

Committee:	Date:
Planning and Transportation	10 March 2016
Subject: 111 Cannon Street London EC4N 5AR Demolition of the existing building from the ground floor level upwards and alteration to the retained basement and sub-basement levels for ancillary office (B1) accommodation, retail (Class A1) use and the erection of new ground to seventh floors for ground floor retail (Class A1) use and first to seventh floor office (Class B1) use. Reinstatement of the London Stone within the building facade on Cannon Street.	Public
Ward: Walbrook	For Decision
Registered No: 15/01368/FULL	Registered on: 23 December 2015
Conservation Area: No	Listed Building: No

Summary

Planning permission is sought for construction of an 8 storey building for office and retail use.

The new development would provide an additional 613sq.m (GIA) of office (Class B1) floorspace and an additional 101sq.m (GIA) of retail floorspace (Class A1) (714sq.m in total) in a building of 2504sq.m (GIA).

The London Stone and its current enclosure would be reinstated on the Cannon Street frontage within the new ground floor elevation. The plinth and the London Stone would be reinstated at the height they were in St. Swithun's Church prior to its destruction in the Second World War. This would make it more prominent than is currently the case. The proposal enhances the special architectural and historic interest of the London Stone.

The proposals support the strategic objectives of the City of London to promote the City as the leading international financial and business centre.

The scheme provides an employment led, mixed use development which supports the economic policies of the London Plan and Local Plan and provides an increase in high quality floorspace.

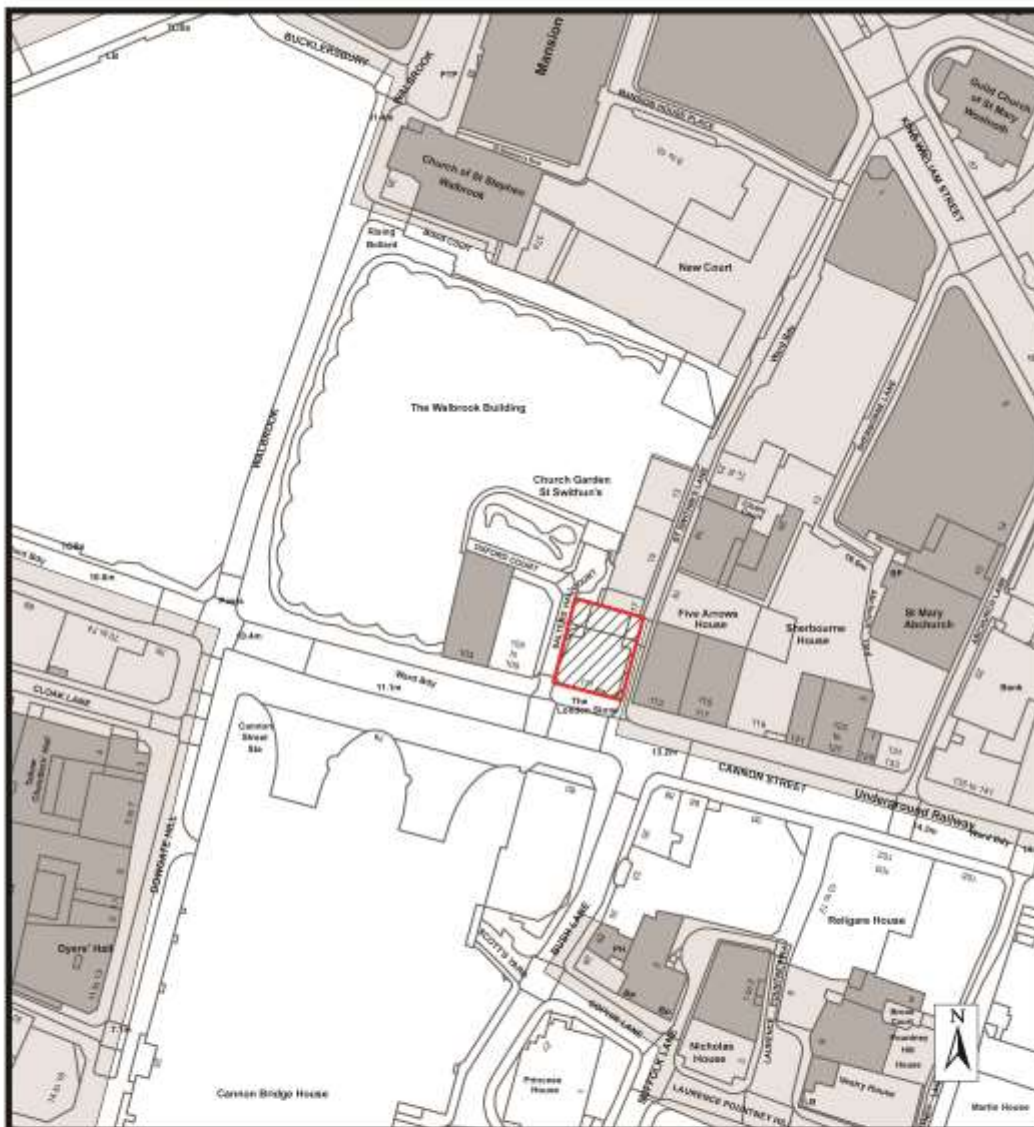
The scheme's reliance on public transport meets the transport policies in the London Plan and Local Plan. This would have the benefits of maintaining the strength of the City in economic terms and by making effective and efficient use of the infrastructure necessary to sustain such development.

Recommendation

(a) Planning permission be granted for the development referred to above in accordance with the details set out on the attached schedule;

(b) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed.

Site Location Plan



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ADDRESS:
111 Cannon Street

CASE No.
15/01368/FULL &
15/01369/LBC

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT

111 Cannon Street

15/01368/FULL & 15/01369/LBC



Front elevation looking north from Cannon Street



Rear elevation in Salters Hall Court looking south

Main Report

Site

1. The property is situated on the north side of Cannon Street bounded by Salters Hall Court to the west, St. Swithin's Lane to the east and by 10 Salters Court and 17 St. Swithin's Lane to the north.
2. To the east of the site across St. Swithin's Lane are 113 and 115-117 Cannon Street which are both listed Grade II.
3. To the immediate north and east of the site lies the Bank Conservation Area.
4. The existing building was completed in the early 1960's. It consists of seven storeys plus sub-basement and basement providing 1606sq.m (GIA) of office (Class B1) floorspace and 184sq.m (GIA) of shop (Class A1) floorspace.
5. The building contains the 'London Stone' which is listed Grade II*. The stone is located in an enclosure which is built into the elevation of the building just above pavement level on the Cannon Street frontage and is visible from the street.
6. Salters' Hall Court provides access to the service area for the Walbrook building and St Swithun's Church Garden.

Planning History

7. Planning permission and listed building consent were granted on the 23rd July 2002 (02-1042Y and 02-1042Z) for the demolition of the existing building and redevelopment of an office (B1) and retail (A1/A2/A3) building (8 storeys 2648sq.m) and relocation of the 'London Stone' to the retail frontage of the proposed new building.
8. Planning permission and listed building consent were granted on the 26th October 2004 (04/00643/LBC and 04/00644/FULL) for the demolition of existing building and redevelopment of an office (B1) and retail (A1/A2/A3) building (8 storeys, 2724sq.m) and relocation of the 'London Stone' to the retail frontage of the proposed new building.
9. These permissions have expired.
10. Planning permission was granted on the 9th February 2012 (11/01009/FULL) for the change of use of the ground floor and two basement levels from office (B1) to retail (A1). This permission was implemented at ground floor level.
11. Planning permission and listed building consent were granted on 15th October 2013 (13/00693/FULL and 13/00694/LBC) for the demolition of the existing building above first floor level and alteration to the retained sub-basement, basement and ground floor for office (B1) use, shop (Class A1) use and restaurant/cafe (Class A3) use and the erection of new first to seventh floors for office (Class B1) use. Reinstatement of the London Stone within the building facade on Cannon Street (2250sq.m).

12. A Non-material amendment under Section 96A of the Town & Country Planning Act 1990 to planning permission dated 15 October 2013 (13/00693/FULL) for minor alterations at ground and first floor levels on the Salters' Hall Court elevation and rear elevation; the addition of a lift overrun at roof level was granted on 26th February 2015.

Proposal

13. The proposed building comprises basement, lower ground, ground and seven upper floors. A total of 2504sq.m (GIA) is proposed, comprising of 2219sq.m of office (Class B1) floorspace, a shop (Class A1) 285sq.m. The height of the building would be 41.39m AOD.
14. The 'London Stone' would be reinstated on its current site within the retail frontage on the Cannon Street elevation.
15. This report deals with the application for planning permission (15/01368/FULL) and the application for listed building consent (15/01369/LBC).

Consultations

16. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters remain to be dealt with under conditions.
17. Transport for London and London Underground raised no objection to the proposal but requested a number of conditions to ensure the stability of the underground infrastructure that is within close proximity to the site.
18. Historic England does not wish to offer any comments on the proposal. They have issued a direction for the application for Listed Building Consent to be determined as seen fit by the City Corporation.
19. The Worshipful Company of Masons raised no objection to the proposal but have made suggestions of how the London Stone should be displayed.
20. The London & Middlesex Archaeological Society raised no objection to the proposal.
21. As with the previous approval, The Worshipful Company of Spectacle Makers, The Worshipful Company of Masons, London & Middlesex Archaeological Society, The Victorian Society and English Heritage would be consulted on the details of the London Stone reinstatement reserved by condition.

Policy Context

22. The development plan consists of the London Plan and the City of London Local Plan. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.

23. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction, London Views Management Framework.
24. Government Guidance is contained in the National Planning Policy Framework (NPPF). 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 Historic England including the documents Conservation Principles, and The Setting of Heritage assets, Building in Context (EH/CABE) and the Historic Environment Good Practice Advice Note 3 in respect of the setting of heritage assets.

Considerations

25. The Corporation, in determining the planning application has the following main statutory duties to perform:-

to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);

to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).

in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990). In this case the duty is to the desirability of preserving the setting of listed buildings and;

for development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990);

to have regard to the purpose of conserving biodiversity as required by Section 40 of the Natural Environment and Rural Communities Act 2006;

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 Development Plan;
- The impact of the proposal on heritage assets, and in particular the London Stone;
- The impact on the nearby buildings and spaces, including daylight/sunlight and amenity.

Economic Development Issues

26. 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.
27. 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 Local Plan.
28. The building would provide high quality office accommodation to meet the demands of the City. The proposed building would provide a 38% increase in office space over that which currently exists on the site.

Existing building

29. No 111 was constructed in 1961-2 by Biscoe & Stanton. It has a basement, lower ground, ground and six upper floors. It is a curtain-walling building with a two storey marble framed base and is on the site of St Swithin's Church. The Church garden survives behind the site off Salters' Hall Court and Oxford Court. The Church garden is known as St Swithun's whilst the former Church either as St Swithin's or St Swithun's. The existing building is not listed itself but does contain the 'London Stone' which is Grade II* listed and is located in an enclosure just above the pavement level of the building's Cannon Street elevation. This is seen against the facade of the building. The existing building is not in a conservation area but is adjacent to Bank Conservation Area. It sits adjacent to listed buildings both on St Swithin's Lane and Cannon Street.

Design, Bulk, Massing

30. The proposal is for the redevelopment of the site with an eight storey building, which includes a recessed top storey. The existing slab and walls at basement are retained as is the majority of the lower ground floor. All upper floors, ground floor and above are to be demolished.
31. The volume and massing of the proposed building closely follows the previously consented scheme (13/00693/FULL).
32. The proposed building would be clad in masonry. The Cannon Street facade follows a regular formal geometry with clear base, middle and attic storeys. The base is provided with a double storey height and a decorative grillage at fascia level separating ground and first floors. Above first floor level the windows would have double setback reveals and strongly articulated frame detailing to give a greater degree of modelling to the facade, whilst also providing vertical emphasis to the building's proportions.
33. The facades to the building along St Swithin's Lane are more heavily modelled with projecting cornices and bays. All the windows on this elevation are further articulated by the windows projecting forward slightly. The decorative grillage on the Cannon Street elevation returns along St Swithin's Lane and then extends vertically, up the last slightly widened bay, to highlight the office entrance.

34. The Salter's Court elevation is a less formal courtyard facade comprising of two stone clad bays and then metal panel cladding. The building steps back along parts of this elevation to provide terraces and the windows are arranged in a more informal pattern.
35. The proposed seventh floor would be recessed with glazed elevations to the southern part, metal panel cladding to the core area and louvred elevations to the plant room.
36. The central bay to the Cannon Street elevation would scribe around the London Stone within its retained enclosure and provide an improved setting and background to the London Stone.
37. The proposed development would relate satisfactorily to the neighbouring listed buildings and generally to the character of Cannon Street and the Bank Conservation Area. The design of the proposed development is considered to be an appropriate development for the site, subject to conditions covering its detail.

London View Management Framework

38. The site is located within the Protected Vista of St. Paul's Cathedral from Greenwich and Primrose Hill but the height of the proposed development is below the development plane.

Setting of Listed Buildings and Conservation Area

39. The Grade II* listed London Stone and its enclosure are incorporated into the ground floor frontage of the existing building described in more detail further on. It would be reinstated in its existing location. The proposed building improves the setting of the London Stone in keeping with its special character and history.
40. The proposed building would be seen in views along Cannon Street in context with one Grade II listed building to the west, two Grade II listed buildings immediately to the east and three Grade II listed buildings further to the east in Cannon Street and the Bank Conservation area. Its scale and restrained design with regularly arranged window openings within masonry wall cladding would complement the historic context and is not considered to be detrimental to the setting of these listed buildings, St Swithun's Church Garden or Bank Conservation area.

Retail Uses

41. The existing building contains a shop (Class A1) of 184sq.m at part ground floor level. The application proposes a shop (Class A1) of 285sq.m at part ground floor and basement levels with a frontage to Cannon Street.
42. The site is within a Retail Link as outlined in the Local Plan. The proposed retail provision complies with Local Plan policy DM20.2.

Servicing

43. The building would be serviced from Salters' Hall Court.
44. The proposal includes a servicing bay for 3.5t vehicles, and although this does require more manoeuvres on the Salters' Hall Court and Oxford Court highway than the previous servicing bay, the tracking details

provided by the applicant in the Servicing Assessment demonstrates that this arrangement is acceptable.

45. The site is constrained, and any vehicles larger than 3.5t servicing the site would block Salters' Hall Court and probably result in vehicles reversing on or off Cannon Street. For this reason, a Delivery and Servicing Plan (DSP) would be required. This would require that all deliveries must be booked, that no vehicles larger than 3.5t can deliver to the site and that no vehicles should reverse on or off Cannon Street.
46. No car parking is being provided.
47. 23 bicycle parking spaces would be provided at basement level with showers, changing facilities and lockers. The cycle provision would accord with the London Plan standard of 1 space per 90sq.m of floorspace. No short stay spaces have been provided due to security concerns.
48. The building cleaning would be undertaken by abseiling.

Access

49. All the entrances have been designed to be step-free and all floors would be accessible via the lifts.
50. A soft spot location has been indicated on the ground floor plan in the shop to allow a method of access between the ground and basement levels.

Sustainability & Energy

51. It is proposed to demolish the existing building from the seventh floor to ground floor while the basement and sub-basement would be retained. The redevelopment scheme provides the opportunity to incorporate passive design measures as well as sustainable materials and energy efficient systems to reduce carbon emissions and to address climate change adaptation. The building has been designed to exceed the London Plan target of 35% improvement over 2013 Building Regulations requirement for carbon emissions savings.
52. The building has been designed to achieve a BREEAM 'Excellent' rating.
53. A green roof is proposed for part of the 7th floor level and part of the roof level. Details have been requested by condition to ensure that the green roof would contribute to biodiversity and rainwater attenuation.

Archaeology

54. The site is in an area of important archaeological potential. It lies within the Roman town, to the north of significant Roman buildings, known as the Roman Governor's Palace, and east of the Roman Temple of Mithras. Evidence of Roman features from the 1st and 2nd century, and a major east-west road has been recorded. The 12th century Church of St Swithin London Stone was restored by Christopher Wren in 1678 and destroyed by bombing during the Second World War. There was a close association between the church and the London Stone. A churchyard associated with the church lies to the north-west. There was some excavation of the site prior to the construction of the current building.

55. A Historic Environment Assessment has been submitted. The current building has a lower ground floor across the entire site and basement across part of the site. Within the areas of the existing basement it is believed that no archaeology survives. Where there is no basement there is potential for Roman and Medieval survival.
56. The proposed development would involve new piled foundations and drainage trenches. Archaeological evaluation is required to provide additional information on archaeological survival in order to design an appropriate mitigation strategy.
57. Conditions are attached to the schedule to cover archaeological evaluation, a programme of archaeological work and foundation design.

Daylight and Sunlight

58. A Shadow Analysis in accordance with BRE Guidelines has been undertaken for the existing building, previously consented scheme (13/00693/FULL) and the proposed scheme to assess the impact on Salter's Hall Court and St. Swithun's Church Garden. The report concludes that the proposed scheme is fully in compliance with the BRE Guidance. There would be no material difference in sunlight levels between the current proposal, the existing scenario and the previously permitted scheme.

The London Stone

59. The 'London Stone' is preserved currently behind an iron grille in a niche on the south elevation of the building. It is listed grade II*. A plaque next to the stone reads: *"LONDON STONE, long placed about 35 feet hence toward the south-west, then built into the wall of this church, was for more careful protection and transmission to future ages better secured by the Churchwardens in the year of our Lord, 1869".*
60. It is possible that the stone is of Roman origin, but the surviving apex is of a later date. The origin of the stone is uncertain; it is possibly part of a Roman milestone or a piece of masonry from buildings in the area. The stone is thought to be part of a larger monolith, and is Clipsham limestone, a stone not generally used in the Roman period. In 1198, the stone was referred to as 'Londenstane'.
61. The stone, which originally stood on the south side of Cannon Street, (Cannon Street was widened in the 19th century), was described by John Stow writing in the late 16th century. In the medieval period it was considered as the centre of London when there was a belief that it was part of a Roman milestone from which all distances in the province were measured. There is a reference to the stone in Shakespeare's King Henry VI, part II, Act IV, Scene VI. The stone was encased for preservation between 1687 and 1720. In the 17th century Sir Christopher Wren saw foundations for it during rebuilding after the Fire and thought it was not a pillar, but something more elaborate, connected with the mosaic pavements and walls of the Roman building seen to the south. In 1742, the stone was moved from where it stood in the roadway to a place against the south wall of the church of St. Swithin London Stone and in 1798, it was moved again to a central position on the south wall. The

inscription was put up by the Council of the London and Middlesex Archaeology Society in 1869. The church was demolished in 1962 following war damage and a condition of the demolition was that the stone should be re-sited in the same position on the new building.

62. The stone is one of the visible monuments associated with Roman London and it is an important historical feature of the streetscape. Its importance is related to intrinsic merit as well as to the interest and care that it has attracted and the importance that has been attributed to it over a long period of time. Its protection as a relic and symbol of the past has endured since at least the 12th century.
63. On the previous application, The Victorian Society contributed the following interpretation of the London Stone's history: *"The London Stone has a unique place in London's history, its origins and role being the subject of much speculation and varied interpretation. Its significance has generally been interpreted as more tactile than visual; its use by the Worshipful Company of Spectacle Makers to destroy defective products of their craft in the seventeenth century is just one example of this, and it has been suggested that in medieval times it was struck with swords by rebels and kings to symbolise taking of power in the city. The most notable and pervading feature of the Stone is its inscrutability; it is a mysterious object. This rare kind of significance should be reflected in its setting. The Victorian grille behind which the Stone is currently kept allows a partial view of it, which is eminently suited to its history and the nature of its significance, and adds to its air of mystery."*
64. The stone would be incorporated into the ground floor frontage within the existing enclosure. The display case would be increased in height by the addition of a plinth. This would make it more prominent to public viewing than is currently the case and would be at a similar level to when the stone was set within the elevation of the church.
65. The central bay of the new building would be designed to form an appropriate background setting for the London Stone.
66. The London Stone is of such significance and importance in the street scene that provision should be made for it to be stored at an appropriate location during the building works. Details of all works relating to the removal, storage, reinstatement and setting of the London Stone are controlled by condition.

CIL and Planning Obligations

67. The development would require planning obligations in a Section 106 agreement to mitigate the impact of the proposal and make it acceptable in planning terms and to contribute to the improvement of the City's environment and facilities. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.
68. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
69. The planning obligations and CIL contributions are set out below.

Mayoral CIL and planning obligations

Liability in accordance with the Mayor of London's policies	Contribution	Forwarded to the Mayor	City's charge for administration and monitoring
Mayoral Community Infrastructure Levy payable	35,700	34,272	1,428
Mayoral planning obligation net liability*	59,210	59,210	3,500
Total liability in accordance with the Mayor of London's policies	98,410	93,482	4,928

Net liability on the basis of the CIL charge remaining unchanged and subject to variation.

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	53,550	50,873	2,677.50
City Planning Obligation Affordable Housing	14,280	14,137	142.80
City Planning Obligation Local, Training, Skills and Job Brokerage	2,142	2,121	21.42
City Planning Obligation Monitoring Charge	1,500		1,500
Total liability in accordance with the City of London's policies	71,472	67,131	4,341.72

City's Planning Obligations

70. The obligations set out below are required in accordance with the City's SPD. They are 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 tests in the CIL Regulations and government policy. They will require:

- Highway Reparation and other Highways obligations
- Delivery and Servicing Management Plan

- Local Training, Skills and Job Brokerage Strategy
- Local Procurement Strategy
- Carbon Offsetting
- Utility Connections

71. I request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

Monitoring and Administrative Costs

72. A 10 year repayment period would be agreed whereby 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.

73. The applicant will pay the City of London's legal costs and the City Planning Officer's administration costs incurred in the negotiation, execution and monitoring of the legal agreement and strategies.

Conclusion

74. The existing building contributes little to the general townscape of the area and its redevelopment is welcome. Notwithstanding the increase in scale over the existing building, the proposed replacement building is considered to be well designed, with additional retail provision and an enhanced display of the London Stone and is an appropriate development for the site.

Background Papers

Internal

Memo Department of Markets and Consumer Protection 18/2/2016

External

Background Papers:

Planning Statement December 2015 JLL

Servicing Assessment 17/12/2015 Motion

Design and Access Statement December 2015 Fletcher Priest Architects

Drainage Management Plan December 2015 Waterman

Sunlight Assessment 9 December 2015 GIA

Sunlight Assessment 1 February 2016 GIA

Visualisations December 2015 Fletcher Priest Architects

Historic environment assessment December 2015 MOLA

Waste and Cleansing Management Statement December 2015 TTP
Consulting

Sustainability Statement 16 December 2015 Twin Earth

Existing Plans - A1319 PA 1000 to 1009 inc. A1319 PA 1200 to 1202 inc.

Letter - English Heritage 19/1/2016

Letter - The Worshipful Company of Masons 22/1/2016

Email – Transport for London 26/1/2016

Letter – London Underground 27/1/2016

Email – JLL 28/1/2016, 16/2/2016, 17/2/2016

Air Quality Neutral Assessment-Air Quality Consultants February 2016

Email - London & Middlesex Archaeological Society 20/2/2016

Appendix A

London Plan Policies

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

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

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

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

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

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

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

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

Policy 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls 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 7.8 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.

Relevant Local Plan Policies

CS1 Provide additional offices

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

DM1.3 Small and medium business units

To promote small and medium sized businesses in the City by encouraging:

- a) new accommodation suitable for small and medium sized businesses or occupiers;
- b) office designs which are flexible and adaptable to allow for sub-division to create small and medium sized business units;
- c) continued use of existing small and medium sized units which meet occupier needs.

CS4 Seek planning contributions

To manage the impact of development, seeking appropriate developer contributions.

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.

DM10.1 New development

To require all developments, including alterations and extensions to existing buildings, to be of a high standard of design and to avoid harm to the townscape and public realm, by ensuring that:

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;

- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

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.

DM15.1 Sustainability requirements

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
 - a) BREEAM or Code for Sustainable Homes pre-assessment;
 - b) an energy statement in line with London Plan requirements;
 - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.
4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

DM15.6 Air quality

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.

3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

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.

DM16.3 Cycle parking

1. On-site cycle parking must be provided in accordance with the local standards set out in Table 16.2 or, for other land uses, with the standards of the London Plan. Applicants will be encouraged to exceed the standards set out in Table 16.2.
2. On-street cycle parking in suitable locations will be encouraged to meet the needs of cyclists.

DM16.5 Parking and servicing standards

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.
2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.
3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.
4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.
5. Coach parking facilities for hotels (use class C1) will not be permitted.
6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.

7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

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).

DM17.1 Provision for waste

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.
2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

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.

DM20.2 Retail links

To encourage the provision and resist the loss of retail frontage and floorspace within the Retail Links. A mix of shops and other retail uses will be encouraged in the Links, ensuring that the location and balance of uses does not adversely affect the function of the Link, any nearby PSC or their surrounding areas.

SCHEDULE

APPLICATION: 15/01368/FULL

111 Cannon Street London EC4N 5AR

Demolition of the existing building from the ground floor level upwards and alteration to the retained basement and sub-basement levels for ancillary office (B1) accommodation, retail (Class A1) use and the erection of new ground to seventh floors for ground floor retail (Class A1) use and first to seventh floor office (Class B1) use. Reinstatement of the London Stone within the building facade on Cannon Street.

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 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.
REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.
- 3 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 policy of the Local Plan: DM12.4.
- 4 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 policy of the Local Plan: DM12.4.

- 5 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition 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 policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.

- 6 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction 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 policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to construction in order that the impact on amenities is minimised from the time that the construction starts.

- 7 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including

piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

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

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

REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

- 8 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying safety, 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. The Deconstruction Logistics Plan shall include relevant measures from Section 3 of the Mayor of London's Construction Logistics Plan Guidance issued in April 2013 and specifically address driver training for the safety of vulnerable road users. 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.
REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.
- 9 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying safety, 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. The Construction Logistics Plan shall include relevant measures from Section 3 of the Mayor of London's Construction Logistics Plan Guidance issued in April 2013 and specifically address driver training for the safety of vulnerable road users. 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.

REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.

- 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 policy of the Local Plan: DM17.1.
- 11 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 22 pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.
- 12 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 Local Plan: DM16.4.
- 13 The building must conform to new building lines, levels and site boundaries as confirmed on the site by the Department 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 Local Plan: DM10.8, DM16.1, DM16.2.
- 14 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 Local Plan: DM10.1, DM10.8, DM16.2.

- 15 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 16 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 Local Plan: DM16.5.
- 17 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 Local Plan: DM16.1, DM16.5, DM21.3.
- 18 Provision shall be made for disabled people to obtain access to the building via the principal entrance without the need to negotiate steps and shall be maintained for the life of the building.
REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Local Plan: DM10.8.
- 19 Before any construction work hereby permitted is commenced, a scheme indicating the provision to be made for disabled people to gain access to basement Class A1 shall have been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use.
REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Local Plan: DM10.8. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 20 This building shall not be demolished before details of the proposal for the London Stone have been approved by the Local Planning Authority pursuant to a condition of the listed building consent.
REASON: To ensure that the future of the London Stone is assured before any works take place.
- 21 The building hereby approved shall not be occupied for any purpose until the London Stone has been installed in the new building in accordance with details to be approved under conditions of the listed building consent.
REASON: To ensure the preservation of the London Stone as a listed building.

- 22 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;
 - (b) details of the proposed new facade(s) including typical details of the fenestration and entrances;
 - (c) typical details of stonework;
 - (d) details of windows;
 - (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 plant and ductwork to serve the [A1] use(s);
 - (i) details of ventilation and air-conditioning for the [A1] use(s);
- 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, ENV29, CS10, CS12, CS15.
- 23 Details of the position and size of the green walls(s), the type of planting and the contribution of the green wall(s) to biodiversity 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 Local Plan: DM18.2, DM19.2.
- 24
- (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 window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
 - (b) 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.
 - (c) 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 Local Plan: DM15.7, DM21.3.

- 25 The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.
A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall be submitted to and approved in writing by the Local Planning Authority.
REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.
- 26 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 policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 27 Any 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 impacts and emissions of air pollutants 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 and would have a negative impact on local air quality, is used only in response to a life threatening emergency situation in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.
- 28 Unless otherwise agreed in writing by the local planning authority all combustion flues must terminate at least 1m above the highest roof in the development in order to ensure maximum dispersion of pollutants.
REASON: In order to ensure that the proposed development does not have a detrimental impact on occupiers of residential premises in the area and in accordance with the following policy of the Local Plan:

DM15.6 and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10, in accordance with the City of London Air Quality Strategy 2015 and the Local Plan DM15.6.

- 29 Boilers shall have NOx emissions not exceeding 40mg/kWh of dry NOx (at 0% O2).
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 30 Details of the information of the London Stone, its history and location on 111 Cannon Street and the church of St Swithin, its temporary removal and location, to be placed on the site hoarding for the duration of the development and for the period of temporary removal.
Reason: To ensure the protection of the special architectural or historic interest of the London Stone in accordance with the following policy of the Local Plan: DM12.3.
- 31 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 1319 PA 0500, A 1319 PA 0501, A 1319 PA 2000, A 1319 PA 2001, A 1319 PA 2002, A 1319 PA 2003, A 1319 PA 2004, A 1319 PA 2005, A 1319 PA 2006, A 1319 PA 2007, A 1319 PA 2008, A 1319 PA 2009, A 1319 PA 2010, A 1319 PA 2100, A 1319 PA 2101, A 1319 PA 2102, A 1319 PA 2200, A 1319 PA 2201, A 1319 PA 2202, A 1319 PA 9003, A 1319 PA 9004, A 1319 PA 9005, A1319 GA 2020, A1319 GA 2021_A, A1319 GA 1211, A1319 GA 1212.
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 Local 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, Chief 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 applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.
- 6 The Department of the Built Environment (Transportation & Public Realm Division) 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. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure

the design of the building provides for the inclusion of street lighting.

(c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, 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 licences 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. Please contact the Corporate Property Officer, City Surveyor's Department.

(d) Bridges over highways

(e) Permanent Highway Stopping-Up Orders and dedication of land for highway purposes.

(f) Declaration, alteration and discontinuance of City and Riverside Walkways.

(g) The provision of City Walkway drainage facilities and maintenance arrangements thereof.

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

(i) Carriageway crossovers.

(j) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".

- 7 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).

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.

- 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.

(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_x 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_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.

(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.



The Worshipful Company of Masons

Michael Blamires
Development Division
Dept of the Built Environment
City of London
P O Box 270 Guildhall
London EC2P 2EJ

Please reply to P A Copland
33 Shrewsbury House
Cheyne Walk
London SW 3 5LW

22nd January 2016

Dear Mr Blamires
Town and Country Planning Act 1990
Location 111 Cannon Street London EC4N 5AR

Thank you for your letter of 11th January reference 15/01369/LBC

As you may be aware the Masons' Company has been endeavouring, ever since 1996, to bring about some improvement in the way in which London Stone is displayed for the public interest. We therefore welcome this latest application which holds out the prospect of some real progress being made.

Our main concern is the manner in which the Stone is displayed and the information that is provided for casual observers. It is not easy to determine from the submitted drawings just how the Stone would be presented but we would urge that consideration be given to the following:-

1. The Stone should be set within an enclosure that is large enough for it to be viewed obliquely as well as from the front.
2. There should be adequate provision for illumination.
3. Visibility of the Stone as well as the appreciation of observers would be much improved if the heavy metal grille, which dates only from the 1960's, were omitted. Toughened glass would be a much better way of enclosing the Stone.
4. Adequate space should be provided for some descriptive wording. The Company possesses some professionally crafted wording, of some 300 words, describing the facts that are known about the Stone and also the myths and legends surrounding it. We would be happy to make this available to the developers.

Mindful of the importance of this historic relic the Company would also be prepared to enter into a commitment to inspect the Stone on a regular basis (as we do elsewhere) and to report to the Corporation and the owners of the building on any deterioration in its condition (or in its presentation) so that remedial action can be taken.

We trust that the above points will be taken into account in the approval of details for the proposed development.

P A (Sandy) Copland BSc FRICS Past Master of the Mason's Company



ACKNOWLEDGED

Stothard, Gideon

From: Hassall, Pam
Sent: 22 February 2016 10:36
To: Blamires, Michael
Subject: FW: PLN: 15/01369/LBC - London Stone, 111 Cannon Street, EC4N 5AR
COL:04351377
Attachments: image001.png

From: Vicki Fox [REDACTED]
Sent: 20 February 2016 14:54
To: PlanningQueue
Cc: [REDACTED]
Subject: Ref: 15/01369/LBC - London Stone, 111 Cannon Street, EC4N 5AR



For the attention of Michael Blamires

This Committee acts on behalf of the Council for British Archaeology in respect of Listed buildings and Applications within the Greater London area. The Committee discussed the above case at its meeting on Tuesday, 26 January 2016 and made the following observation:

A revised scheme to which the Committee had no objections but agreed that the matter be referred to John Clark, Archaeologist, President of LAMAS given his long involvement and expertise, and the interest that LAMAS has in the London Stone and its grillage.

Vicki Fox (Hon. Secretary)
LAMAS - Historic Buildings & Conservation Committee