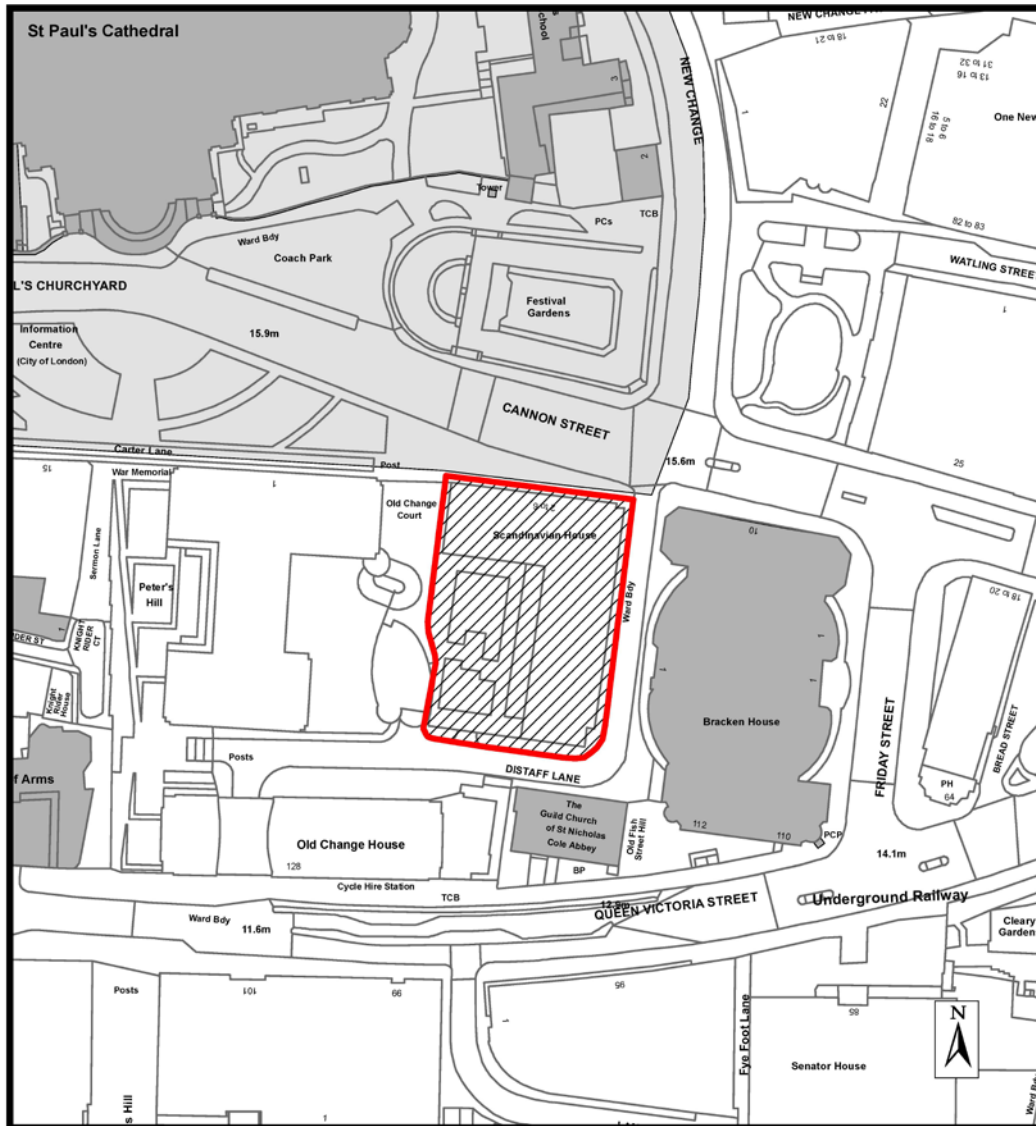


<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	1 December 2014
<b>Subject:</b> 2 - 6 Cannon Street London EC4M 6YH The demolition of the existing building and construction of a new office building (Class B1) comprising 7 storeys plus basement and associated hard and soft landscaping, roof top plant, accessible terrace, access and servicing, ancillary cycle parking and other associated works.	
<b>Ward:</b> Bread Street	<b>Public For Decision</b>
<b>Registered No:</b> 14/00780/FULMAJ	<b>Registered on:</b> 1 August 2014
<b>Conservation Area:</b> NO	<b>Listed Building:</b> No
<b><u>Summary</u></b>	
<p>Planning permission is sought for the demolition of the existing building and construction of a new office building (Class B1) comprising 7 storeys plus basement and associated hard and soft landscaping, roof top plant, accessible terrace, access and servicing, ancillary cycle parking and other associated works. The new building would provide 13, 550sq.m of floorspace for office (Class B1) use. The proposed building would provide an increase in good quality office, in accordance with development plan policies. The design of the proposed building would relate satisfactorily to the general townscape. The proposals are considered not to have a detrimental impact on the setting of the Cathedral and nearby listed buildings and the local view of St. Nicholas Cole Abbey. The proposed development would extend over land (246sq.m) which is currently used as open space classified as public highway to the west of the building. To mitigate the loss of this area caused by the encroachment of the building into it, works are proposed to improve the open space on site and to the off-site public realm. It is concluded that the proposal is acceptable subject to conditions, a CIL payment and a Section 106 agreement being entered into to cover the matters set out in the report and if not as set out will be brought back to your Committee.</p>	
<b>Recommendation</b>	
I recommend that:	
(a) Planning permission be granted for the development referred to above in accordance with the details set out on the attached schedule subject to planning obligations and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until such obligations have been executed and any necessary agreements and stopping up of the highway under Section 278 of the Highway Act 1980. In the event any necessary consents or agreements are not forthcoming then the matter will be referred back to the Planning and Transportation for consideration.	

# Site Location Plan



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ADDRESS:  
2 - 6 Cannon Street

CASE No.  
14/00780/FULMAJ

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



**CITY OF LONDON**

DEPARTMENT OF THE BUILT ENVIRONMENT



Case No. 14/00780/FULMAJ: 2-6 Cannon Street looking south east

## **Site**

1. 2-6 Cannon Street is located directly south east of St Paul's Cathedral and is bounded by Cannon street to the north, Old Change Court and Distaff Lane, to the south and east. The site is not located within a Conservation Area but the northern boundary of the application site lies close to St Paul's Cathedral Conservation Area.
2. The building currently known as Scandinavian House was constructed between 1958-59 and is used as offices, with retail space (A3) on the ground floor providing 11,600sq.m. (GIA) of offices and 623sq.m (GIA) of retail space (Class A3) totaling 12,223sq.m. The building consists of 7 floors above ground and 2 floors below ground. The Site provides approximately 10 car parking spaces within the basement and access for these vehicles is from Distaff Lane. An area of public highway adjacent to the building forms an open space containing lawn areas, trees and planting with a seating area.
3. Scandinavian House formed part of the post-war reconstruction scheme for the area immediately south and east of the Cathedral that had been heavily bombed during the war. In the reconstruction plan, Scandinavian House and two other office blocks were ranged around the perimeter of a wide pedestrian precinct below which accommodation was provided for car parking. The two blocks to the south and west of the piazza were demolished when the neighboring 1 Carter Lane was constructed in the late 1990s. As part of this scheme, a large portion of the raised piazza was dropped to the Distaff Lane level, leaving the residual area of open space to the west of Scandinavian House. A bar/restaurant building was constructed on the eastern side of the remaining high level piazza area.
4. There are a number of listed buildings located within the vicinity of the Site including St Paul's Cathedral, the church of St Nicholas Cole Abbey (Grade I) off Distaff Street located 18m to the south; The College of Arms (Grade I) off Queen Victoria Street located 100m to the south west and Bracken House (Grade II\*) located 10m to the east of Distaff Street.
5. The site lies within the St Paul's Heights Policy area which protects views of St Paul's Cathedral, the existing building does not in all respects comply with the maximum height specified within the guidelines. Currently there is an important local view of the tower of St Nicholas Cole Abbey across from St Paul's Cathedral and Carter Lane.

## **Proposal**

6. Planning permission is sought for the demolition of the existing building and for the construction of a new office building (Class B1) comprising 7 storeys plus basement and associated hard and soft landscaping, roof top plant, accessible terrace, access and servicing, ancillary cycle parking and other associated works.
7. The new building would provide 13, 550sq.m of floorspace for office (Class B1) use.

## **Consultations**

8. The Views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some matters remain to be dealt with under conditions and any relevant agreements.
9. Conditions are included that cover protection from excess noise and other disturbance during redevelopment.
10. English Heritage has considered the effect of the proposal on the setting of listed buildings and does not wish to comment. They say that the application should be determined in accordance with national and local policy guidance and on the basis of the City's specialist conservation advice.
11. Thames Water has no objections and requests that informatives are added. These are included on the schedule.

## **Policies**

12. The development plan consists of the London Plan, the saved policies of the Unitary Development Plan, Core Strategy and Emerging Local Plan. 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.
13. 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.
14. Government Guidance is contained in the National Planning Policy Framework (NPPF). NPPF paragraph 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. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations and Sustainable Design and Construction.
15. Chapter 12 of the NPPF sets out key policy considerations for applications relating to designated and non-designated heritage assets. Other relevant guidance is provided by English Heritage including the documents Conservation Principles, and The Setting of Heritage Assets. Building in Context (EH/CABE) and the PPS5 Practice Guide in respect of the setting of heritage assets.

## Considerations

16. The Corporation, in determining the planning application has the following main statutory duties to perform:-
  - To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
  - To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
  - In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
  - To pay special attention to the desirability of preserving or enhancing the character or appearance of any Conservation Area [S 72(1) Planning (Listed Buildings and Conservation Areas) Act 1990].

## Economic Development Issues

17. 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.
18. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the London Plan and Core Strategy, particularly policies 4.2 and CS1.
19. The building would provide high quality flexible office accommodation to meet the demands of the City's commercial occupiers and a 16% increase in office space over that currently existing on the site.
20. This development would support London's business function in accordance with the development plan policies.

## Retail

21. The proposal results in a loss of 623sq.m of retail floorspace. The building is located outside of the retail hierarchy as identified in the Core Strategy 2011 and published Local Plan 2013 and does not form part of a Principal Shopping Centre, Local Shopping Centre or retail link. Its re-provision in these circumstances is not required by planning policy. There is a significant provision of high quality retail uses in the Cheapside and Fleet Street Principal Shopping Centres closeby.

### Design, Bulk/Massing/Design

22. The building has been designed to relate positively to its context in a manner that differs from the approach taken by the existing building on the site. Scandinavian House is built on an “L” shaped plan whereas the current proposals would expand the plan-form into a near triangular form. The proposed building would have its primary frontage to Cannon Street, an elevation to Distaff Lane and the western elevation would face onto a new public garden and New Change Court.
23. The separate treatment of the elevations around the proposed development would be bound together by the use of the two principal materials, stone and glass. Cumbrian Red Lazonby sandstone would be used to clad an overall structural frame which would be articulated by deep window openings of various sizes dependent on location. Bronze anodised aluminium would be used for window frames and other metalwork.
24. The proposed stone framework has been developed to respond to the changing context around the site. This comprises; the diagonal view between the Cathedral and Nicolas Cole Abbey across the new garden, the need for a dignified northern elevation that would form part of the setting of the Cathedral and which forms a strong relationship with Bracken House and 1 Carter Lane, a functional yet considered elevation to Distaff Lane, and an appropriate backdrop to views of St Nicolas Cole Abbey and the Cathedral when seen from the south.
25. Red sandstone has been considered in favour of Portland stone for the building to harmonise with the neighbouring buildings to the east and west, and to enhance the quality of the view looking south eastwards past the building to the tower of St Nicolas Cole Abbey, and north westwards towards the dome of the Cathedral. The red sandstone would allow the building to blend more easily into the foreground so enabling these Portland stone landmarks to retain their dominance and status within these views.
26. The northern facade of the building, and its east and west returns, would have a classic “palazzo” character, well ordered with a clear base, middle and top and a strong symmetrical frame of deeply profiled stone as it addresses Cannon Street. The entrance lobby would be located off-centre, at the corner of Distaff Lane and Cannon Street.
27. The southwest facade forming the eastern edge of the new garden is formed from three volumes, each stepping down in response to the falling ground levels towards the southern corner of the garden. The stone framed volumes would be expressed as double height storeys with windows slightly inclined inwards to assist in shading the office interiors. The south facade facing Nicolas Cole Abbey would have a

similar appearance but glazing within the stone frame would be mounted vertically to provide the setting of the church with a calm background.

28. The east facade facing Bracken House would be visually divided into three discrete elements to reduce its bulk and to respond to the internal functions of the building and to moderate the downward gradient of the street. The northern volume turns the corner from Cannon Street and is articulated in a similar manner to the Cannon Street frontage. The middle section would incorporate solid panels within the stone framework adjacent to the stair and lift cores as well as metal louvres for mechanical ventilation and a service bay. This central section of the facade has been articulated as a transitional bay between the north and the southern element which itself compliments the south facing elevation to Distaff Lane.
29. The roof of the building would be visible from the viewing galleries of St Paul's Cathedral and has been designed as a fifth elevation. The roof would include an accessible roof terrace with planting and seating to the south, while the northern unoccupied part of the roof would be planted as a green roof.

#### Heritage Assets

30. Although the site does not lie within a conservation area, it is located on the southern boundary of St Paul's Cathedral Conservation Area, which adjoins the northern boundary of the site. The building would make a positive contribution to the setting of the conservation area and the Cathedral itself due to the complimentary nature of its facing materials, proportions, and its relationship with neighbouring developments to the east and west.
31. There are no listed buildings on the site but there are many in the close vicinity. These include, Bracken House (Grade II\*), a Police Call Box at the corner of Friday Street/Queen Victoria Street (Grade II), The Church of St Nicolas Cole Abbey (Grade I), St Paul's Cathedral (Grade I), Railings to Churchyard of St Paul's Cathedral (Grade I), Footings of the destroyed Cloister and Chapter House of St Paul's Cathedral (Grade II\*), the tower of the former church of St Augustine (Grade I), St Paul's Cathedral Choir School (Grade II\*), the tower of the former Church of St Mary Somerset (Grade I), the Horn Tavern, Knight rider Street, a K6 Telephone Kiosk on the western side of the tower of St Augustine, the College of Arms (Grade I), and the Church of St Benet, Paul's Wharf (Grade I).
32. It is considered that the proposals would relate appropriately to the above listed buildings and that there would be no adverse impact on the setting of any of the above heritage assets.

#### Townscape and Local Views

33. The building is designed to have a contextual relationship to its wider surroundings whilst maintaining a clear identity of its own. The massing, materials and form of the proposed building have been carefully considered to ensure that, with the related improvements to



its local surroundings, the overall scheme represents a clear enhancement to the immediate locality.

34. Particular attention has been paid to the following: The building's role in contributing to the immediate setting of St Paul's Cathedral and longer distance townscape views of the Cathedral from the south, enhancing views from the viewing galleries of the Cathedral, maintaining an appropriately dignified building to compliment the "procession" of existing buildings along the south side of Cannon Street, conserving and enhancing the view of St Nicolas Cole Abbey tower from the north and providing an appropriate backdrop to the church from the south, the provision of a smaller but much enhanced public open space immediately to the west of the building and a complimentary programme of townscape enhancements in the immediate locality to mitigate the reduction of the open space adjacent to the building, an improvement to the environment of the east/west section of Distaff Lane through the introduction of additional greenery, and the physical separation of the public open space from the bar on the western side of the open space.
35. The applicants have undertaken a comprehensive series of verified visual montages that demonstrate the above points and clearly illustrate how the building would successfully integrate itself into the surrounding townscape.

#### St. Paul's Heights and London Views Management Framework

36. The building falls within the St Paul's Heights policy area (SPH). The constraints imposed by the SPH grid result in a range of height limitations across the site. The roof has been tailored to these constraints and although there are a number of minor breaches a rational roof form has been achieved resulting in an improved position compared to the existing and complies with the height limitations imposed by the policy and results in no worsening of the existing situation.
37. The Mayor's London View Management Framework (LVMF) is Supplementary Planning Guidance to the London Plan. The LVMF sets out the strategic context for the protection of identified landmarks. The development falls within the policy area for a number of the geometrically protected views of St Paul's Cathedral from various locations but does not rise sufficiently high to have any impact on any of these long distance protected vistas

#### Onsite and offsite landscaping works

38. The proposed development would extend over land (246sq.m) which is currently used as open space classified as public highway to the west of the building. To mitigate the loss of this area caused by the encroachment of the building into it, works are proposed to improve the open space on site and to the off-site public realm. The Applicant would carry out and complete the on-site landscaping works (within the red line). These works would be carried out by the developer and a condition is proposed requiring details of these works before any

such works are commenced. In addition the condition would require the works to be complete prior to occupation.

39. The proposed off-site public realm works are in the form of a master plan for the locality which has been agreed in principle by the Streets and Walkways Sub Committee. The City of London Corporation would deliver the off-site landscaping according to an agreed framework and at the cost of the developer.
40. The proposed off site public realm works are considered to be essential to mitigate the loss of the area of City Highway laid out as open space and the impact of the proposed development. In particular the proposed enhancement of the existing City Walkway area to the south of the site is a key component in this mitigation. It is required in order to link the newly created open space at lower level within the site through to Queen Victoria Street. By enhancing this City Walkway area, by reducing the carriageway width of Distaff Lane and by landscaping the remaining pedestrian area, an equivalent quality of environment could be created.
41. Therefore it is proposed that Section 106 covenants would require all necessary agreements, permissions and consents to be in place to secure delivery of the enhancement of the existing City Walkway area prior to the implementation of the planning permission (including demolition). The necessary agreements and consents would include those required from the owners of the existing City Walkway. Planning permission for the enhancement works may be required, and nothing in this report or recommendation prejudices the outcome of the planning application for that development. If this cannot be delivered the matter would be brought back to your Committee for further consideration.

#### Sustainability & Energy

42. The Proposed building is likely to achieve a BREEAM score of 72.12% leading to a rating of BREEAM Excellent and provides a 25.53% reduction in CO2 emissions through energy efficiency measures over the Part L 2013 Building Regulations. The ability to provide a significant reduction in CO2 emissions based on efficiency measures is constrained by the site, as it is in a sensitive location near St Paul's Cathedral. The building is located in a densely populated area and the orientation of the building is constrained by roads and existing buildings adjacent to the site. Therefore it is not possible to optimise the orientation for passive heating and cooling.

#### Transport

43. The Proposed Development does not provide any car parking on site.
44. The Development incorporates 140 cycle spaces. The level of provision of the cycle facilities reflects the sustainable aspirations of the Proposed Development and the anticipated level of demand for the local area. The provision exceeds the cycle parking standards in the emerging Local Plan of one cycle parking space per 125m<sup>2</sup> GEA and exceeds the cycle parking standards in the Revised Early Minor

Alterations (REMA) of the London Plan 2013 and BREEAM 2013 standards. The proposals are providing 24 spaces in excess of the minimum City of London requirements and 44 spaces in excess of the minimum REMA requirements.

45. It is proposed that the cycle parking spaces for the office will be located in the basement and will be secure and provided with associated showers and changing facilities. Access to these spaces will be possible using a direct bicycle wheeling ramp and stairs using the entrance from Distaff Lane (east). Access from the cycle spaces to the lobby will be possible via one dedicated passenger lift or the stairs located to the south-west corner of the proposed development.

#### Servicing

46. The Core Strategy and emerging Local Plan Policy CS16 and DM 16.5 require that developers demonstrate through delivery and servicing plans the provision of sufficient servicing area on site for the delivery of goods and collection of waste.
47. A loading bay situated on the east side of the building would provide sufficient visibility and queuing for following vehicles to enable a reverse entry movement. This would enable forward exit to Distaff Lane (east) with reasonable visibility and replicates the current operations for Bracken House located immediately opposite.
48. The proposed loading bay is compatible with that for Bracken House opposite and given the anticipated trip generation, would result in little interaction between the opposing loading bay operations and would not result in significant delay or congestion for other road users.

#### Daylight/Sunlight

49. A daylight, sunlight, shadow and solar glare study has been included as part of this application. There are no neighbouring residential properties in the locality that would be affected by the development. The shadow analysis shows that the neighbouring public amenity areas assessed will continue to be adequately lit in line with BRE permanent shadow criteria and the solar glare analysis shows that the sensitive receptor locations identified within the assessment will experience a negligible impact as a result of the proposed development.

#### Archaeology

50. The site is in an area of significant archaeological potential where remains from the Roman to medieval periods may be expected to survive. Archaeological recording on the site in the 1950's when the present building was built, includes records of a substantial Roman wall along the southern boundary of the site. An Historic Environment Assessment of the buried archaeological potential of the site has been submitted with the application.
51. The assessment concludes that archaeological remains are likely to have been removed down to the level of the deepest existing basement. There is a moderate potential for fragmentary remains to

survive in the southern part of the site however any substantial remains are considered to have been removed by the construction of the existing building.

52. The proposed development would remove all surviving remains on the site. Conditions are attached to cover a programme of archaeological work and foundation design.

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

53. 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.
54. 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.
55. 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
- Regulation 123 states that a planning obligation may not constitute a reason to grant planning permission to the extent that it provide funding for infrastructure included in the regulations "Regulation 123" list as the type of infrastructure on what CIL will be spent on
56. 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).

### Mayoral Community Infrastructure Levy (CIL)

57. 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

58. 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.
59. 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.
60. At the time of preparing this report the Mayoral CIL has been calculated to be £66,300. The full Mayoral planning obligation has been calculated to be £216,840. This would be reduced to £150,540 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.
61. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London. The whole of the Mayoral planning obligation income received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 Mayoral planning obligation administration and monitoring charge to the City Corporation. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution £</b>	<b>Forwarded to the Mayor</b>	<b>Retained by City Corporation</b>
Mayoral Community Infrastructure Levy payable	66,300	63,648	2,652
Mayoral planning obligation net liability*	150,540	150,540	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500
<b>Total liability in accordance with the Mayor of London's policies</b>	<b>220,340</b>	<b>214,188</b>	<b>6,152</b>

\*Net liability is on the basis of the CIL charge remaining as reported and could be subject to variation.

### **City of London's Planning Obligations SPG policy**

#### City Planning Obligations

##### City CIL

62. 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 £99,450. 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.
63. 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.
64. 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). The section 106 agreement would normally follow the agreement template available on the City of London website.

65. In this case the proposed net increase in floorspace would be 1,326sq.m. On the basis of the figure indicated in the Supplementary Planning Document, the planning obligation figure would be £30,498. 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 1st July 2014 to the date of permission.
66. The applicant has agreed a breakdown which accords with the Supplementary Planning Document as follows:

<b>Liability in accordance with the City of London's policies</b>	<b>Contribution £</b>	<b>Available for Allocation £</b>	<b>Retained for Monitoring Charge £</b>
City Community Infrastructure Levy	<b>99,450</b>	<b>94,477.50</b>	<b>4,972.50</b>
City Planning Obligation Affordable Housing	<b>26,520</b>	<b>26,254.80</b>	<b>265.20</b>
City Planning Obligation Local, Training, Skills and Job Brokerage	<b>3,978</b>	<b>3,938.22</b>	<b>39.78</b>
City Planning Obligation Monitoring Charge	<b>2,500</b>	<b>Nil</b>	<b>2,500</b>
<b>Total liability in accordance with the City of London's policies</b>	<b>132,448</b>	<b>214,670.52</b>	<b>7,777.48</b>

67. 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

68. 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

69. 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

70. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.
71. 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

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

### Method Statement, Plans and Audits

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

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



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

74. 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

75. 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.
76. The developer will be required at the 6 month stage, or half way through the project (whichever is earliest), to report to the City of London Corporation's Economic Development Office on their performance against the 10% local procurement target.
77. 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

78. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 40% from 2013-2016, through the use of on-site renewable energy generation. 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 completion or prior occupation of development.

#### Monitoring and Administrative Costs

79. 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. Some funds may be set aside for future maintenance purposes.

80. 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.
81. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

#### Offsite Public Realm Works

82. The developer has agreed to pay £1,100,000 for the Offsite Public Realm Works, which is considered to be essential to mitigate the impact of the proposed development and make it acceptable in planning terms. The Offsite Public Realm Works Contribution will be used for the enhancement of the areas illustrated on the attached plan including the existing City Walkway area to the south of the site which is a key component of these works. The applicant will be required to pay this contribution on or before the implementation of the planning permission. Should the costs of the Offsite Public Realm Works exceed the estimated costs; the City will require additional sums to cover these costs.

#### Maintenance Costs of Offsite Public Realm Works

83. The S106 Supplementary Planning Obligation states, where necessary planning obligations will be used to ensure that developers deliver the necessary improvements and provide for maintenance where feasible. The developer has agreed to pay £85,000 for 20 years maintenance costs of this open space.
84. The applicant will be required to pay this contribution on completion but prior to occupation of the development.

#### Prior Consents

85. The proposed enhancement of the existing area to the south of the site is a key component of mitigation and is required to make the redevelopment acceptable in planning terms. The developer will be required to secure all necessary agreements, permissions and consents to secure delivery prior to the implementation of the planning permission (including demolition).

#### Site Specific Mitigation

86. 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

#### Delivery and Servicing Management Plan

87. 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

88. 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.

#### Conclusion

89. The proposed building would provide an increase in good quality office, in accordance with development plan policies.
90. The design of the proposed building would relate satisfactorily to the general townscape, the setting of nearby listed buildings including the Cathedral and the local view of St. Nicholas Cole Abby.
91. The proposed servicing arrangements would be acceptable subject to compliance with conditions and S.106.
92. The proposed on site landscaping and the new garden adjacent to the building at the Distaff Lane level is considered to be a significant enhancement to the provision of public open space in the locality. However, the proposed off site public realm works are considered to be essential to mitigate the proposed loss of the existing area of City Highway laid out as open space and the impact of the proposed development.
93. It is concluded that the proposal is acceptable subject to conditions and to a Section 106 agreement being entered into to cover the matters set out in the report.

## **Background Papers**

### **Internal**

Email 12.08.14                      Open Spaces Department

Email 19.08.14                      Thames Water

Memo 01.09.14                      Department of Markets and Consumer Protection

### **External**

The Design and Access Statement 29.07.14

Planning Statement 29.07.14.

Transport Statement 29.07.14.

Sustainability Statement 29.07.14.

The Energy Statement and BREEAM Pre-Assessment 29.07.14.

BREEAM 2011 Flood Risk Assessment 29.07.14.

Landscape and Habitat Management Plan 29.07.14.

BREEAM 2011 New Construction Ecology Assessment 29.07.14.

The Environmental Report 29.07.14.

Daylight, Sunlight, Shadow & Solar Glare Study 29.07.14.

## **Appendix A**

### **London Plan Policies**

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

Policy 2.10 and 4.3 Enhance and promote the unique international, national and London wide roles of the Central Activities Zone (CAZ) and as a strategically important, globally-oriented financial and business services centre.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 6.13 The maximum standards set out in Table 6.2 should be applied to planning applications. Developments must:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles

- provide parking for disabled people in line with Table 6.2

- meet the minimum cycle parking standards set out in Table 6.3

- provide for the needs of businesses for delivery and servicing.

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

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

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

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

Policy 7.6 Buildings and structures should:

- a. be of the highest architectural quality

- b. be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm

- c. comprise details and materials that complement, not necessarily replicate, the local architectural character

- d. not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy,

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

e. incorporate best practice in resource management and climate change mitigation and adaptation

f. provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces

g. be adaptable to different activities and land uses, particularly at ground level

h. meet the principles of inclusive design

i. optimise the potential of sites.

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

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

### ***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.

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

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

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

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

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

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

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

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

### ***UTIL6 Provision for waste collection***

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

### ***TRANS15 Seek off-street servicing***

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

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



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

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

***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.

***ENV28 Design of building services***

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

***ENV35 To protect daylight and sunlight***

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

***ARC1 Archaeology - evaluation and impact***

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

***ARC2 To preserve archaeological remains***

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

***ARC3 Recording of archaeological remains***

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

## SCHEDULE

APPLICATION: **14/00780/FULMAJ**

**2 - 6 Cannon Street London EC4M 6YH**

**The demolition of the existing building and construction of a new office building (Class B1) comprising 7 storeys plus basement and associated hard and soft landscaping, roof top plant, accessible terrace, access and servicing, ancillary cycle parking and other associated works.**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme  
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.
- 3 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.

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

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

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

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

- 6 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.

- 7 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

- 8 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.

- 9 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) including typical details of the fenestration and entrances;
- (c) details of a typical bay of the development;
- (d) typical details of stonework;
- (e) details of ground floor elevations;
- (f) details of windows;
- (g) details of the service yard, gates and internal treatment;
- (h) details of soffits, hand rails and balustrades;
- (i) details of the integration of cleaning equipment, cradles and the garaging thereof;

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

- 10 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.

- 11 Prior to the occupation of the building all unbuilt surfaces shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any such works are commenced to include the re-siting of the statue of Icarus. All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.  
REASON: In the interests of visual amenity in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, ENV 9, CS10, CS15, CS19.
- 12 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.
- 13 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.
- 14 Details of the construction, planting irrigation and maintenance regime for the proposed green wall(s)/roof(s) shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.  
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Core Strategy: CS10, CS15, CS18, CS19.

- 15 The building must conform to new building lines, levels and site boundaries as confirmed on the site by the Director of the Built Environment.  
REASON: To ensure compliance with the proposed building lines, levels and site boundaries in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS 7, CS16.
- 16 No doors or gates shall open over the public highway.  
REASON: In the interests of public safety
- 17 No part of the proposed development including plant structures to which this permission relates shall infringe or exceed the heights specified on the St. Paul's Heights code.  
REASON: To ensure compliance with St. Paul's Heights restrictions and to ensure protection of the view of St. Paul's Cathedral in accordance with the following policy of the Core Strategy: CS13.
- 18 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.
- 19 (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.
- 20 A clear unobstructed minimum headroom of 4.5m must be maintained for the life of the building in the refuse skip collection area as shown on the approved drawings and a clear unobstructed minimum headroom of

4.5m must be provided and maintained over the remaining areas and access ways.

REASON: To ensure that satisfactory servicing facilities are provided and maintained in accordance with the following policies of the Unitary Development Plan: TRANS15, UTIL6.

- 21 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.
- 22 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.  
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS21.
- 23 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of one pedal cycle per 250sq.m. of floorspace (minimum 147 spaces). The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.  
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 24 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.  
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 25 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: A-020, A-023, A-100-98, A-100-

99, A-100-00, A-100-01, A-100-05, A-100-10, A-201, A-202, A-210, A-211, A-212, A-213, A-214, A-252, A-255

REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

## INFORMATIVES

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

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

a full pre application advice service has been offered;

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

- 2 The Mayoral Community Infrastructure Levy is set at a rate of £50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

The City of London Community Infrastructure Levy is set at a rate of £75 per sq.m for offices, £150 per sq.m for Riverside Residential, £95 per sq.m for Rest of City Residential and £75 on all other uses on "chargeable development".

The Mayoral and City CIL charges will be recorded in the Register of Local Land Charges as a legal charge upon "chargeable development" when development commences. The Mayoral CIL payment will be passed to Transport for London to support Crossrail. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil)).

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section 106 Planning Obligations Officer. This Notice is available on the



Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 3 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.
- 4 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation as ground landlords; and the work must not be instituted until the consent of the City of London Corporation as freeholders has been obtained by the Head Lessee.
- 5 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.
- 6 The Department of the Built Environment (Highways and Streetworks Team) must be consulted on the following matters which require specific approval:
  - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
  - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City.
  - (c) Connections to the local sewerage and surface water system.
  - (d) Carriageway crossovers.
  - (e) Means of escape and constructional details under the Building Regulations and London Building Acts (District Surveyor).
  - (f) The provision of City Walkway drainage facilities and maintenance arrangements thereof.
- 7 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

## Noise and Dust

(a)

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

(b)

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

(c)

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

(d)

Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Markets and Consumer Protection Department.

## Air Quality

(e)

Compliance with the Clean Air Act 1993

Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires chimney height approval. Use of such a furnace without chimney height approval is an offence. The calculated chimney height can conflict with

requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.

#### Boilers and CHP plant

(f)

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO<sub>x</sub> emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2011.

(g)

All gas Combined Heat and Power plant should be low NO<sub>x</sub> technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2011.

(h)

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.

(i)

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

(j)

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.

(k)

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

(l)

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

## Noise Affecting Residential Properties

(m)

The proposed residential flats are close to busy roads and are in an existing commercial area which operates 24 hours a day. The scheme should include effective sound proofing of the windows and the provision of air conditioning or silent ventilation units to enable the occupants to keep their windows closed to benefit from the sound insulation provided. This may need additional planning permission.

(n)

The proposed residential units are located in a busy City area that operates 24 hours a day and there are existing road sweeping, deliveries, ventilation plant and refuse collection activities that go on through the night. The units need to be designed and constructed to minimize noise disturbance to the residents. This should include acoustic treatment to prevent noise and vibration transmission from all sources. Sound insulation treatment needs to be provided to the windows and either air conditioning provided or silent ventilation provided to enable the windows to be kept closed yet maintain comfortable conditions within the rooms of the flat. This may need additional planning permission.

## Ventilation of Sewer Gases

(o)

The sewers in the City historically vent at low level in the road. The area containing the site of the development has suffered smell problems from sewer smells entering buildings. A number of these ventilation grills have been blocked up by Thames Water Utilities. These have now reached a point where no further blocking up can be carried out. It is therefore paramount that no low level ventilation intakes or entrances are adjacent to these vents. The Director of Markets and Consumer Protection strongly recommends that a sewer vent pipe be installed in the building terminating at a safe outlet at roof level atmosphere. This would benefit the development and the surrounding areas by providing any venting of the sewers at high level away from air intakes and building entrances, thus allowing possible closing off of low level ventilation grills in any problem areas.

## Food Hygiene and Safety

(p)

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.

(q)

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.

(r)

From the 1 July 2007, the Health Act 2006 and associated Regulations prohibited the smoking of tobacco products in all enclosed or partially enclosed premises used as workplaces or to which the public have access. All such premises are required to provide signs prescribed by Regulations. Internal rooms provided for smoking in such premises are no longer permitted. More detailed guidance is available from the Markets and Consumer Protection Department (020 7332 3630) and from the Smoke Free England website: [www.smokefreeengland.co.uk](http://www.smokefreeengland.co.uk).

- 8 You are advised to contact Thames Water in respect of the following matters:

### 1. Waste Comments

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

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

3. Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at [www.thameswater.co.uk](http://www.thameswater.co.uk)

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

5. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

6. Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk).

Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality). Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

#### 7. Water Comments

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

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

#### 9. Supplementary Comments

In reviewing the Councils' weekly list for planning applications, Thames Water has identified this application as one of interest to us. Whilst we recognise that there is no statutory requirement for you to consult us, we would respectfully ask to be pro-actively consulted on all similar applications in future, so that the adequate provision of water industry infrastructure can be assessed and considered as part of the decision process.