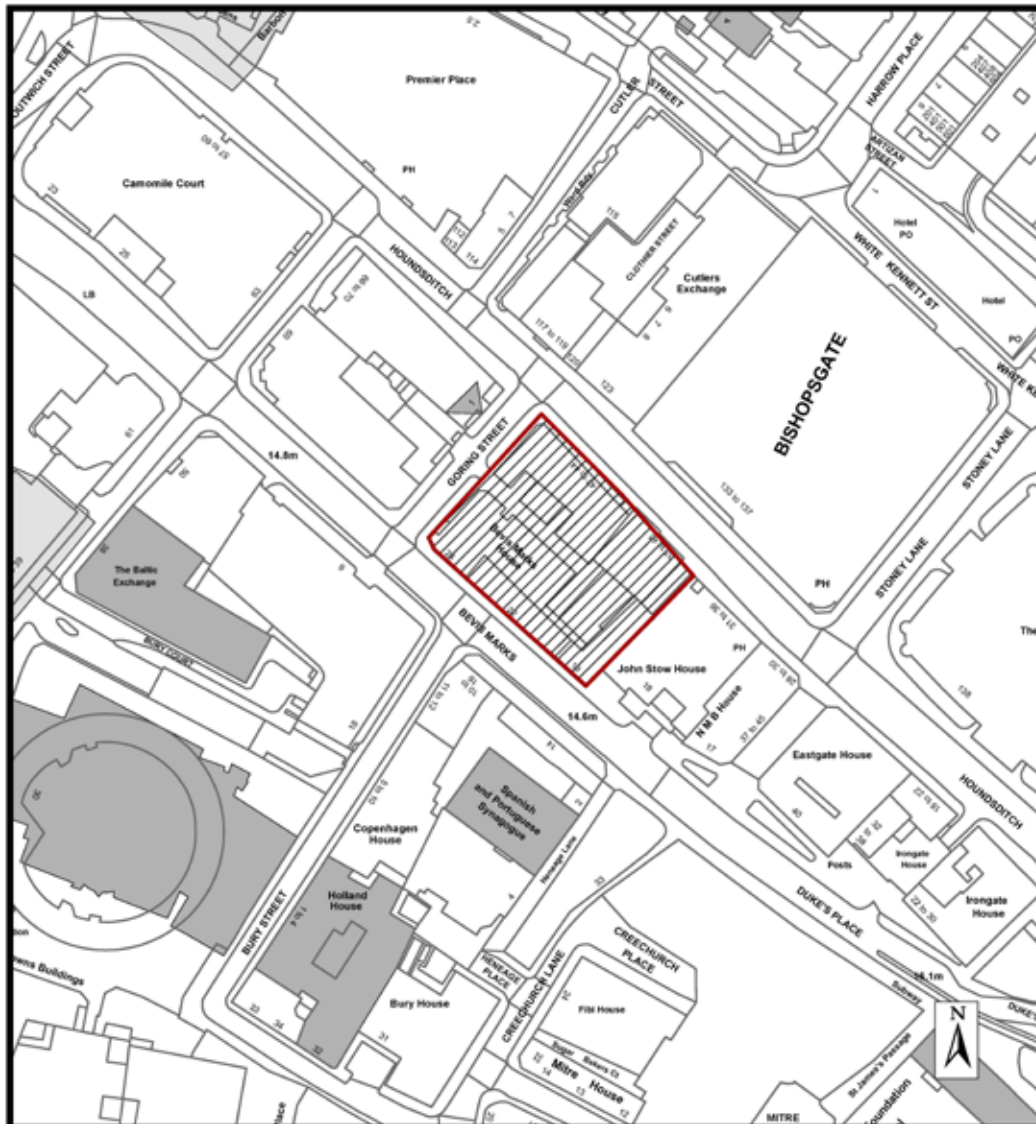


Committee:	Date:
Planning and Transportation	1 December 2014
Subject: Bevis Marks House 24 Bevis Marks London EC3A 7JB The demolition of the existing buildings and construction of 2 basement levels and ground plus 16 storey building (89m AOD) comprising office (Class B1) use [35,658sq.m GEA] and retail (Class A1/A3) uses [758sq.m GEA] with associated servicing and plant facilities. [Total 36,416sq.m GEA].	
Ward: Aldgate	Public For Decision
Registered No: 14/00433/FULMAJ	Registered on: 17 July 2014
Conservation Area: No	Listed Building: No
<u>Summary</u>	
<p>Planning permission is sought for the construction of a 20 storey building (two basements, ground floor, 16 upper floors and one double height roof plant level) for office and retail use. The highest part of the building would be 89m AOD (84.98m AGL).</p> <p>The new development would provide an additional 24,339sq.m (GEA) of office (Class B1) floorspace (35,658sq.m total) and an additional 31sq.m (GEA) of retail floorspace (Class A1 and A3) (758sq.m total) at ground floor level. The existing retail space at basement level (451sq.m GEA) which is principally storage, would be lost.</p> <p>The proposed development would provide a significant increase in flexible office accommodation and retail space on this site, which will assist in meeting the needs of the financial and business services of the City.</p> <p>The scale of the building would be in character with the area, would not be detrimental to the setting of nearby listed buildings and conservation areas or views from the Tower of London.</p> <p>The proposals support the strategic objectives of the City of London and would support the economic policies of the London Plan, Core Strategy and Local Plan.</p>	
Recommendation	
<p>(a) Planning permission be GRANTED for the above proposal in accordance with the details set out in 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 not to be issued until such obligations have been executed;</p> <p>(b) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106.</p>	

Site Location Plan



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ADDRESS:
Bevis Marks House

CASE No.
14/00433/FULMAJ

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



Corner of Goring Street and
Bevis Marks



Corner of Goring Street and
Houndsditch



Houndsditch view

Case No. 14/00433/FULMAJ

Site

1. The site is located within the 'foothills' of the City's eastern cluster of tall buildings and is part of a street block bounded by Houndsditch to the northeast, Bevis Marks to the southwest, Goring Street to the northwest and Stoney Lane to the southeast.
2. The existing site is occupied by four buildings arranged around a service courtyard:

Bevis Marks House, 24 Bevis Marks – rebuilt in the mid-1980s retaining a section of a 1920s facade forming a feature corner at the junction of Bevis Marks and Goring Street. The building provides 8,283sq.m of office space spread over 6 storeys and 270sq.m of retail at ground floor level.

19 Bevis Marks, 21-22 Bevis Marks and 38-41Houndsditch – These three buildings are all of five storeys and provide a total of 3,036sq.m of office space and 939sq.m of retail.

Total floorspace: 11,319sq.m of office; 1209sq.m retail.
3. The grade I listed Bevis Marks, Spanish and Portuguese Synagogue is located to the south west of the site in the courtyard to the rear of 14 Bevis Marks.

Proposal

4. It is proposed to construct a new building for office and retail use. The building would comprise two basements, ground floor, 16 upper floors and one double height roof plant level. The highest part of the building would be 89m AOD (84.98m AGL).
5. The proposed floorspace of the building is 36,416sq.m of which 35,658sq.m would be office (Class B1) and 758sq.m retail (Class A1 or A3). [All floorspace figures GEA]
6. The main entrance and reception would be located on the north-west corner at the junction Bevis Marks and Goring Street. The retail units would be sited along the full length of the Houndsditch elevation and adjoining the main entrance lobby along Bevis Marks. Servicing would be at ground level with access from Goring Street.

Consultations

7. The views of other City of London departments have been taken into account in considering the redevelopment scheme. Some detailed matters remain to be dealt with through conditions and the provision of an agreement under Section 106 of the Town and Country Planning Act 1990.
8. The planning application was publicised in the press and on site. Individual letters were sent to all the residential occupants of the Middlesex Street Estate (Petticoat Square and Petticoat Tower).

One objection was received from a resident of Petticoat Tower. The objector stated:

“The proposed facade is inappropriate - using strong verticals in orange. We were told this matched the red brick of buildings nearby - to which I strongly disagree. Modern synthetic materials cannot be matched against old brick. It will be an eyesore both at street level and from the Middlesex St Estate, in particular from Petticoat Tower, on the side immediately opposite the site. The surrounding buildings are all in tones of grey while this building will be a mammoth orange block, out of scale with the surrounding buildings. There is presently a beautiful corner entrance on Bevis Marks. Could this not have been retained?”

The full comments are attached to this report.

The applicant is aware that the Computer Generated Images (CGIs) submitted in support of the application reflected a “garish orange tone” but that the actual material would be more similar to the brown of rusted steel.

Policies

9. 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.
10. The City of London Local Plan was published in December 2013 and was subsequently submitted to the Secretary of State for examination by a Planning Inspector. The Inspector’s report on the Local Plan was issued on 12th November 2014. The Inspector found that the Local Plan was sound and he did not make any recommendations for material modifications. The Inspector’s report is before you today.
11. The National Planning Policy Framework (NPPF) (para 216) states that “decision-takers may give weight to relevant policies in emerging plans according to...the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given)”. It is intended that the Local Plan will be adopted by the Common Council on 15th January 2015. Upon adoption the Local Plan will supersede the Core Strategy and UDP.
12. Government Guidance is contained in the National Planning Policy Framework (NPPF)

Considerations

Introduction

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

(Section 38(6) of the Planning and Compulsory Purchase Act 2004);

- For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990) and;
 - Paragraph 131 of the NPPF advises, “In determining planning applications, local planning authorities should take account of:
 - a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness.”
14. The NPPF states at paragraph 14 that “at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking For decision-taking this means: approving development proposals that accord with the development plan without delay...” It further states at Paragraph 2 that:
- “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
15. It states at paragraph 7 that sustainable development has an economic, social and environmental role.
16. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
17. The principal issues in considering this application are:
- The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the London Plan, Core Strategy and the saved policies of the Unitary Development Plan and the emerging Local Plan.
 - The impact of the proposal on heritage assets.
 - The impact on the nearby buildings and spaces, including daylight/sunlight and amenity.

Economic Development Issues

18. 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.
19. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the Core Strategy and the London Plan, particularly policies CS1 and 2.10.
20. Policy CS1 seeks to increase office floorspace, particularly 'encouraging the assembly and development of large sites, where appropriate, to meet the accommodation needs of the City's biggest occupiers'.
21. The current buildings provide 11,319sq.m (GEA)/7,717sq.m (NIA) of office accommodation.
22. The proposed building would provide 35,658sq.m (GEA)/24,275sq.m (NIA) of high quality office accommodation to meet the demands of the City's commercial occupiers and, using the London Plan's assumed density of 1 person per 16sq.m (NIA) the number of office workers in the new building could be 1,517 compared with 482 in the existing buildings.

Retail Uses

23. The existing buildings on the site contain 1,209sq.m (GEA) of mixed retail floorspace at both basement and street level.
24. The new development would provide a total of 758sq.m (GEA) retail floorspace (Class A1 and A3) in the form of 6 flexible units of various sizes.
25. Bevis Marks House is not within a Principal Shopping Centre, or identified as being on a Retail Link in the emerging Local Plan. Loss of retail floorspace has to be considered against Core Strategy policy CS20, saved UDP policies SHOP2 and SHOP3 and the emerging Local Plan, policy DM20.3. These policies seek to resist the loss of existing retail floorspace and seek replacement of existing floorspace on redevelopment, primarily at pedestrian level. The proposed development would remove the basement retail floorspace from the site but retain and improve the ground floor retail space and the retail frontage onto both Houndsditch and Bevis Marks.
26. Although there would be a reduction in total retail floorspace (444sq.m GEA), the retention of the street level floorspace and frontage would mean that there would be no adverse impact on the retail offer.

Servicing and Parking

27. The waste storage and collection facilities have been agreed with the Waste and Amenity Planning Manager.
28. An off-street service yard is provided from Goring Street to service the whole building. Service vehicles will be restricted to a maximum length of 8m and the site would be able to accommodate one such vehicle and

one 6m vehicle within the service yard. The total number of service vehicles expected to visit the site per day would be approximately 61 for all vehicles types.

29. The service area would be able to accommodate all vehicles servicing the development but a servicing management plan will need to be approved to ensure that deliveries are spread throughout the day to avoid peaks when the service yard would otherwise become congested.
30. Other than the provision of a single disabled accessible parking space within the service yard, the development provides no car or motorcycle parking which accords with policy.
31. The site is identified as being located in an area with a Public Transport Accessibility Level (PTAL) rating of 6b. This is the highest level of accessibility and rated as "Excellent". There are seven London Underground stations and three National Rail stations within 960m walking distance. Docklands Light Railway services are available from Tower Gateway and Bank stations approximately 660m and 810m from the site respectively. There are 26 bus stops within 640m walking distance of the site providing access to 25 bus routes.
32. The application includes a Travel Plan Framework. However, interim and full Travel Plans will be required (prior to occupation and within six months of first occupation respectively) to ensure that the tenants are promoting and encouraging sustainable travel methods. This would be secured through the S106 agreement.
33. 287 double stack cycle parking spaces would be provided at basement level together with the required level of shower and changing facilities. The cycle parking provision would meet the cycle parking standards in the Draft Local Plan of 1 space per 125sq.m of floorspace (GEA) and exceed the London Plan Revised Early Minor Alterations (REMA) of 1 space per 150sq.m of floorspace (238 spaces).

Design, Bulk & Massing

34. The site is located to the north of the Eastern Cluster and, with the exception of the partially retained facade of the 1920s Bevis Marks House, is of post-war construction.
35. The objector has sought the retention of the 1920s facade within the new development. The retained facade, a stone corner turret, does not make a significant contribution to the local townscape, which is dominated by an eclectic mix of post war buildings. In its current form and setting, Bevis Marks House is not considered to be a heritage asset and it would not be readily incorporated into a larger building.
36. The scheme demolishes the existing buildings and provides a tall building of 20 storeys (two basements, ground, 16 upper storeys and one double height plant level) on the site. The proposed building would be part of the "lower tier" of tall buildings which form the "foot hills" of the eastern cluster and would complement the emerging cluster of tall buildings in scale and composition.

37. At 60-70 St Mary Axe (the street block to the north-west) a tower of 105m (AOD) was approved in 2012 but construction has not yet commenced. To the west, at 6 Bevis Marks, a large office development was recently completed with a maximum height of 87.8m. Buildings to the east and north-east of the site are lower.
38. The proposed building has been designed to mediate between the heights of neighbouring buildings and would complement the shapes and profiles of taller neighbours.
39. The detailed design intention is for the building to be perceived as a stack of related objects, emphasised by horizontal openings for terraces. The building would terminate with a distinctive roofscape combining plant rooms and a function space with uninterrupted south-east views under angled metal and glass roofs.
40. The design is expressed as a textured facade comprising external vertical shading fins with alternating orientations on each stack (four floors on average). The fins would be installed on the vertical mullions of the glass curtain walls and would give the appearance of solidity when viewed obliquely while maximising daylight ingress and openness. The fins would have a colour finish that resonates with the warmer tones of the brick buildings in the area, by using self-finished patinated metal cladding for the fins. Details of the intensity, colour, tone and finish of the fins are reserved by condition.
41. To enable active retail frontages, the fins would not extend down to the ground but would reveal the glazed curtain walls of the retail elevations. The fins would rise above mezzanine level at the corner of Bevis Marks and Goring Street to emphasise the visual impact of the office entrance.
42. Fins have been omitted from the south-east facade to preserve views towards the river.
43. The neighbouring building to the south-east is much lower and with recessed street facades. These recessed facades would result in areas of exposed party wall which it is proposed to clad with pre-cast concrete panels. In Bevis Marks, the visible area of party wall would reach to ground level.
44. The proposed building's scale and character would contribute to the dynamism and hierarchy of scale in the City.

The Setting of Listed Buildings

45. In the immediate vicinity are the grade I listed Bevis Marks Synagogue is located in a courtyard behind newer buildings that define the plot opposite the site. Further afield is the grade II listed Holland House in Bury Street, a 1916 office building with an impressive faience facade, and the Grade II listed Baltic Exchange and the grade II* listed Sir John Cass Foundation School. The submitted views have been assessed with regard to the potential impact of the proposed development on these listed buildings and the proposal is not considered to harm the setting of any listed buildings in the area.

The Setting of Conservation Areas

46. There are two City conservation areas nearby: Bishopsgate Conservation Area is situated to the north and north-west of the site and St. Helen's Place Conservation Area to the south-west. The impact on the setting of, and views from, these conservation areas would be limited to glimpses of the top of the building, often in conjunction with other existing and proposed tall buildings in the vicinity, above the roofline of existing buildings.
47. The proposal will therefore not cause additional harm to the character and appearance of these conservation areas.
48. The site is within the area which has been identified as suitable for high buildings in the UDP. It is close to other high buildings and would form part of the eastern cluster.

London Views Management Framework

49. The London View Management Framework (LVMF) provides a London wide policy framework to protect and manage strategically important views of London and its major landmarks. The most relevant views in determining the application are Townscape View 25 from The Queen's Walk to Tower of London and River Prospect 10, the view north-west from Tower Bridge.
50. The top of the proposed building would be visible between the completed 6 Bevis Marks and the proposed 60-70 St Mary Axe and the historic tower of 10 Trinity Square (former Port of London Authority building) from the three assessment points at The Queen's Walk (25A.1, A.2 and A.3). The views demonstrate that the building would lie comfortably within the foot hills of the Eastern Cluster, and would be seen with a small step down from the buildings to the west that reinforces the emerging skyline of the cluster.
51. In the River Prospect view from the north Bastion of Tower Bridge, the White Tower and the trees along the river bank and within the Tower would conceal the proposal.
52. The Tower of London World Heritage Site Management Plan requires views from the Inner Ward to be carefully considered *to ensure that it [further development] preserves or enhances the quality of the view and perceptions of the character of the Inner Ward*. The proposal would not be visible from within the boundaries of the Tower of London.

St. Paul's and Monument Views

53. The proposed building would not be visible in the views from the Golden Gallery of St. Paul's Cathedral or the viewing gallery of the Monument as it would be behind existing tall buildings of the eastern cluster.

Local Views

54. The local views most affected by the proposals are the street views from the west and east along Houndsditch and Bevis Marks. The silhouette of the building would not be visible in its entirety in these views. Instead the

horizontal stacking of the 4-storey elements would be prominent, breaking down the scale of the elevations and providing visual interest.

55. The longer views from Duke's Place in the south-east and Bishopsgate in the north-west would give glimpses of the angled top of the building, often in conjunction with existing and proposed tall buildings in the vicinity. These views are not considered to be detrimentally affected by the proposal.
56. In conjunction with other approved tall buildings in the vicinity the scale and design of the proposed building would provide a transition to the lower tier of City buildings.

Wind

57. The applicants have carried out a desk top study that indicates that the wind microclimate at ground level around the site would have wind conditions suitable for standing/entrance use or better during the worst season (winter) while all the thoroughfares around the site would be suitable for leisure walking.

Daylight and Sunlight

58. Loss of daylight and outlook is a material planning consideration. Policy ENV 35 of the Unitary Development Plan (UDP) seeks "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".
59. A report has been submitted analysing the effect of the proposal on daylight and sunlight to residential units at Petticoat Tower. This analysis has been carried out in accordance with the Building Research Establishment (BRE) guidelines "Site Layout Planning for Daylight and Sunlight". The guidelines are advisory rather than mandatory and need to be interpreted flexibly, taking into account other factors which might also affect the site.

Petticoat Tower

60. Petticoat Tower is a residential block located 150m to the northeast of the site.

Daylight

61. The proposed scheme would have a negligible impact on residential amenity with all the residential units assessed complying with the BRE recommendations for daylight utilising Vertical Sky Component (VSC).
62. When considering VSC the guidance states that if a reduction is below the minimum recommended figure and the reduction is greater than 20% of the existing figure, the difference in daylight (or sunlight) would be noticeable.
63. The windows worst affected by the proposals (Podium level to 2nd floor) would receive a minimum of 91% of their existing daylight with those windows above 2nd floor level receiving 97% or more.

Sunlight

64. All rooms within Petticoat Tower would comply with the BRE requirements for sunlight in Annual Probable Sunlight Hours (APSH) terms.
65. As with VSC, when considering APSH the guidance states that if a reduction is below the minimum recommended figure and the reduction is greater than 20% of the existing figure, the difference in sunlight would be noticeable.
66. Those windows worst affected by the proposals would receive a minimum of 97% of their existing sunlight levels (summer) and 91% (winter).

Amenity Space

67. The BRE guidance on sunlight to a garden or amenity area suggests for it to be adequately sunlit throughout the year no more than 40%, and preferably no more than 25%, should be in permanent shade on 21st March.
68. The amenity space of the Petticoat Tower Podium would receive 98% of its existing sunlight levels on 21st March. The new development would not cause any permanent overshadowing.
69. The supporting information provided by the daylighting consultants indicates that on March 21st the sunlight penetration to the open space of Jubilee Gardens would be similar in both the existing and proposed scenarios with a “de minimis” effect on the amenity of the area.

Other Properties

70. There are no other residential premises where daylight or sunlight would be affected by this proposal.

Cleaning

71. External cleaning and maintenance of the facades would be carried out via a building maintenance unit that would be ‘parked’ within the sloped roof of the building when not in use. A counterweighted telescopic boom would extend, allowing a suspended cradle to access all parts of the building perimeter.

Sustainability & Energy

72. As part of the supporting documentation, the applicants have submitted a Sustainability Statement, including a BREEAM New Construction 2011 (Offices) pre-assessment and an Energy Statement. The redevelopment of the site provides the opportunity to improve energy performance over the Building Regulations 2010 compliant baseline. The following passive design measures would be incorporated:
 - An energy efficient building envelope;
 - vertical facade elements designed to provide solar shading;
 - improved air tightness of the building envelope;

- energy efficient lighting and controls, maximising natural daylight;
 - specification of energy efficient plant.
73. By utilising passive design and energy efficiency measures, the development is estimated to achieve 24.5% carbon emissions savings over the Building Regulations 2010 compliant baseline scheme.
 74. The connection of the development into a district heating network is currently not possible but the opportunity for a future connection would be provided.
 75. The incorporation of a site wide Combined Heat and Power (CHP) system is not considered to be feasible for this development.
 76. An assessment of the incorporation of low carbon and renewable energy technologies concludes that an installation of photovoltaic modules 250sq.m in area on the south facing facade could provide further carbon emissions savings of 0.5 - 1%. Other technologies are not considered to be feasible due to the highly constrained nature of the site.
 77. The submitted energy strategy demonstrates that the development has the potential to achieve a 25% carbon emission reduction over a Building Regulations compliant building. This would result in a shortfall of 15 % carbon emissions savings in relation to the London Plan target of 40%, and offset payments may be required if evidence cannot be provided to demonstrate that this building cannot meet the target on site.
 78. The BREEAM pre-assessment rating for the building has an “excellent” rating and indicates no outstanding issues which should be addressed.
 79. The sustainability statement contains the intent to incorporate sustainable drainage systems such as a rainwater harvesting system and rain water storage within the basement which would act as an attenuation tank to reduce the water run-off rate from the development together with retention of some of the collected rain water within the tank to allow for re-use. In addition, the statement addresses energy efficiency, sustainable materials, conserving water resources, waste management, pollution, urban greening and biodiversity. The proposed range of climate change adaptation and sustainable design measures is considered to be acceptable, subject to further details to be considered under the conditions.

Demolition and Construction

80. The Demolition and Construction Method Statement for the scheme will be required by condition.

Archaeology

81. The site is in an area of significant archaeological potential due to its location over the line of the Roman and medieval London wall and ditch. An archaeological assessment and interim evaluation report have been submitted with the application. A section of London wall adjacent to the western corner of the site is a scheduled ancient monument.

82. The archaeological assessment sets out the previous records of archaeological work on the site and it is considered that construction of the existing basements of Bevis Marks House and 19 Bevis Marks has removed any surviving remains of the Roman wall. Subsequent work on the site included lowering the basement had a further impact. The archaeological evaluation carried out concluded that due to the depth of the existing basement slab the Roman wall and medieval ditch do not survive in this area. There is some potential for survival of archaeological remains below 20-22 Bevis Marks and 39-41 Houndsditch.
83. The archaeological assessment and evaluation conclude that remains of the Roman and medieval wall, which is a significant archaeological feature, does not survive.
84. The proposed development would remove all surviving remains on the site. This is regarded as acceptable subject to proper archaeological recording and foundation design.

Planning Obligations and Community Infrastructure Levy

85. 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.
86. Planning obligation arrangements were modified by the Community Infrastructure Levy Regulations 2010 as amended ('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.
87. 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
88. 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. The policy

repeated the tests set out above and states 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)

89. London Plan Policy 8.3 requires the Mayoral CIL to be paid by developers to help fund strategically important infrastructure, initially focussing on 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

90. 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.
91. Developments that are liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail, the Mayor will not double charge. His approach is to treat Mayoral CIL payment as a credit towards Mayor planning obligation liability. Therefore the Mayoral planning obligation liability can be reduced by the Mayoral CIL.
92. At the time of preparing this report the Mayoral CIL has been calculated to be £1,121,550. The full Mayoral planning obligation has been calculated to be £3,159,140. This would be reduced to £2,037,590 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.
93. 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	1,121,550	1,076,688	44,862
Mayoral planning obligation net liability*	2,037,590	2,037,590	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500
Total liability in accordance with the Mayor of London's policies	3,162,640	3,114,278	48,362

*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

City Planning Obligations

City CIL

94. The City introduced its CIL on 1st July 2014 and will be chargeable in addition to the Mayoral CIL and Mayoral planning obligations. CIL will be charged at a rate of £75 per sq.m for Offices, £150 for Residential Riverside, £95 for Residential rest of the city and £75 for all other uses. At the time of preparing this report the City CIL has been calculated to be £1,682,325. 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.
95. Under the CIL regulations the City Corporation is able to retain 5% of the CIL income as an administration fee. The contributions collected will be used to fund the infrastructure required to meet the requirements of the City's Development Plan.
96. On 1st July 2014 the City's Supplementary Planning Document on Planning Obligations was adopted. City Planning Obligations would be payable by developers in accordance with the Planning Obligations SPD on new commercial developments where there is a net increase of 500sq.m or more of Gross Internal Area. The policy seeks contributions towards Affordable Housing (£20 per sq.m), Local Training, Skills and Job Brokerage (£3 per sq.m) and Carbon Offsetting (£46 per tonne of carbon offset).
97. In this case the proposed net increase in floorspace would be 22,431sq.m. On the basis of the figure indicated in the Supplementary Planning Document, the planning obligation figure would be £515,913. It is the City's practice that all financial contributions should be index-linked

with reference to the appropriate index from the date of adoption of the SPD to the date of permission.

98. The applicant has agreed a breakdown which accords with the Supplementary Planning Document as follows:

Liability in accordance with the City of London's policies	Contribution £	Available for Allocation £	Retained for Monitoring Charge £
City Community Infrastructure Levy	1,682,325	1,598,209	84,116
City Planning Obligation Affordable Housing	448,620	444,134	4,486
City Planning Obligation Local, Training, Skills and Job Brokerage	67,293	66,620	673
Non-Financial Planning Obligation Monitoring Charge	2,500	Nil	2,500
Total liability in accordance with the City of London's policies	2,200,738	2,108,963	91,775

99. 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.

Affordable Housing

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

Local Training, Skills and Job Brokerage

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

Highway Reparation and other Highways obligations

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

103. If required, prior to implementation and based on the City's standard draft, the developer will be obligated to enter into an agreement under Section 278 of the Highways Act 1980 to meet the cost of highway works that are necessary to meet the burden placed on the highway network by the development.

Utility Connections

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

Method Statement, Plans and Audits

Delivery and Servicing Management Plan

105. The developer would be required to submit for approval a Delivery and Servicing Management Plan prior to occupation. In the event of any breach of the Management Plan, 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.

Travel Plan

106. The developer would be required to submit both interim and full Travel Plans prior to occupation and six months after occupation respectively. The obligations in relation to this shall apply for the life of the building.

Local Training, Skills and Job Brokerage

107. 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.

Local Training, Skills and Job Brokerage Strategy (Construction)

108. 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 as outlined in the Planning Obligations Supplementary Planning Document. 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.

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

Local Procurement

110. The developer has agreed 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, in accordance with the Local Procurement Charter.
111. The developer will be required every 6 months and a final report no later than 6 months after occupation, to report to the City of London Corporation's Economic Development Office on their performance against the 10% local procurement target.
112. The Economic Development Officer is able to provide information and guidance to the Developer its Contractor and Sub-Contractors. The Developer is encouraged to liaise with the Economic Development Officer at the earliest stage in the development process in order that the strategy can be submitted prior to implementation

Carbon Offsetting

113. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 35% over Part L Building Regulations 2013, through the use of on-site renewable energy generation, in line with London Plan energy hierarchy. A detailed assessment will be required and if the assessment demonstrated that the target is not met on site the applicant will be required to meet the shortfall through a cash in lieu contribution. The contribution will be secured through the section 106 agreement, at an initial cost of £60 per tonne of carbon to be offset, calculated over a 30 year period. The financial contribution for carbon off-setting will be required on commencement or prior to occupation.

Monitoring and Administrative Costs

114. 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.
115. 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.
116. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

Site Specific Mitigation

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

Conclusion

118. The proposal supports the City's strategic objective to promote the City as the leading international financial and business centre.
119. The scheme provides an employment led, mixed use development which supports the economic policies of the London Plan and UDP and provides an increase in high quality floorspace suitable for a major occupiers and/or other users and support accommodation in this part of the City.
120. The scheme's reliance on public transport meets the transport policies in the London Plan and UDP. This will have the benefits of maintaining the strength of the City cluster in economic terms and by making effective and efficient use of the infrastructure necessary to sustain such concentrations of development.
121. The proposed building would sit within the "foothills" of the eastern cluster. The detailed facade treatment and materials would distinguish this building from other tall buildings in the vicinity.
122. This development would not detract from the City's conservation areas, listed buildings or be detrimental to the setting of the Tower of London World Heritage Site.
123. The proposal, due to its height and form would provide a distinctive building which would integrate with its context in street level views and is a well thought through and rigorous design with a high degree of detailing in its elevational treatment and passive energy measures.
124. The proposal is in compliance with the provisions of the Development Plan.

125. After considering and balancing all of the above circumstances, I recommend planning permission be granted as set out in the Recommendation and Schedule.

Background Papers

Internal

Email 23.07.2014 Open Spaces Department
Memo 05.08.2014 City of London Markets and Consumer Protection,
Pollution Team

External

Letter 23.07.2014 English Heritage
Email 29.07.2014 Environment Agency
Email 29.07.2014 Ms. Vicky Stewart
Email 04.08.2014 Thames Water
Letter 12.08.2014 LB Tower Hamlets
Email 13.08.2014 Historic Royal Palaces
Letter 28.03.2013 City of Westminster
Letter 09.09.2014 LB Islington

Application Documents

Design and Access Statement by KPF rec'd 06.05.2014
Noise Impact Assessment by ARUP rec'd 06.05.2014
Historic Environment Assessment by Museum of London Archaeology rec'd
06.05.2014
Daylight and Sunlight Report by Deloitte rec'd 06.05.2014
Energy Statement by ARUP rec'd 06.05.2014
Sustainability Statement and BREEAM Pre-Assessment by ARUP rec'd
06.05.2014
Addendum to Design and Access Statement (Views Assessment) by KPF
rec'd 04.09.2014
Addendum to Design and Access Statement (Local Views) by KPF rec'd
05.09.2014
Addendum to Design and Access Statement (3 x Photomontages) by KPF
rec'd 09.09.2014
Addendum to Design and Access Statement by KPF rec'd 01.10.2014
Archaeological Evaluation: Interim Report by Museum of London Archaeology
rec'd 13.10.2014

Pedestrian Level Wind Microclimate Assessment Desktop Study by RWDI
rec'd 22.10.2014

Addendum to Daylight and Sunlight Report by Deloitte rec'd 24.10.2014

Drawings nos: A-29, A-30, A-31, A-32, A-33, A-34, A-35, A-36, A-49, A-50, A-51 and A-52.

Appendix A

London Plan Policies

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

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

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

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

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

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

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

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

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

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

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

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

Policy 7.6 Buildings and structures should:

- (a) Be of the highest architectural quality;
- (b) Be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm;

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

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

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

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

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

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

Unitary Development Plan and Core Strategy Policies

ARC1 Archaeology - evaluation and impact

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

ARC2 To preserve archaeological remains

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

ARC3 Recording of archaeological remains

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

ENV8 Promote high quality open spaces

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

ENV28 Design of building services

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

ENV35 To protect daylight and sunlight

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

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.

IMP5 Separate uses to be self contained

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

SHOP2 Seek replacement of retail uses

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

SHOP3 Seek increased retail facilities

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

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

SHOP4 Variety in size of retail units

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

TRANS15 Seek off-street servicing

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

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

TRANS18 Resist non-residential parking

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

TRANS21 Seek parking for disabled people

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

TRANS22 Require cycle parking

To provide cycle parking facilities by:

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

TRANS23 Require parking for motorcycles

To provide parking facilities for motorcycles by:

- i. requiring the provision of private parking spaces for motorcycles in development schemes;
- ii. maintaining an adequate overall number of spaces for motorcycles in public off-street car parks and;
- iii. seeking to maintain on-street motorcycle parking at current levels, pending the approval of the Local Implementation Plan.

UTIL6 Provision for waste collection

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

CS1 Provide additional offices

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

CS3 Ensure security from crime/terrorism

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

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

CS13 Protect/enhance significant views

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

CS15 Creation of sustainable development

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

CS16 Improving transport and travel

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

CS17 Minimising and managing waste

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

CS18 Minimise flood risk

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

CS20 Improve retail facilities

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

CS21 Protect and provide housing

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

SCHEDULE

APPLICATION: **14/00433/FULMAJ**

Bevis Marks House 24 Bevis Marks London

The demolition of the existing buildings and construction of 2 basement levels and ground plus 16 storey building (89m AOD) comprising office (Class B1) use [35,658sq.m GEA] and retail (Class A1/A3) uses [758sq.m GEA] with associated servicing and plant facilities. [Total 36,416sq.m GEA].

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.

- 2 Before the development hereby permitted is begun a detailed site investigation shall be carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. In the event that site contamination is found it must be reported in writing to the Local Planning Authority within five working days and an investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the local planning authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the following policy the Core Strategy: CS15 .

- 3 Before the development hereby permitted is begun, impact studies of the existing water supply infrastructure must be 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.
- 4 Details of facilities and methods to accommodate construction vehicles and deliveries during demolition and the construction of the building hereby approved are to be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work and no demolition or construction shall be carried out other than in accordance with the approved details and methods.
REASON: To ensure that the obstruction of the local highway network by construction vehicles is minimised in accordance with the following policies of the Core Strategy: CS15.
- 5 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.
- 6 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport

network in accordance with the following policy of the Core Strategy: CS15.

- 7 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS15.
- 8 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any works hereby permitted are begun.
REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Core Strategy: CS3.
- 9 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3
- 10 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3.

- 11 No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with the relevant water or sewerage undertaker. 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 and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure.
- 12 Before any construction works hereby permitted are begun details of rainwater collection, 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.
- 13 Before any construction works hereby permitted are begun details of the installation of photovoltaic panels, as 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 minimise carbon emissions and provide a sustainable development in accordance with the following policies of the Core Strategy: CS10, CS15.
- 14 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
 - (b) details of the proposed new facade(s);
 - (c) large scale (1:5) details of the "Shading Fins" to the south, north and west elevations to include details of the colour, tone, intensity and finish, method and location of fixings, drainage and the impact of the detailed design on the potential for the generation of resonant noise and vibration;
 - (d) details of ground floor elevations including entrances;
 - (e) details of soffits, hand rails and balustrades;
 - (f) details of junctions with adjoining premises;
 - (g) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level

(h) details of external surfaces within the site boundary including hard and soft landscaping;

(i) measures to be taken during the period of demolition and construction for the protection of the trees to be retained and details of any pruning of the trees;

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

- 15 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.
REASON: To ensure the satisfactory servicing of the building in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL 6, CS10, CS17.
- 16 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.
- 17 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Core Strategy CS15.
- 18 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the nearest window or facade of the nearest premises.
The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

(b) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.

- 19 The 'Life Safety Generator' shall be used solely on brief intermittent and exceptional occasions when required in response to a life threatening emergency and for the testing necessary to meet that purpose and shall not be used at any other time. At all times the generator shall be operated to minimise its noise impact and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.
REASON: To ensure that the generator, which does not meet City of London noise standards, is used only in response to a life threatening emergency situation.
- 20 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use takes place.
REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Core Strategy: CS15, CS21.
- 21 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements including materials and construction method. The details approved must be implemented before the Class A use takes place and shall be so maintained thereafter for the life of the building.
REASON: In order to protect residential/commercial amenities in the area in accordance with the following policies of the Core Strategy: CS15, CS21.
- 22 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Core Strategy: CS15.

- 23 The Class A1/A3 uses hereby permitted shall not be open to customers between the hours of 23:30 on one day and 07:00 on the following day. 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.
- 24 In respect of the Class A1 and/or Class A3 units, no live or recorded music shall be played that can be heard outside the premises or within any other premises in the building. REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policy of the Core Strategy: CS15.
- 25 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building. REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS16, CS21.
- 26 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto. REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Unitary Development Plan: TRANS15.
- 27 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building. REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS21.
- 28 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 287 pedal cycles. The cycle parking provided on the site must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking. REASON: To ensure provision is made for cycle parking and to assist in reducing demand for public cycle parking in accordance with Transport for London guidance.

- 29 The changing facilities and showers adjacent to the bicycle parking areas and indicated on approved drawing A-099 Rev. A, shall be provided and maintained throughout the life of the building for the use of occupiers of the building.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 30 The pass door shown adjacent to or near to the main entrance on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Core Strategy: CS10.
- 31 A clear unobstructed headroom of 5m must be maintained for the life of the buildings in the refuse skip collection area and a clear unobstructed headroom of 4.5m must be provided and maintained in all other 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.
- 32 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS 15, ENV 8, CS10, CS16.
- 33 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, CS10, CS16.
- 34 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 35 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission:
Drawing nos: A-010, A-011, A-098, A-099 Rev. B, A-100, A- 101, A- 102, A-104, A-105, A-108, A-109, A-112, A-113, A-115, A-116, A-150, A-200, A-201, A-202, A-203, A-204, A-205 Rev. A, A-206, A-301.
Documents:

Written Scheme of Investigation for an Archaeological Evaluation,
Museum of London Archaeology, July 2014 rec'd 22.07.2014
REASON: To ensure that the development of this site is in compliance
with details and particulars which have been approved by the Local
Planning Authority.

INFORMATIVES

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

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

a full pre application advice service has been offered;

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

- 2 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.

- 3 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, City Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

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

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

- 5 The Directorate of the Built Environment must be consulted on the following matters which require specific approval:
 - (a) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window cill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway). You are advised that highway projection licenses do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. In such cases please also contact the Corporate Property Officer, City Surveyor's Department.
 - (b) Permanent Highway Stopping-Up Orders, dedication of land for highway purposes, declaration, diversion and stopping up of City and Riverside Walkways.
 - (c) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
 - (d) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City.
 - (e) Connections to the local sewerage and surface water system.
 - (f) Carriageway crossovers.
 - (g) Means of escape and constructional details under the Building Regulations and London Building Acts (District Surveyor).
 - (h) The display of any advertisement material on the premises which may be subject to the City of London Corporation's Byelaws.
- 6 The enabling of archaeological work to meet the requirements of conditions 9 and 10 is the responsibility of the developer and should be regarded as an integral part of the development programme in accordance with the policies of the Unitary Development Plan and Core Strategy. This would include on site facilities, funding, fieldwork, post excavation analysis and reporting and publication of the work in accordance with recognised guidelines and codes of practice. This is to ensure adequate "preservation by record" of the archaeological resource affected by the proposed development.
- 7 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:
 - (a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any

structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.

(b) Installation of engine generators using fuel oil.

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

(d) Alterations to the drainage and sanitary arrangements.

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

- the identification, encapsulation and removal of asbestos in accordance with a planned programme;

- provision for window cleaning (internal and external) to be carried out safely.

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

(g) Use of the premises for public entertainment.

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

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

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

(k) Methods of odour control.

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

Noise and Dust

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

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

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

Air Quality

(d) Compliance with the Clean Air Act 1993

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

Boilers and CHP plant

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

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

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

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

Standby Generators

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

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

Cooling Towers

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

Food Hygiene and Safety

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

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

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

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

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

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

- 9 The investigation and risk assessment referred to in condition 2 "Contaminated Land" must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme

must be submitted to and approved in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report must be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, open spaces, service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This investigation and risk assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

10 Thames Water advises:

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

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

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

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

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

(6) Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water's pipes. The developer should take account of this minimum pressure in the design of the proposed development.

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

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

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

- 11 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.
- 12 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.

Adjei, William

From: PLN - Comments
Sent: 29 July 2014 12:05
To: PLN - Comments
Subject: Comments for Planning Application 14/00433/FULMAJ

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

Comments were submitted at 12:04 PM on 29 Jul 2014 from Ms Vicky Stewart.

Application Summary

Address: Bevis Marks House 24 Bevis Marks London EC3A 7JB

Proposal: The demolition of the existing buildings and construction of 2 basement levels and ground plus 16 storey building (89m AOD) comprising office (Class B1) use [35,658sq.m GEA] and retail (Class A1/A3) uses [758sq.m GEA] with associated servicing and plant facilities. [Total 36,416sq.m GEA].

Case Officer: Tony Newman

[Click for further information](#)

Customer Details

Name: Ms Vicky Stewart

Email: [REDACTED]

Address: 10c Petticoat Tower Petticoat Square London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: Re - Covering Letter / Consultation Pg 6: Quote - 'Two public exhibitions on the whole residents were broadly supportive'. I attended both exhibitions and disagree that It was not a consultation but a presentation of what is going to happen. Re - Design & Access Statement, The Proposal, Building Facade, Pgs 96 & 98: The proposed facade is inappropriate - using strong verticals in orange. We were told this matched the red brick of buildings nearby - to which I strongly disagree. Modern synthetic materials cannot be matched against old brick. It will be an eyesore both at street level and from the Middlesex St Estate, in particular from Petticoat Tower, on the side immediately opposite the site. The surrounding buildings are all in tones of grey while this building will be a mammoth orange block, out of scale with the surrounding buildings. There is presently a beautiful corner entrance on Bevis Marks. Could this not have been retained?