to the east of the site boundary of 24-26 Minorities. The eastern elevation of 24-26 Minorities comprises a Green Wall which will run from the 1st to 6th floor.

The proposals show the Haydon Gardens building to be located approximately 1.25 to 1.5 metres away from the Green Wall. If the new building is built in this location, it will not be possible for the Green Wall to survive.

Endurance Land has sought specialist advice from Ansurbanruralism, consultants on Green Walls. It is their view that they would be extremely cautious about providing a new building within 1.5 m of a living wall installation. They advise that the construction of a building so close will have an adverse effect on the growing plants because of significant changes in light levels and the climate would become damp and dark which would ultimately cause the plants to fail. It would also restrict natural rain fall to the living wall. They would recommend any boundary wall to have a minimum clear distance of 3.5m-5.0m to enable the living installation to establish and grow to the optimum.

In addition, the installation of the unitised multi-coloured double glazed system above the 6th floor level would not be visible and would therefore be a redundant cost to our client.

We therefore strongly object to the current location of the Haydon Gardens building and request that it is sited away from the eastern elevation of 24-26 Minorities to an alternative location to protect the Green Wall. The Design and Access Statement produced by ACME shows alternative locations for this building which could be explored. Refer to pages 47.

The National Planning Policy Framework (March 2012) sets out the national planning policies for local planning authorities and decision-takers to take into account both in drawing up plans and as a material consideration in determining applications.

The main guiding principle in this document is for there to be a presumption in favour of sustainable development.

The NPPF also provides guidance on conserving and enhancing the natural environment. It states that:

'When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;.....and

opportunities to incorporate biodiversity in and around developments should be encouraged(Paragraph 118).

In accordance with the NPPF, we therefore seek urgent assurance from the City of London that this aspect of the scheme will be revised accordingly to protect the Green Wall and to enable Endurance Land to proceed with the development in accordance with the approved plans.

Our client is keen to deliver the Green Wall as it provides many benefits in terms of providing green views of the building for the Guinness Trust residents, enhancing biodiversity and contributing to the Excellent BREEAM rating of the development. We are currently preparing the planning applications for the approval of details for the Green Wall which will be submitted to the City of London in the early New Year, with a view to works commencing on the Green Wall in March 2014. Given these timescales, our client requires



certainty from the City of London on how this aspect of the planning application will be treated to continue with the development on this basis.

However, if the City of London is minded to support the current application proposals, it will not be feasible to proceed with the Green Wall and as such it will need to be removed from the scheme. This approach would be a clear disappointment to Endurance Land as it would undermine the overall design concept and intent for the building which was extensively discussed and agreed with the City of London. The exclusion of the Green Wall and any subsequent changes to the design of this elevation would also require several amendments to be made to the extant planning permission which would present significant risks to the project at this stage of the development. If this were the preferred position of the City of London, Endurance Land would require re-assurance that all obligations to provide the Green Wall would be removed and subsequent revisions to the scheme would be approved quickly.

This issue raises significant risk to the success of the development and the development programme. We therefore ask that this matter be considered and resolved expediently otherwise this could result in additional costs and delays to the delivery of the development.

2) Pedestrian Access Routes

Section 8 of the Design and Access Statement shows the proposed pedestrian circulation routes across the site. It is proposed to provide a pedestrian route along the southern boundary of the site to the east boundary wall at 24-26 Minories, next to St Clare St. It is uncertain whether this route stops within the perimeters of the application site or whether it is proposed to provide an access through to St Clare Street.

Endurance Land would object to the provision of any access into St Clare at it would conflict with the servicing arrangements for the new hotel at 24-26 Minories and would cause security and health and safety issues. In addition, land ownership arrangements do not allow for any route to pass through into St Clare St, therefore this proposal would not be deliverable.

It would be helpful for clarification to be provided on this point.

3) Hotel Terrace

The proposed new hotel at 16 Minories comprises a terrace which will be used in association with a new restaurant. We do not object to the provision of the terrace as part of the scheme but request the use of the terrace to be controlled and restricted to certain hours to minimise any disturbance and potential noise nuisance to hotel residents within 24-26 Minories. Our views also apply to the use of all the other roof surfaces within the development overall.

If planning permission were to be granted, planning conditions should be attached to limit the use of the terrace and any future roof terraces to sensible hours.

We trust that our comments will be taken into account accordingly and reserve the right to supplement these representations. We would also like to arrange an urgent meeting with officers to discuss the potential impact of the development and its implications for the Green Wall as discussed above.



BNP PARIBAS REAL ESTATE

Please would you acknowledge receipt of these representations and advise us of some potential meeting dates. Should you have any queries, please do not hesitate to contact Nicola Forster on the above details.

Yours faithfully,

BNP Paribas Real Estate.

BNP Paribas Real Estate

Ball, Matthew

From: PLN - Comments
Subject: FW: 13/01055/FULMAJ 15-16 Minories and 62 Aldgate High Street

From: McElhone Rachel [REDACTED]
Sent: 29 April 2014 09:49
To: PLN - Comments
Subject: 13/01055/FULMAJ 15-16 Minories and 62 Aldgate High Street

ACKNOWLEDGED

FAO Sonia Williams,

Further to the comments Tfl previously provided on the above application, I can confirm that following review of the revised information which has been submitted, Tfl is now satisfied that they have amended their plans to remove the proposed breakfast terrace from facing the bus station. As such, Tfl no longer has any outstanding concerns regarding the proposed development.

It should be noted however that Tfl did not require the activity to be removed from that frontage, and instead suggested a landscaping solution to screen the bus parking area, but they have instead chosen to remove the breakfast terrace from their plans.

If you have any questions, please let me know.

Regards,
Rachel

Rachel McElhone | Principal Planner | Borough Planning
Transport for London | 9th Floor, Windsor House, 50 Victoria Street, London, SW1H 0TL
Tel: [REDACTED] | Email: [REDACTED]

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

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Transport for London



Our ref: 13/3211

Sonia Williams
City of London
PO Box 270, Guildhall
London
EC2P 2EJ

BY E-MAIL ONLY

Transport for London
Group Planning

Windsor House
42 – 50 Victoria Street
London SW1H 0TL

Phone 020 7222 5600
Fax 020 7126 4275
www.TfL.gov.uk

not rec'd
unbid.

30/4/14

20th December 2013,

Dear Sonia,

13/02055/FULMAJ: 15-16 Minories and 62 Aldgate High Street, EC3N 1AX

I write following review of the documentation submitted in support of the above application.

Location

The site is bounded by Aldgate High Street to the north and Minories to the west, both of which form part of the Strategic Road Network (SRN). Aldgate High Street forms part of the Aldgate Gyratory, which is subject to an improvement project to change the layout, to two-way operation. The potential impact this may have on the development of this scheme should therefore be taken into consideration. This was also identified as a priority for improvement as part of TfL's better junction review programme.

It is additionally located next to Aldgate Bus Station, with the nearest section of the Transport for London Road Network (TLRN) located less than 150m to the east. There are over ten bus routes located within an acceptable walking distance of the site, with the nearest stops located directly outside of the site on Aldgate High Street. Aldgate, Aldgate East, Tower Hill and Tower Gateway stations are all located within an acceptable walking distance of the site. As such the site records an excellent public transport accessibility level (PTAL) of 6, on a scale of 1-6 where 6 is the highest.

Car Parking

The site is proposed to be car free except for the provision of 27 blue badge spaces. This is supported by TfL in recognition of the sites excellent PTAL. How these spaces are allocated between the different land-use will however need to be considered, in order to ensure that there is suitable access to the core of each part of the building.

It is recommended that future residents of the proposed development be prevented from obtaining on-street parking permits for any local controlled parking zone (CPZ), and that this requirement is secured through the s106 agreement.

Cycle Parking

Whilst the number of spaces proposed is acceptable for 'long-stay' parking, in order to meet the standards contained in the revised early minor alterations to the London Plan it is recommended that additional spaces are provided in the publically accessible

MAYOR OF LONDON



VAT number 756 2770 08

parts of the development for visitors to the site. For the residential aspect there should be a minimum of 1 space per 40 units, with an additional 2 spaces for the hotel.

It is noted that all spaces will be provided in a secure and covered location which is supported, and TfL would additionally recommend that showers, lockers and changing facilities are provided for both the office and hotel aspect of the development.

TfL is currently working on a range of cycle projects such as Quietways and Cycle Super Highways in response to the Mayor's Vision for Cycling in London. The applicant is advised to be mindful of the status of these as their project evolves, and to respond to any emerging proposals as appropriate.

Bus Issues

At present it is understood that the applicant is proposing to provide a new public space/ walkway along the western edge of the site, as well as an outside dining area. TfL does however have some serious concerns about these proposals in their current form, in particular with regards to how they interact with the adjacent bus station.

Buses using the standing space in this location reverse into the parking bays meaning that people using outside dining facility and/ or the new public space would be faced with the rear of a number of buses. Whilst this may present some amenity concerns in itself, there may also be some air quality issues associated with drivers starting up their engines to leave the site. These matters appear to have been overlooked by the applicant, and TfL would therefore like to reiterate that the station is an operational asset which is protected under the Land for Industry and Transport SPG. As such TfL is keen to ensure that it can continue to fulfil this function following the re-development of this site, and work alongside the new development.

Given the above concerns TfL would strongly recommend that the applicant re-considers the landscaping options for this edge of the site to ensure that future users of the proposed development are suitably screened from the bus station. The proposal/ mechanism for doing this should subsequently be secured through the s106 agreement. TfL is meeting with the applicants architect on the 8th January 2014 to discuss their proposals for the site in more detail, and should be able to provide a further update on this issue following on from that. This will need to be taken into consideration in advance of the application being determined.

Separate to this, it should be noted that an office/welfare facility for operational bus staff is currently provided at the bus station on the edge of the TfL site, immediately adjacent to the red line boundary of the development proposal, yet this has been omitted from the plans which have submitted by the applicant. Notwithstanding this, the existing building in its current location would not seem to be compatible with the applicant's proposals for this space to accommodate a wide, high-quality through route for pedestrians along with their dining terrace. It should therefore be noted that whilst TfL has no objection to its relocation, the function of the facility will need to be retained in some form on site. Depending on the applicants proposals this could be in the form of a new facility within the bus station, or it might be possible for it to be re-provided within the re-developed site. TfL would therefore welcome further discussions on this matter. Any new facility which is required as a result of this development would need to be secured through the s106 agreement.

Separate to this, it should be noted that TfL has land interests in the adjacent site, and that TfL's Commercial Property Development team are currently investigating potential opportunities for the redevelopment of this specific site in the future. It is understood that they have already been in discussions with the applicant of this site, and as such may make separate representations on behalf of TfL as a landowner.

Coaches

In order to accord with London Plan standards one coach parking space should be provided per 50 rooms for the hotel. Where this doesn't prove feasible it will need to be demonstrated that there is a suitable location for coaches to drop off/ pick up passengers in close proximity to the hotel without impacting on existing traffic flows.

Construction and Servicing

It is noted that the District line runs under the northern edge of the development site, with the Circle line also being located close by. Whilst it is understood that the proposals involve re-cladding the existing building, the submitted Transport Assessment (TA) makes little reference to what construction activity is anticipated on-site, and as such the following advice should be taken into consideration.

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

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

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

'The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof
- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

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

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012. TfL would also ask that the following informative is added:

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

Further to this TfL would expect there to be no disruption to the bus station/ bus services during the construction period, and as such would recommend that a Construction Logistics Plan (CLP) is secured by condition, to be approved by the City in consultation with TfL. This will need to demonstrate how the impact on the surrounding highway network and the bus station will be mitigated during the construction period. It should also include information on how it proposes to deal with issues associated with cycle safety and the potential for conflicts with LGV's/ HGV's during the construction period.

All servicing is proposed to take place within the boundary of the development. This is supported by TfL who would additionally recommend that a Delivery and Servicing Plan (DSP) is secured for the site by condition.

Community Infrastructure Levy

The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3 toward the funding of Crossrail.

The rate for the City of London is £50 per square metre. The required CIL should be confirmed by the applicant and council once the components of the development or phase have been finalised.

Crossrail

The site is also located within the area where section 106 contributions for Crossrail should be sought in accordance with London Plan policy 6.5 and the associated Supplementary Planning Guidance (SPG) 'Use of planning obligations in the funding of Crossrail' (April 2013).

Based on the proposed floorspace figures provided by the applicant, and taking into account any theoretical contribution liable from the existing uses on site, an indicative contribution of £454,469 is required and should be paid upon commencement of the development, and be secured as part of a section 106 agreement. This should however be confirmed in advance of the application being determined.

Land Use	Existing (sqm)	Proposed (sqm)	Net change (sqm)	Crossrail charge per sqm (£)	Crossrail charge (£)
B1 Office	21,945	17,766	-4,179	140	£-585,060
Retail	0	266	266	90	£23,940
Hotel	0	16,649	16,649	61	£1,015,589
Total Crossrail charge payable on commencement to TfL					£454,469

In these situations, the Mayoral CIL will be treated as a credit towards the section 106 Crossrail liability and should be reflected in the wording of the section 106 agreement.

I trust this provides you with an understanding of TfL's current position on this application and we would welcome acknowledgement from you that these comments have been received and are being considered. Please do not hesitate to contact me if you have any queries.

Yours sincerely

Rachel McElhone
Principal Planner- TfL Borough Planning

Email: rachelmcelhone@tfl.gov.uk

Direct line: 020 3054 7042

Cc: J Adams- TfL

Date 16 May 2014
Our Ref 20878-ND-YA002
Your Ref 13/01055/FULMAJ

To Sonia Williams
City of London
Sonia.Williams@cityoflondon.gov.uk



London Underground Limited

Hello Sonia,

13/01055/FULMAJ 15/16 Minories and 62 Aldgate High Street

I can confirm that London Underground seeks to lift our previous 'objection' to the planning application for the above location and formally comment on the planning application pertaining to 15 -16 Minories in Aldgate (ref 13/01055/FULMAJ) as the following:

Though we have no objection in principle to the above planning application, there are a number of potential constraints on the redevelopment of the site. The Plans as submitted illustrate the proposed development and associated works will take place on TfL owned land, this includes demolition, construction and operational activities on and in close proximity to the operational railway.

To ensure the works as proposed in the planning application can be undertaken without compromising the operation of the underground and the safety for all passengers and users, the applicant will need to demonstrate to the satisfaction of London Underground engineers that:

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

Therefore, London Underground request that the grant of planning permission be subject to the following condition and informative:

Planning Condition

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for the proposed demolition and excavation works and all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

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

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

Justification

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

Informative

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

In the meantime, should you have any queries, then please do not hesitate to contact me.

Kind regards,

Nathan Darroch
Land & Vesting Engineer
LUL Infrastructure Protection
E-mail: nathan.darroch@tube.tfl.gov.uk
Tel: 0207 027 8903