

Committee:	Date:
Planning and Transportation	26 July 2016
Subject: Lloyds Chambers 1 Portsoken Street London E1 8BT Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including Class B1a office use, flexible Class A1/A2 use at the ground floor, and flexible Class A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development (47,262sq.m GIA).	Public
Ward: Tower	For Decision
Registered No: 16/00209/FULMAJ	Registered on: 2 March 2016
Conservation Area: No	Listed Building: No

Summary

The site is located on the south side of Portsoken Street and is bounded by Mansell Street to the east, Goodman's Yard to the south and Portsoken Street Garden (King George's Field) to the west. It is on the boundary with the London Borough of Tower Hamlets. The site is located within the wider setting consultation area for the Tower of London and within the protected silhouette view of the Tower of London World Heritage Site, as defined by the London View Management Framework (LVMF).

The proposed building would be ground plus twelve storeys, with three storeys below ground. It would reach a maximum height of 61.38m (AOD top of the roof) and 62.88m (AOD top of the lift overrun). The proposals comprise a broadly rectangular building with curved facades and articulated projections, stepping back from the northern elevation at the upper levels. At level 12, the building massing is set back from the southern and eastern elevations of the building.

The proposed floorspace of the building would be 47,262sq.m of which 39,338sq.m (GIA) would be offices (Class B1). Flexible shop/financial and professional services/restaurant and cafes/and leisure (Class A1/A2/A3/D2) uses would total 5,208sq.m (GIA) with no more than 2,450sq.m (GIA) in shop/financial and professional services/restaurant and cafes (A1/A2/A3) use. A total of 2,716sq.m would be ancillary servicing, plant and cycle parking.

A total of 378 consultation letters were sent to residents in the area. Nine objections have been received. The objections relate to non-compliance with Tower of London policies; noise during construction; the proposal for three

basement levels and the excavation required causing cracks and faults in surrounding buildings; blocking of TV reception and loss of mobile phone and wifi signals; future problems with a possible solar panel proposal for the roof of Marlyn Lodge; daylight/sunlight; construction traffic; size and design of the proposed building; increase in traffic on Portsoken Street, increasing pollution; increase in servicing deliveries, retail/office/leisure uses causing increased disturbance to residents i.e.. fumes and odour from restaurants, smoking, air pollution anti-social behaviour, increased traffic; the area has enough retail uses; and that the building should remain in office use.

The proposal is lower in height than the existing building and complies with the London View Management Framework and Tower of London World Heritage Site Management Plan and Local Setting Study which protects the Tower of London World Heritage site. Historic Royal Palaces, Historic England and the Mayor of London have no objection to the proposal.

The proposals are considered not to have a detrimental impact on the setting of the listed building at Ibex House to the north of the site.

As the building is lower than the existing any future problems with a possible solar panel proposal for the roof of Marlyn Lodge would not arise.

Construction impacts would be covered by condition.

The loss of mobile phone and television signal are predicated on the introduction of a taller building at the site which is not the case.

Conditions are attached to the schedule to deal with issues of fumes and odour from restaurants, air quality and retail.

The introduction of retail and leisure uses is consistent with policies in the City of London Local Plan and London Plan.

The servicing would be relocated from Portsoken Street, away from the residents at Marlyn Lodge, to Goodman's Yard reducing traffic on Portsoken Street. A Deliveries and Servicing Plan would be required by S106 agreement. Transport for London (TfL) does not support this proposal until such time that the location of the service yard agreed. The City is proceeding with the development being serviced from Goodman's Yard for the reasons set out in paragraphs 67-70.

The impact on daylight and sunlight to surrounding residential properties is considered acceptable and in accordance with Local Plan policy.

The scheme would provide an employment led mixed use development which would support the economic policies of the London Plan, and Local Plan.

The proposed building would have a strong sense of architectural integrity compared to the existing fragmented facades.

It is concluded that the proposal overall is to be welcomed subject to conditions and to a Section 106 and CIL agreement being entered into to cover the matters set out in the report any necessary agreements under Section 278 of the Highway Act 1980.

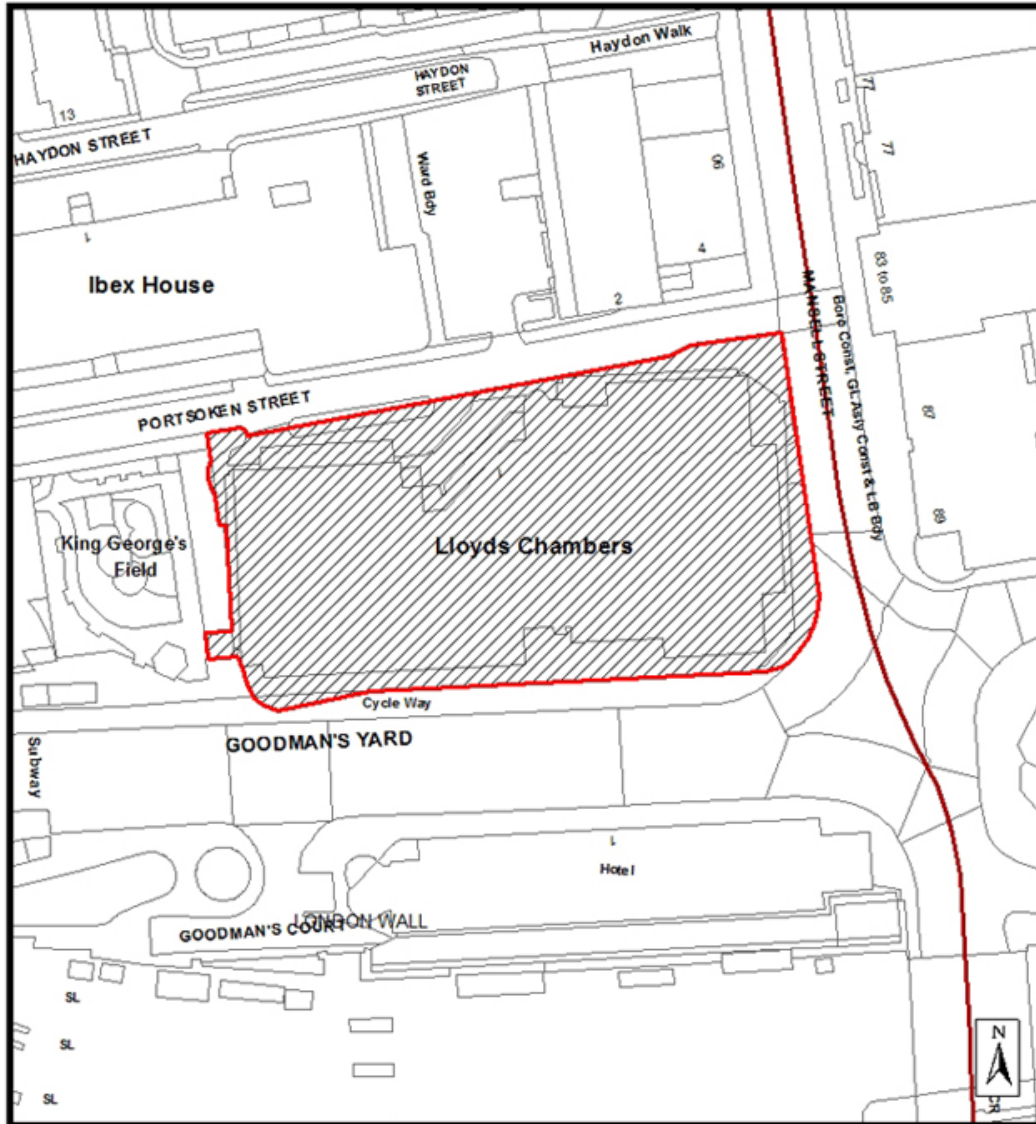
Recommendation

(1) That you authorise the Chief Planning Officer to determine the above application for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 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;

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




City of London Site Location Plan



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ADDRESS:
Lloyds Chambers, 1 Portsoken Street

CASE No.
16/00209/FULMAJ

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



DEPARTMENT OF THE BUILT ENVIRONMENT



CASE No. 16/00209/FULMAJ
Looking northeast from Goodman's Yard



CASE No. 16/00209/FULMAJ
Looking northwest from Goodman's Yard



CASE No. 16/00209/FULMAJ
Looking southeast from Portsoken Street



CASE No. 16/00209/FULMAJ
Looking southwest from Mansell Street

Main Report

Site

1. The 0.4 hectare site is located on the south side of Portsoken Street and is bounded by Mansell Street to the east, Goodman's Yard to the south and Portsoken Street Garden (King George's Field) to the west. It is on the boundary with the London Borough of Tower Hamlets.
2. The existing 1980's known as Lloyds Chambers building features a large atrium and has a basement, ground, mezzanine plus eight upper storeys. The height is 59.9m (AOD top of the roof) and 64.4m (AOD top of the lift overrun).
3. The existing building provides 23,713sq.m (GIA) of office (Class B1) floorspace and is serviced from Portsoken Street.
4. The site is not within a conservation area. There is a listed building, Ibox House (Grade II) to the north of the site.
5. The site is located within the wider setting consultation area for the Tower of London and within the protected silhouette view of the Tower of London World Heritage Site, as defined by the London View Management Framework (LVMF).

Proposal

6. The proposed building would be ground plus twelve storeys, with three storeys below ground. It would reach a maximum height of 61.38m (AOD top of the roof) and 62.88m (AOD top of the lift overrun). The proposals comprise a broadly rectangular building with curved facades and articulated projections, stepping back on the northern elevation at the upper levels. At level 12 the building is pulled away from the southern and eastern elevations of the building.
7. The proposed building would provide 47,262sq.m of which 39,338sq.m (GIA) would be offices (Class B1). Flexible shop/financial and professional services/restaurant and cafes/and leisure (Class A1/A2/A3/D2) uses would total 5,208sq.m (GIA) with a no more than 2,450sq.m (GIA) in shop/financial and professional services/restaurant and cafes (A1/A2/A3) use. A total of 2,716sq.m would be ancillary servicing, plant and cycle parking.
8. The flexible shop/financial and professional services/restaurant and cafes/and leisure (Class A1/A2/A3/D2) uses would be located at ground and basement levels. These uses would be positioned at three of the four corners of the building. The proposed unit at the north-eastern corner, fronting Portsoken Street and Mansell Street, would be used as shop/financial and professional services (Class A1/A2) only, to safeguard residential amenity.

Consultations

9. 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.

10. Natural England and the Environment Agency have no comments to make on the application.
11. The London Borough of Tower Hamlets does not object to the proposal.
12. Historic England does not wish to comment in detail. They offer the following general observations. *'Historic England was involved in discussions regarding these proposals at pre-application stage. I attach our most recent pre-application response for your information. As you will note, we welcomed the redistribution of mass of the proposed building which reduced the visual impact on important views of the Tower of London World Heritage Site. We also noted that the submitted visual assessment for LVMF View 25A.3 appeared to demonstrate that the proposed replacement building would be less visible than the existing in this key view of the Tower of London. We therefore recognised that the development presented an opportunity to "enhance or better reveal" the significance of the Tower of London which would support the proposals in accordance with Paragraph 137 of the National Planning Policy Framework (NPPF, March 2012). However, we stressed that we would await further information at application stage before providing a formal and fully-informed view. The submitted visual assessment for LVMF View 25A.3 does not appear to appear to demonstrate any such 'enhancement' to the setting of the Tower of London, and the assessment provided by Richard Coleman City Designer concludes the impact to be neutral rather than beneficial. We would therefore concur with this assessment that the impact of the development in this important view of the Tower of London is neutral and does not appear to enhance the significance of this World Heritage Site. We also note that some of the assessed views, such as "LVMF View 25A.2 from City Hall" demonstrate that the development would appear larger than the existing in views of the Tower of London and add to the accumulation of large modern building in its immediate setting. Whilst this does not warrant significant concerns from Historic England, we recognise that these views are kinetic and therefore there is the potential for a small degree of harm to be caused to the significance of the Tower of London. Your Authority must therefore be satisfied that any harm is outweighed by public benefits as set out in Paragraph 134 of the National Planning Policy Framework.*

We would also recommend that conditions are imposed regarding the external cladding of the replacement building, should you be minded to approve the scheme, to ensure that its overall appearance is sensitive to the Tower of London and its setting. A condition has been added to the schedule to require details of the external cladding.

13. Historic Royal Palaces state, *'Whilst Historic Royal Palaces would have wished to see the overall height reduced from the existing, in order to enhance the visual dominance of the White Tower and therefore the Outstanding Universal Value of the WHS, we accept that building up to the existing height does no further visual harm to the setting of the WHS. We therefore raise no objections to the amended proposals.'*

14. The Mayor of London confirms that the development does not raise any new strategic planning issues. He states, *'While the development would be in backdrop of the Tower of London and would sit above the Wider Setting Consultation Area of the Protected Vista when viewed from Assessment Points 25A.1 - 25.3, the proposed development would preserve the viewer's ability to recognise the landmark and appreciate its Outstanding Universal Value in line with the Mayor's London View Management Framework and Townscape view: The Queen's Walk to Tower of London. The proposed development is therefore accepted, subject to a condition being imposed by the Council to secure external cladding for the replacement building that is suitable in terms of appearance and materials and preserves or enhances the views of the World Heritage Site and its setting.'*

With regard to transport, Transport for London (TfL) notes that off street servicing is proposed from Goodman's Yard. As TfL has indicated previously to the developer, TfL does not support any vehicular access onto the TLRN for traffic and safety reasons. Furthermore, service vehicles would need to track over the two way cycle way which would compromise cyclist safety. The development should be redesigned to incorporate a service yard from Portsoken Street and set sufficiently back from the TLRN. TfL understands that the Council may have reservations with access from Portsoken Street; however, in TfL's view this is the most viable option. TfL would welcome further discussions in this regard. TfL does not support this proposal until such time that the location of the service yard is agreed. A condition has been added to the schedule to require details of the external cladding. The developer wishes to pursue servicing from Goodman's Yard.

15. A total of 378 consultation letters were sent to the residents in the area. Nine objections have been received. The objections relate to non-compliance with Tower of London policies; noise during construction; the proposal for three basement levels and the excavation required causing cracks and faults in surrounding buildings; blocking of TV reception and loss of mobile phone and wifi signals; future problems with a possible solar panel proposal for the roof of Marlyn Lodge; daylight/sunlight; construction traffic; size and design of the proposed building; increase in traffic on Portsoken Street, increasing pollution; increase in servicing deliveries, retail/office/leisure uses causing increased disturbance to residents ie. fumes and odour from restaurants, smoking, air pollution anti-social behaviour, increased traffic; the area has enough retail uses; and that the building should remain in office use.
16. The proposal is lower in height than the existing building and complies with the London View Management Framework and Tower of London World Heritage Site Management Plan and Local Setting Study which protects the Tower of London World Heritage site.
17. The building is lower than the existing and any future problems with a possible solar panel proposal for the roof of Marlyn Lodge would not arise.

18. The issues relating to the construction impacts associated with the development would be covered by condition.
19. The loss of mobile phone and television signal are predicated on the introduction of a taller building at the site which is not the case.
20. Conditions are attached to the schedule to deal with issues of fumes and odour from restaurants and air quality.
21. The introduction of retail and leisure uses in a mixed use development is consistent with policies in the City of London Local Plan and London Plan.
22. The servicing would be relocated from Portsoken Street, away from the residents at Marlyn Lodge, to Goodman's Yard. Traffic on Portsoken Street would therefore be reduced. A Deliveries and Servicing Plan would be required by the S106 agreement.
23. The Daylight/Sunlight and retail issues contained in the letters of objection are addressed in the considerations section of this report.
24. The letters of objection are attached to this report.

Policy Context

25. 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.
26. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction, London Views Management Framework.
27. 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), the Historic Environment Good Practice Advice Note 3 in respect of the setting of heritage assets and the Tower of London World Heritage Site Management Plan.

Considerations

28. 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;

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 Tower of London World Heritage Site;

The impact on the nearby buildings and spaces, including daylight/sunlight and amenity;

The servicing arrangements for the development.

Economic Development Issues

29. 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.
30. 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.
31. The building would provide high quality office accommodation to meet the demands of the City. The proposed building would provide a 65% increase in office space over that which currently exists on the site.
32. Increasing the office, retail and leisure floorspace would complement the core business function of the City.

Statement of Community Involvement

33. Local stakeholders were actively engaged, through a series of specific meetings and through a public consultation event, which was held near the Site on two separate days in June 2015. Letters were sent to local residents, community organisations, and ward councillors, detailing the proposals. 500 leaflets were distributed to local residents to advertise the public exhibition.
34. Feedback received from those who attended the exhibition was predominantly positive. The design of the proposed building was very well received and the relocation of the delivery and servicing area from Portsoken Street to Goodman's Yard was viewed as an improvement.

The main queries arising were centred on construction timing and management.

Offices

35. The proposed development adds 15,625sq.m (GIA) to the City's office stock, and improves the quality of the existing accommodation. This is in accordance with Local Plan Policy CS1.

Retail and other uses

36. The application proposes a total of 4,859sq.m (GIA) of flexible retail and leisure uses (A1/A2/A3/D2). The total area of retail space would be limited to 2,450sq.m (GIA).
37. The site is located outside of the City of London's Principal Shopping Centres (PSCs) and Retail Links as defined in Policy CS20, which are the areas where new retail development is expected to be focused. The scheme would provide 2,450sq.m of retail space. Whilst this does not trigger the 2,500sq.m threshold as set in the National Planning Policy Framework it is above the locally set threshold of 1,000sq.m in Local Plan Policy DM20.4. The policy requires retail units over this level to provide a sequential test stating why it cannot be located within a PSC or, where appropriate, a Retail Link.
38. The retail provision contained in the development is aimed mainly at the workers who would occupy the building; it is unlikely that the proposed retail units would be combined to make larger scale units. The impact is not considered to be detrimental to the health of nearby PSC's, the closest being at Leadenhall Market and Liverpool Street.
39. The proposed unit located on the north east corner of the building, opposite Marlyn Lodge would be for use as shop (A1) or financial & professional services (A2) in response to comments received from local residents at the public exhibition to minimise potential impact.
40. Due to the proximity to residential premises, any proposed restaurant (A3) units would need to ensure they have no negative impact from smells, noise or other disturbances. Conditions are attached to the schedule to deal with these issues.

Protected Views

Setting of the Tower of London World Heritage Site and London Views Management Framework (LVMF)

41. The Tower of London is a Scheduled Monument and Grade I listed building to the south of the application site. It is of outstanding architectural and historic interest and is of international importance. This is reflected in its status as a World Heritage Site, making it of global Outstanding Universal Value.
42. The whole site lies within London View Management Framework Townscape View 25A: Queen's Walk to Tower of London (wider setting consultation area – background) and is within the Protected Vista of the Tower of London World Heritage Site relating to view 25A.1 and within the Protected Silhouette applied to the White Tower between views

25A.2 and 25A.3. The consultation threshold plane rises from 47.762m AOD to 51.641m AOD Newlyn as it crosses the site from south to north. Development above this plane has been the subject of consultation with the Mayor and other consultees as set out in the Secretary of State's Directions. Development above this plane would normally be refused if it failed to preserve or enhance the ability to recognise and appreciate the Tower of London World Heritage Site in accordance policies 7.11 and 7.12 (as published July 2011).

43. The maximum height of the proposed development is 62.88m AOD (top of lift overrun). This exceeds the consultation threshold plane for the Queen's Walk view by up to 15.12 metres.
44. The Tower of London Management Plan aims to create a character and quality that enhances appreciation of the Tower and provides a coherent setting relevant to the World Heritage Site.
45. The Tower of London World Heritage Site Management Plan (2007) and the Local Setting Study and Guidelines for its Management (2010) have been taken into consideration. The views from within the Tower of London and from the approach to the main entrance looking north east have been tested. The appearance and scale of the building would not detract from the setting. The impact of the proposed development on these views is considered to be insignificant and not harmful.
46. LVMF view 25A.1-3. In this kinetic view from City Hall to the Tower of London the proposed building would either be fully or partially hidden behind the White Tower or blend into the mass of background buildings behind the trees. The proposed development would preserve the viewer's ability to recognise the landmark and appreciate its Outstanding Universal Value.
47. The proposed building would be lower than the existing whilst slightly bulkier at upper levels in terms of depth on the west side. The external cladding materials would be reserved by condition to ensure a suitable backdrop to the Tower of London.
48. The impact on the wider background setting of the World Heritage Site and protected silhouette of the White Tower would be neutral overall. The significance and outstanding universal value of the World Heritage Site and the ability to recognise and appreciate it would be preserved and not harmed by the proposal.
49. The proposal, both in terms of its local and wider impact, would not conflict with the guidelines set out in the Tower of London World Heritage Site Management Plan and Local Setting Study.
50. Historic Royal Palaces, Historic England and the Mayor of London have no objection to the proposal.

Bulk, Massing and Design

51. The setting is characterised by medium to large scale buildings with a mixture of architectural styles and materials. The height and scale of the proposed building is comparable to the existing, being slightly lower overall in height, but larger in plan at upper levels.

52. The proposed building would feature gently curved, protruding horizontal floor plates at 1st to 10th floors, giving an interesting geometric form, reminiscent of a butterfly in plan. These would be formed in textured enamel panels. The two uppermost floors would be set back and clad in glass to give a light weight and neutral appearance. The new facades would be largely glazed at ground level, providing active frontages instead of the existing dead frontages. The design of the building would positively enhance the character and appearance of the townscape and streetscape surrounding the site.
53. The proposed building would repair the broken street frontage of the existing building along Portsoken Street. The facades would be aligned with the pavement, enhancing and reinforcing the definition of the street. The form, materials and design of the proposed 'Butterfly' building would enhance the appearance of this part of the City.
54. The building is designed to respond to the Tower of London background in a respectful and modest manner forming a neutral background with a simple, organic form.
55. The design, bulk and massing of the new building is considered to enhance the appearance of this part of the City and to provide an appropriate wider setting for the World Heritage Site of the Tower of London.

Setting of a Listed Building

56. The site falls within the setting of Grade II listed Ibex House, on the north side of Portsoken Street. The new building at ground plus 12 storeys would not over dominate the setting of the 11 storey Ibex House. The proposed design of the building, with feature horizontal banding would relate to the architectural character of the listed building and enhance its setting.

Public Realm

57. The proposal would provide the replacement and upgrading of the existing pavement surfaces on Portsoken Street, Mansell Street and Goodman's Yard.
58. The passageway located at the western boundary of the site, between the existing building and King George's Field would be widened and repaved.
59. The applicant is in discussion with the City of London Open Spaces Department to replace the existing brick wall between the site and King George's Field. This does not form part of the current application.

Sustainability & Energy

60. Evidence has been presented in the BREEAM pre assessment report prepared to demonstrate that this development is capable of achieving a BREEAM "Excellent" rating. The report includes a summary of the actions required at detailed design stage to achieve this rating. Of particular note is the requirement to achieve 5 mandatory credits in the energy section (Ene01) and the City's priority to achieve maximum

credits for the Water section. The post construction BREEAM report should verify that these credits have been achieved.

61. The Energy Statement prepared by Arup demonstrates that this development should achieve a 24.7% improvement over a 2013 Building Regulations compliant building, through energy efficiency measures and the installation of photovoltaic panels. This falls short of the London Plan Policy 5.2 target of achieving a 35% improvement over the 2013 Building Regulations. The energy statement states that there may be potential for improvements to this during the detailed design stage. A condition has been included on the schedule to cover this issue.
62. Sustainable urban drainage systems are to be incorporated into the proposed development. The accompanying Sustainable Drainage Report assesses the potential measure for the prevention of surface water runoff, runoff rate and volume reduction, and treatment of runoff as a part of the proposed development. It concludes that to provide sufficient attenuation volume, storage in the form of tanks at basement level would be incorporated, which provides the opportunity to reuse the water stored in the attenuation tanks for toilet flushing and irrigation. The strategy would be combined with a green/brown roof, to provide further storage volume on site.
63. A carbon offsetting agreement would be required to account for the shortfall. This agreement would enable the developer to demonstrate any further improvement in carbon emission reduction prior to final calculation of a carbon offsetting contribution. This would be included in the S106 agreement.

Air Quality

64. Local Plan Policy DM15.6 requires developers to consider the impact of their proposal on air quality. It has been assessed through the air quality neutral assessment. Air quality neutral is defined in the GLA's Supplementary Planning Guidance for Sustainable Design and Construction which requires major developments to meet benchmarks for emissions from the building and from transport.
65. The proposed development meets both the building and transport benchmarks for nitrogen oxides (NOx) and particulate matter (PM10).
66. Conditions are attached to the schedule in relation to Air Quality.

Servicing & Parking

67. Access to the servicing bay is proposed to be taken from Goodman's Yard, to the south of the site. Goodman's Yard is a strategic road and part of the Greater London Authority road network (usually referred to as the Transport for London road network). It is subject to "at all times" red route controls, which prohibit stopping by any vehicle except the emergency services and taxis. Strategic roads within Central London are intended for longer-distance movements (in the order of 10 km) and on them the relevant street's movement function is intended to predominate over the street's place function and the needs of frontage properties. Goodman's Yard comprises four eastbound traffic lanes and

a bidirectional cycle track on its northern side (between the northern footway and the carriageway). Transport for London, the local highway authority and local traffic authority for this street, in accordance with this policy and in recognition of these highway facilities and traffic management arrangements, is opposed to accessing the servicing bay from Goodman's Yard, and would prefer the access to be taken from Portsoken Street (on the northern side of the site). Officers have carefully considered the proposed access and Transport for London's objections to it, and the reasons for both the location of the proposed access and the objections to it, and consider that the proposed access from Goodman's Yard is satisfactory. This is for two reasons:

68. Firstly, because there do not appear to be any significant road dangers presented by nor any significant road safety implications arising from the access being taken from Goodman's Yard, provided that the vehicle crossing over the cycle track and the northern footway is appropriately designed and constructed. Due to its length and straight alignment, Goodman's Yard offers excellent sight lines and visibility to delivery vehicle drivers, to cyclists on both the carriageway and the cycle track and to pedestrians on the northern footway. Any road dangers associated with the proposed access seem comparable in nature and severity to those that would arise with an access on Portsoken Street.
69. Secondly, a servicing access from Portsoken Street would have a negative impact on that street, resulting in the presence of more heavy goods vehicles on a relatively quiet, relatively narrow street. A servicing access from Goodman's Yard would have a minor positive impact on that street. This is because the frontage activity would serve to introduce a degree of interrelationship between the building and the street in a way that is currently lacking on Goodman's Yard. It's very long, uninterrupted frontage with very little interaction between the buildings and the street serves to create a hostile and uninviting environment for vulnerable road users, particularly pedestrians, and this together with its long straight alignment encourages drivers to drive at (or above) the street's 30 mph speed limit, which in turn contributes to its hostile nature for pedestrians and cyclists. Goods vehicles slowing to a very low speed, or a complete stop, in order to make the left turn into the servicing bay from the nearside traffic lane would serve to beneficially slowdown traffic on Goodman's Yard, which is likely to decrease the incidence and severity of collisions and therefore casualties on this street. Increased numbers of shunt collisions are always a risk with slowing and stopping vehicles but given the excellent sight lines that the street affords, such collisions are unlikely to occur except with cases of very major driver inattention and (in this location) this increased collision risk is likely to be outweighed by the reduced collision risk resulting from the lower average speeds arising from the presence of turning vehicles.
70. The City may grant planning permission for the proposed arrangement with the servicing access being taken from Goodman's Yard despite Transport for London's consistent objections to it where it is satisfied that the arrangement is satisfactory. It should be noted, however, that as Transport for London are the local highway authority and the local traffic

authority for Goodman's Yard, the development is not capable of being built or operated with the servicing access being taken from Goodman's Yard unless Transport for London is willing to undertake the works needed to form a vehicle crossing over the cycle track and the northern footway. The applicant is aware of this.

71. The existing building has 16 car parking spaces. The proposed development would have no car parking spaces. Cycle parking for 572 spaces would be provided in the basement level 2 accessed from Goodman's Yard. This is in excess of the Local Plan policy.

Daylight, Sunlight and Overshadowing

72. Local Plan Policy DM10.7 'Daylight and Sunlight' states that the City will "resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's guidelines" (BRE). Guidance on the BRE's methodology is contained in Appendix B.
73. Local Plan Policy DM21.3 'Residential Environment' states that "All development proposals should be designed to....protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation" within the City of London's identified residential areas.
74. An assessment of the proposed development's effect on daylight and sunlight to surrounding properties has been submitted. The following neighbouring residential properties have been assessed: Iveagh Court, Haydon Street; Guinness Court, Haydon Street; Londinium Tower, 87 Mansell Street; and Marlyn Lodge, 2 Portsoken Street.
75. In respect of Iveagh Court, the assessment demonstrates that all of the 27 windows to habitable rooms facing the site are compliant with BRE requirements for daylight and sunlight.
76. The assessment of the 18 habitable room windows at Guinness Court on Haydon Street, demonstrate full compliance with BRE guidance in respect of both daylight and sunlight as well as improvements to the daylight received by around half of the windows.
77. Londinium Tower is a mixed use building, with a public house on the ground floor and residential accommodation above, located adjacent to the east of the proposal. There are 113 site facing windows serving 71 habitable rooms contained in this property. The effect upon 95% of these windows / rooms is fully BRE compliant (i.e. the reductions in daylight are less than 20% their former value and deemed 'unnoticeable' in accordance with BRE guidance). The remaining 5% of windows are set-back within recessed balconies and therefore subject to lower existing daylight values due to immediate obstructions to the east, west and above. The total reductions to these windows is small (typically 1-2%, expressed in the assessment as VSC, Vertical Sky Component) and commensurate to the other 95%. These small reductions from the existing low levels of light mean that the reductions appear disproportionately greater as a percentage.

78. In respect of the 5% of windows that are set-back, if the calculation point (which is taken from the centre of the outside of a window) was moved to the outside of the balcony and in-line with the elevation, where the other 95% of the windows are positioned, the results demonstrate that all reductions would be less than 20%. Therefore, the greater percentage reduction is due to the recessed nature of the windows, and not the massing of the proposed scheme. The sunlight assessment indicates that all 71 windows are fully compliant with the BRE guidelines.
79. Marlyn Lodge is located adjacent to the north of the site. There are 111 site facing windows serving 53 habitable rooms contained in this property. Two objections were received from residents in respect of loss of the daylight and sunlight to flats 106, 603 and 604 Marlyn Lodge.
80. The daylight analysis shows that there are four windows out of the 111 in Marlyn Lodge which would experience minor reductions in daylight. Two windows serve a bedroom and a living room to a first floor apartment (Flat 106, window refs: W17/101 and W19/101). The reductions in daylight to these windows would be 21% and 24% (VSC) respectively, which is 1% and 4% above the 'unnoticeable' 20% reduction guidance level established by the BRE. The living room (room ref: R10/101) to the same apartment would experience a BRE compliant 3% change in daylight distribution (expressed as NSL, No Sky Line). The bedroom (R9/101) would experience a 31.5% change in daylight distribution (NSL). The BRE guidance states "bedrooms should also be analysed [for daylight distribution] although they are less important" (BRE para 2.2.8).
81. The living room windows in the second and third floor flats 206 and 306 (window refs: W19/102 and W19/103) would experience minor 21% and 22% reductions in daylight but this is offset by both the rooms they serve (room refs: R10/102 and R10/103) being fully BRE compliant in terms of daylight distribution (NSL), with reductions of only 3%.
82. The loss of daylight to flats 603 and 604 would be considered unnoticeable and in compliance with the BRE guidance.
83. The sunlight analysis demonstrates that 46 of the 53 main windows/rooms assessed in Marlyn Lodge would see a reduction in sunlight. In 17 of these rooms the reduction in sunlight would be proportionally greater than 20% of the existing level of sunlight received and the actual reduction in sunlight would be greater than 4% (These are the circumstances in which the BRE Guidance explains that sunlight availability may be adversely affected).
84. The living room and one of two bedrooms to flat 603 would experience minor 21% and 29.6% reductions in sunlight respectively (expressed as a percentage of annual probable sunlight hours, APSH), which are considered to be minor. The living room (R7/106) would retain relatively good levels of sunlight for a city centre location (26% APSH). With regards to sunlight to existing buildings, the BRE guidance states that "...bedrooms are less important, although care should be taken not to block too much sun" (BRE para 3.2.3). The loss of sunlight to flat 604

would be considered to be unnoticeable and in compliance with BRE Guidance.

85. The living room and bedroom to Flat 106 would experience 60% and 76.9% reductions in sunlight (APSH) as a result of the proposed development. The level of sunlight available to the living room (R10/101) would be reduced from 15% APSH to 6% APSH, which is an actual reduction of 9% APSH. The actual level of sunlight to the bedroom (R9/101) would be reduced by 7% (from 10% to 3%).
86. The main windows in Marlyn Lodge are orientated eight degrees south of due west and therefore only just fall into the BRE testing parameters for sunlight assessment (it is suggested that habitable rooms should be tested if they have a main window facing within 90 degrees of due south, BRE para 3.2.3). The rooms that these windows serve only receive sunshine in the latter part of the day. The reductions in sunlight are only to late-afternoon sunshine and because the existing sunlight levels are consequently low, the reductions in sunlight present themselves disproportionately high in percentage terms and therefore technically in excess of the BRE guidance levels set out above.
87. Due to the high rise nature of the surrounding area, including the existing building at 1 Portsoken Street and IbeX House, the main windows and rooms to the southern end and within the lower floors of Marlyn Lodge generally experience the greatest constraints in terms of sunlight. The most constrained rooms, such as the living room and bedroom in Flat 106, do not currently receive any sunlight in the morning (before 12 noon) and during the mid-late afternoon (3pm onwards) in the existing situation.
88. Further analysis has been undertaken by tracking the sun-path to gain an understanding of the actual change in sunlight, as opposed to the 'probable' sunlight hours test set out in the BRE guidance. This has demonstrated that the development would result in a one and a half to two hour reduction in early afternoon sunlight (between 12 noon and 3pm) a day between March and April and August and September. Sunlight during the rest of the year would not be affected as the sun-path would be at a low trajectory, in winter, or a taller trajectory that would arc over the proposed development in the summer.
89. The daylight analysis results demonstrate that the impacts of the proposed building on the majority of surrounding residential buildings would be negligible to the point that most occupants would be unlikely to notice any difference to the levels of daylight received. Given the urban context of the site, it is expected that there would be some alterations to daylight amenity levels, however the level of incursions is considered to be acceptable in this instance, and in accordance with City of London Policies DM10.7 and DM 21.3.
90. The sunlight analysis results demonstrate that the impacts of the proposed building on Iveagh Court, Guinness Court and Londinium Tower would be negligible and in compliance with BRE Guidelines. A third of the rooms in Marlyn Lodge would experience a reduction in

sunlight that is above the level set out in the BRE guidelines. However, the changes in sunlight to Marlyn Lodge demonstrated by the further analysis are considered to be relatively low in actual sunlight terms and the retained values would be commensurate with other residential accommodation within the City of London. The existing sunlight conditions in over half the rooms within Londinium Tower are below the levels that would be retained within Marlyn Lodge. Taking this into consideration the changes in sunlight as result of the proposed development are considered to be acceptable and therefore in accordance with Local Plan Policy.

91. The overshadowing analysis for Portsoken Street Gardens demonstrates that over 91% of the total area of this amenity space would benefit from at least 2 hours of sunlight on 21st March, an amount well in excess of the 50% BRE guidance requirement. It should be noted that the overshadowing impacts to the gardens are primarily as a result of the existing 52-56 Minories building and existing gardener's building to the south of the garden, and the proposed building at 1 Portsoken Street would not adversely affect the existing extent of overshadowing.

Access

92. The development would achieve step free access to all parts of the building. The doors to the building would be inclusive and power assisted which would provide access for all.

Archaeology

93. The site is in an area where there is potential for important Roman, medieval and post-medieval remains to survive. It is outside the Roman and medieval London Wall within the Eastern Roman cemetery, and to the south of the medieval precinct of the Holy Trinity of the Minories.
94. There is potential for archaeology to survive below the existing single basement and there is high potential for Roman survival, including remains of a Roman road, burials and funerary monuments. On the remainder of the site an existing double basement would have removed all archaeological remains.
95. A Historic Environment Assessment has been submitted with the application. The proposed scheme would have new basements over three levels which would remove all archaeological remains. This would affect potential surviving remains in the areas of the existing single basement.
96. Archaeological evaluation is required to provide additional archaeological information about the nature, character and date of survival and to design an appropriate mitigation strategy. A Written Scheme of Investigation for archaeological evaluation has been submitted as part of the planning application, which would be carried out when access is possible. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation and piling design.

Planning Obligations and Community Infrastructure Levy

97. 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.
98. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
99. 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	J1,177,450	J1,130,352	J47,098.00
Mayoral planning obligation net liability*	J5,163,930	J5,163,930	J3,500
Total liability in accordance with the Mayor of London's policies	J6,341,380	J6,294,282	J50,598

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	J1,766,175	J1,677,866	J88,309
City Planning Obligation Affordable Housing	J470,980	J466,270	J4,710
City Planning Obligation Local, Training, Skills and Job Brokerage	J70,647	J69,941	J706

City Planning Obligation Monitoring Charge	J1,750		J1,750
Total liability in accordance with the City of London's policies	J2,309,552	J2,214,077	J95,475

City's Planning Obligations

100. 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.

- Highway Reparation and other Highways obligations
- Delivery and Servicing Management Plan
- Travel Plan
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement
- Carbon Offsetting
- Utility Connections

101. 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

102. A 10 year repayment period would be required 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.

103. 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

104. The proposal supports the strategic objective of the Corporation to promote the City as the leading international financial and business centre. It would provide an employment led mixed use development which supports the economic policies of the London Plan and Local Plan and would provide an increase in high quality floor space.

105. The proposal is in substantial compliance with the development plan policies that relate to it and in particular it supports the objective of promoting the City as the leading international financial and business centre.

106. The proposed building is considered to make a more positive contribution to the street scene than the existing building. It would result in a building with a strong sense of architectural integrity compared to the existing fragmented facades.
107. The proposals do not have a detrimental impact on the setting of listed buildings, setting of the Tower of London World Heritage Site and London Views Management Framework (LVMF) views.
108. The servicing would be relocated from Portsoken Street, away from the residents at Marlyn Lodge, to Goodman's Yard. Transport for London (TfL) does not support this proposal until such time that the location of the service yard is agreed. The City is proceeding with the development being serviced from Goodman's Yard for the reasons set out in paragraphs 67-70.
109. The impact on daylight and sunlight to surrounding residential properties is considered acceptable and in accordance with Local Plan policy.
110. It is concluded that the proposal overall is to be welcomed subject to conditions and to a Section 106 and CIL agreement being entered into to cover the matters set out in the report any necessary agreements under Section 278 of the Highway Act 1980.

Background Papers

Internal

Department of Markets and Consumer Protection 31/2/2016

External

Planning Statement - DP9 February 2016

Daylight & Sunlight Report - Point 2 Surveyors February 2016

Site Noise Survey & Planning Noise Limits – ARUP February 2016

Historic Environment Assessment – Museum of London Archaeology
February 2016

Sustainability Statement – ARUP February 2016

Sustainable Drainage Report – ARUP February 2016

Energy Statement – ARUP February 2016

Statement of Community Involvement - Field Consulting February 2016

Transport Assessment – TTP Consulting Ltd February 2016

Townscape, Heritage & Visual Assessment – Richard Coleman City Designer
February 2016

Design & Access Statement – SPPARC Architecture PS-P-00-MF-01-01 P1

Air Quality Neutral – ARUP 243711/AQN/F 3 May 2016

Letter – GLA 8/4/2016 & 4/5/2016

Letter x2 – Historic England 26/2/2016 & 11/4/2016

Email - Historic England 11/5/2016

Letter - Richard Coleman 4/5/2016

Email – Thames Water 12/4/2016

Email – Natural England 24/3/2016

Email – Environment Agency 29/3/2016

Email – Mr Mikael Boman 10/4/2016

Email – Mrs Panagiota Markaki 10/4/2016

Email – Mr Bernard Harris 10/4/2016

Email – Mr Alan Gibbs 10/4/2016

Email – Mr Marcos Duroe 5/4/2016

Email – Mr Mital Patel 1/4/2016

Email – Cheryl Bloom 28/3/2016

Email – Dr Larisa Tishchenko 25/3/2016

Email – Mt Giacinto Renta 30/3/2016

Email – Thames Water 21/3/2016

Email – Transport for London 21/3/2016

Letter – London Borough of Tower Hamlets 14/4/2016

Email – Anna McPherson on behalf of Historic Royal Palaces 4/5/2016

Letter – DP9 9/6/2016

Email – DP9 28/6/2016

Appendix A – Addendum Retail Report

Appendix B – Addendum Daylight and Sunlight Report

Appendix C – Transport Summary Response

Memo – Department of Markets and Consumer Protection

Written Scheme of Investigation for an Archaeological Evaluation dated 11/11/2015

Radiance Analysis- P423/DF/01, P423/DF/02, P423/DF/03, P423/DF/04, P423/DF/05, P423/DF/06.

Letter – Point Surveyors June 2016

Daylight & Sunlight Report - Point 2 Surveyors June 2016

Email & Drawing P423/62 - Point 2 Surveyors 5 July 2016

Email & Drawing P423/63, P423/64, P423/65 - Point 2 Surveyors 6 July 2016

Email – Department of Markets and Consumer Protection 13/7/2016

Existing Plans - 1415- LC-E-00-OS-01-01 Rev P1, 1415-LC-E-20-B1-01-01-P1, 1415-LC-E-20-0G-01-01-P1, 1415-LC-E-20-0GM-01-01-P1, 1415-LC-E-20-01-01-01-P1, 1415-LC-E-20-02-01-01-P1, 1415-LC-E-20-03-01-01-P1, 1415-LC-E-20-04-01-01-P1, 1415-LC-E-20-05-01-01-P1, 1415-LC-E-20-06-01-01-P1, 1415-LC-E-20-07-01-01-P1, 1415-LC-E-20-08-01-01-P1, 1415-LC-E-25-MF-01-01-P1, 1415-LC-E-25-MF-01-02-P2, 1415-LC-E-25-MF-01-03-P2, 1415-LC-E-25-MF-01-04-P2, 1415-LC-E-26-MF-01-01-P2, 1415-LC-E-26-MF-01-02-P2, 1415-LC-E-26-MF-01-03-P2, 1415-LC-E-26-MF-01-05-P2.

Appendix A

London Plan Policies

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

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

Policy 3.2 New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities.

Policy 3.19 Support development proposals that increase or enhance the provision of sports and recreation facilities.

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

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 4.7 Support a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

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

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

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

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

Policy 7.6 Buildings and structures should:

- a be of the highest architectural quality
- b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c comprise details and materials that complement, not necessarily replicate, the local architectural character
- d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
- e incorporate best practice in resource management and climate change mitigation and adaptation
- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design
- i optimise the potential of sites.

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

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

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

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

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

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

Policy 7.15 Minimise existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals and separate new noise sensitive development from major noise sources.

Policy 7.19 Development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Relevant Local Plan Policies

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:
 - a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
 - b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.
2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.
3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

CS22 Maximise community facilities

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

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.

DM1.5 Mixed uses in commercial areas

To encourage a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for its businesses, workers and residents.

CS3 Ensure security from crime/terrorism

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

CS4 Seek planning contributions

To manage the impact of development, seeking appropriate 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.

DM10.3 Roof gardens and terraces

- 1) To encourage high quality roof gardens and terraces where they do not:
 - a) immediately overlook residential premises;
 - b) adversely affect rooflines or roof profiles;
 - c) result in the loss of historic or locally distinctive roof forms, features or coverings;
 - d) impact on identified views.

- 2) Public access will be sought where feasible in new development.

DM10.7 Daylight and sunlight

- 1) To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's guidelines.

- 2) The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight.

DM10.8 Access and inclusive design

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

- a) inclusive and safe for of all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;
- b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
- c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

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.

DM12.1 Change affecting heritage assets

1. To sustain and enhance heritage assets, their settings and significance.
2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.
3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.
4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

CS13 Protect/enhance significant views

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

CS15 Creation of sustainable development

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

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.

DM15.2 Energy and CO2 emissions

1. Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.
2. For all major development energy assessments must be submitted with the application demonstrating:
 - a) energy efficiency - showing the maximum improvement over current Building Regulations to achieve the required Fabric Energy Efficiency Standards;

- b) carbon compliance levels required to meet national targets for zero carbon development using low and zero carbon technologies, where feasible;
- c) where on-site carbon emission reduction is unviable, offsetting of residual CO₂ emissions through "allowable solutions" for the lifetime of the building to achieve national targets for zero-carbon homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;
- d) anticipated residual power loads and routes for supply.

DM15.4 Offsetting carbon emissions

1. All feasible and viable on-site or near-site options for carbon emission reduction must be applied before consideration of offsetting. Any remaining carbon emissions calculated for the lifetime of the building that cannot be mitigated on-site will need to be offset using "allowable solutions".
2. Where carbon targets cannot be met on-site the City Corporation will require carbon abatement elsewhere or a financial contribution, negotiated through a S106 planning obligation to be made to an approved carbon offsetting scheme.
3. Offsetting may also be applied to other resources including water resources and rainwater run-off to meet sustainability targets off-site where on-site compliance is not feasible.

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 (NO_x).
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).

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.

DM20.3 Retail uses elsewhere

To resist the loss of isolated and small groups of retail units outside the PSCs and Retail Links that form an active retail frontage, particularly A1 units near residential areas, unless it is demonstrated that they are no longer needed.

CS21 Protect and provide housing

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near identified residential areas, as shown in Figure X, to meet the City's needs, securing suitable, accessible and affordable housing and supported housing.

Appendix B Daylight, Sunlight and Overshadowing

Daylight

Local Plan Policy 10.7 is “to resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's guidelines. The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight.”

The Building Research Establishment (BRE) guidelines, Site Layout Planning for Daylight and Sunlight, provide the criteria and methodology for calculation in connection with daylight and sunlight. The guidelines are advisory rather than mandatory and need to be interpreted flexibly, taking into account other physical factors which might also affect the site.

The BRE Guidelines provide two approaches to the calculation of the impact on daylight to neighbouring properties: (1) Vertical Sky Component (VSC) and (2) No Sky Line (NSL). A third measure is sometimes used, Average Daylight Factor (ADF), but is intended for use when designing the layout of residential units.

BRE Guidance states that the “daylighting of the existing building may be adversely affected if either the VSC measured at the centre of an existing main window is less than 27% and less than 0.8 times (20% of) its former value or the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value.”

The guidelines are “...purely advisory and the numerical target values within it may be varied to meet the needs of the development and its location... Though it gives numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design. In special circumstances, the developer or the planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.”

The BRE states that existing windows with balconies above them typically receive less daylight and sunlight because the balcony reduces visibility of the top part of the sky. As such, even a modest obstruction opposite these windows may result in a large relative impact upon on the VSC, APSH and NSL. The BRE suggests that, in order to demonstrate that it is the presence of the balcony rather than the size of the new obstruction that is the main factor in the relative loss of daylight and/or sunlight, additional daylight and sunlight calculations should be carried out for both the existing and proposed situations without the balconies in place.

Sunlight

The BRE guidance states that sunlight may be adversely affected where:

- a. a window in a neighbouring property lies within 90 degrees of due south and

- b. the centre of the window receives less than 25% of annual probable sunlight hours, including less than 5% of annual probable sunlight hours in the winter months between 21 September and 21 March and
- c. the window receives less than 0.8 times its former sunlight hours during either period and
- d. has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

Overshadowing

The BRE guidance on sunlight to a garden or amenity area suggests for it to be adequately sunlit throughout the year no more than two-fifths, and preferably no more than one quarter, should be prevented from receiving any sun at all on 21st March.

SCHEDULE

APPLICATION: 16/00209/FULMAJ

Lloyds Chambers 1 Portsoken Street London

Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including Class B1a office use, flexible Class A1/A2 use at the ground floor, and flexible Class A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development (47,262sq.m GIA).

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 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) 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 for Developers issued in April 2013, and specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. The demolition 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 demolition 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 demolition work commencing in order that the impact on the transport network is minimised from the time that demolition starts.
- 3 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during 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 for Developers issued in April 2013, and specifically address [driver training for] the safety of

vulnerable road through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. 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.

- 4 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.

- 5 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.

- 6 (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.
- 7 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 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.
- 8 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.
- 9 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.

- 10 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A use takes place.
REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.
- 11 Any generator on the site shall be used solely on intermittent and exceptional occasions when required in response to a life threatening emergency or an exceptional event requiring business continuity 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 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 minimise adverse air quality in accordance with policies DM15.6 and DM 21.3 of the Local Plan and policies 7.14 B a and c of the London Plan.
- 12 The (A3) (use/premises) hereby permitted shall not be open to customers between the hours of (23:00) on one day and (07:00) on the following day.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 13 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 Local Plan: DM15.7, DM16.2, DM21.3.

- 14 No live or recorded music shall be played that it can be heard outside the premises or within other premises in the building.
REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 15 A further set of doors must be fitted between Class A1/A3 and the street and this extra set of doors shall be retained for the life of the premises. These doors must not be left open except in an emergency or for maintenance purposes.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 16 Boilers shall have a dry NO_x emission level not exceeding 40 mg/kWh (measured at 0% excess O₂).
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 17 No CHP plant in the thermal input range 50kWth to 20MWth with NO_x emissions exceeding that specified in Band B of Appendix 7 to the GLA Sustainable Design and Construction Supplementary Planning Guidance published April 2014 (or any updates thereof) shall at any time be installed in the building. The following details must be submitted to and approved in writing by the Local Planning Authority prior to any CHP plant coming into operation:
1. The results of an emissions test demonstrating compliance with the emission standard and stack discharge velocity carried out by an accredited laboratory/competent person; and
 2. An equipment maintenance schedule demonstrating that the emission standard would always be met.
- The CHP plant shall at all times be maintained in accordance with the approved schedule.
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 18 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.
- 19 A: No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for

pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. The risk assessment must be submitted to and approved in writing by the Local Planning Authority.

B: Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

C: Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 20 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun.
REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2. 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.
- 21 No 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.

- 22 Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.
REASON: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.
- 23 The retail unit hereby permitted at the corner of Portsoken Street and Mansell Street shall only be used as a shop (A1) or financial and professional services (A2).
REASON: At the request of the applicant and in order to provide retail provision for nearby residential areas in accordance with the following policy of the Local Plan: DM20.3.
- 24 The total amount of shop (A1)/ financial and professional/services (A2)/ restaurant & cafes use hereby approved shall not exceed 2,450sq.m
REASON: At the request of the applicant to provide a sustainable mixed-use building in accordance with the following policy of the Local Plan:DM1.5.
- 25 Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.
REASON: To ensure provision for street lighting is discreetly integrated into the design of the building in accordance with the following policy of the City of London Local Plan: DM10.1.
- 26 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun.
REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2. 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.
- 27 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 Local Plan: CS15, DM15.1, DM15.2.

- 28 The roof terraces on levels 3 to 12 hereby permitted shall not be used or accessed between the hours of 21:00 on one day and 08:00 on the following day and not at any time on Sundays or Bank Holidays, other than in the case of emergency.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 29 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) details of ground floor elevations;
 - (e) details of the ground floor office entrance(s);
 - (f) details of windows and external joinery;
 - (g) details of soffits, hand rails and balustrades;
 - (h) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level
 - (i) details of plant and ductwork to serve the [A1] [A3] use(s);
 - (j) details of ventilation and air-conditioning for the [A1] [A3] use(s);
 - (k) details of external surfaces within the site boundary including hard and soft landscaping;
 - (l) details of the roof terraces.
- 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 Local Plan: DM10.1, DM10.5, DM12.2.
- 30 Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.

REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.

- 31 Unless otherwise agreed in writing with the Local Planning Authority, archaeological evaluation shall be carried out in accordance with the Written Scheme of Investigation for an Archaeological Evaluation dated 11/11/2015 in order to compile archaeological records.

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.

- 32 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.

- 33 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.

- 34 Refuse storage and collection facilities shall:(a) be provided within the curtilage of the site to serve each part of the development in accordance with details which must be submitted to and approved in writing by the Local Planning Authority prior to work commencing; and(b) thereafter be maintained as approved throughout the life of the building.

REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 35 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.
- 36 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.
- 37 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 38 Before any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.
REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 39 Before any works including demolition are begun a survey of the highways and other land at the perimeter of the site shall be carried out and submitted to the Local Planning Authority showing the existing Ordnance Datum levels of the adjoining streets and open spaces.
REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order to create a record of the conditions prior to changes caused by the development.
- 40 Before any construction work hereby approved is commenced, plans showing traffic circulation within the curtilage of the site and details and positioning of internal traffic signs relating to such vehicular movement, shall be submitted to and approved in writing by the Local Planning

Authority. The development shall only be implemented and used in accordance with the approved signage and vehicle circulation arrangements.

REASON: So that the Local Planning Authority may be satisfied that adequate arrangements have been made for the accommodation of vehicles in accordance with the following policy of the Local Plan: DM16.5. 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.

- 41 Facilities (other than by street level turntable) must be provided and maintained for the life of the development so that vehicles may enter and leave the building by driving in a forward direction.
REASON: To ensure satisfactory servicing facilities and in the interests of public safety in accordance with the following policy of the Local Plan: DM16.5.
- 42 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.
- 43 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.
- 44 The building shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.
REASON: In the interest of public safety in accordance with the following policy of the Local Plan: DM16.5.
- 45 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 572 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.

- 46 Changing, ablution and storage facilities including 58 showers and 572 lockers, appropriately proportioned for both sexes, shall be provided and maintained throughout the life of the building for the use of the occupiers of the building and their visitors, guests and contractors without charge to the individual users.
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.
- 47 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:1415- LC-P-00-OS-01-01 Rev P1, 1415-SP-LC-P-20-B3-01-01-P_2, 1415-SP-LC-P-20-B2-01-01-P_4, 1415-SP-LC-P-20-B1-01-01-P_3, 1415-SP-LC-P-20-0G-01-01-P_5, 1415-SP-LC-P-20-01-01-01-P_2, 1415-SP-LC-P-20-02-01-01-P_2, 1415-SP-LC-P-20-03-01-01-P_2, 1415-SP-LC-P-20-04-01-01-P_2, 1415-SP-LC-P-20-05-01-01-P_2, 1415-SP-LC-P-20-06-01-01-P_2, 1415-SP-LC-P-20-07-01-01-P_2, 1415-SP-LC-P-20-08-01-01-P_2, 1415-SP-LC-P-20-09-01-01-P_2, 1415-SP-LC-P-20-10-01-01-P_2, 1415-SP-LC-P-20-11-01-01-P_2, 1415-SP-LC-P-20-12-01-01-P_3, 1415-SP-LC-P-20-0R-01-01-P_2, 1415-SP-LC-P-25-MF-01-01-P_2, 1415-SP-LC-P-25-MF-01-02-P_2, 1415-SP-LC-P-25-MF-01-03-P_2, 1415-SP-LC-P-25-MF-01-04-P_2, 1415-SP-LC-P-26-MF-01-01-P_1, 1415-SP-LC-P-26-MF-01-03-P_1, 1415-SP-LC-P-26-MF-01-05-P_1, 1415-SP-LC-P-26-MF-01-06-P_1, 1415-SP-LC-P-26-MF-01-08-P_1.
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 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

Air Quality

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

Contaminated Land.

The investigation and risk assessment referred to in condition Contaminated Land must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme must be submitted to and approved in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report must be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

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

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

Food Odour and smell Nuisance:

If cooking is to be permitted 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 duct work will be permitted on the exterior of the building.

- Additional methods of odour control may also be required. These must be submitted to this 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.
- The internal layout of the proposed food/catering units showing proposals for staff/customer toilet facilities, ventilation arrangements and layout of kitchen areas.

Clean Air Act 1993:

Best Practical Means for The Control of Pollution from Standby Generators

1. Part III of the Environmental Act 1995 resulted in The City of London being declared on 26 January 2001 an Air Quality Management Area for Nitrogen Dioxide (NO₂) and Fine Particles (PM₁₀).
2. Chimney Height Approvals under Section 14 and 15 of The Clean Air Act 1993 enable various conditions to be attached to the approvals. Frequently the calculated Chimney Height above roof level conflicts with requirements of planning control and further or different mitigation measures need to be taken to allow installation of the plant dependent on the individual circumstances of each case/location

To achieve the best environmental option some or all of the following measures need to be implemented.

1. The exhaust should discharge at a minimum height of 3 metres above the main roof level. (NB the normal situation for the termination points of flues is 1 M above the main roof, provided there are no higher buildings in a close/near proximity).
2. The lowest sulphur content fuel available should be used (ULSD). Currently 50 ppm typical sulphur content is available.
3. The exhaust from the generator should be passed through a suitable diesel particulate trap (filter), suitable for the generator/fuel concerned. Expert advice may need to be sought on the type and regeneration technique.
4. The exhaust from the generator should be passed through a suitable oxidation catalyst treatment to reduce Hydrocarbons(HC), and Carbon Monoxide(CO) into less harmful water and Carbon Dioxide. There may be some reduction in Particulate Matter. Expert advice is required as to what methods are suitable for the generator and the way it is operated and the best environmental option chosen.
5. The exhaust from the generator should be passed through a selective catalytic reduction treatment this uses a reductant (e.g.

ammonia) injected into the exhaust gas which reduces oxides of Nitrogen (NOX). Expert advice is required to determine for the type of use proposed what is the best environmental option.

6. The exhaust should discharge vertically into an open area away from fresh air intakes, and open windows. It should have a fast efflux velocity of at least 6 metres/second to assist dispersion and not be subject to any inline obstructions (e.g. 'Chinese Hats')

7. In certain circumstances with local problems fan dilution may need to be considered.

Noise and Smoke Nuisance

There is a potential for generators to give out dark smoke on start-up and to cause noise nuisance. The following guidance is given:

1. Routine testing should normally be carried out at a time when minimum inconvenience is caused to others. Generally this would be between 09.00-14.00 hours on a Saturday Morning.

2. Adequate silencing of the exhaust and sound proofing of the plant should be carried out to insure that the noise from it when measured at 1 metre external to the nearest noise sensitive window is designed to be a minimum of 10 decibels below the background sound level LA90 that would exist if the generator was not operating.

3. The generator should be located on suitable anti-vibration mountings to prevent the transmission of noise or vibration through the structure to other parts of the building.

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

4 Thames Water advise that:

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.

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

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can

gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover

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

No 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 0800 009 3921 to discuss the details of the piling method statement.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Water Comments

The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend the following condition be imposed: Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Thames Water recommend the following informative be attached to any planning permission: There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

Thames Water recommend the following informative be attached to any planning permission: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

- 5 The provisions of Part 3, Class V, of Schedule 2 to the Town & Country Planning (General Permitted Development) Order 2015 will permit changes of use between shop (Class A1), financial and professional services (Class A2), restaurant & cafe (Class A3) and assembly & leisure use (Class D2) for a period of ten years from the date of this permission.

- 6 The Mayoral Community Infrastructure Levy is set at a rate of J50 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 J75 per sq.m for offices, J150 per sq.m for Riverside Residential, J95 per sq.m for Rest of City Residential and J75 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 Section106 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.

- 7 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.
- 8 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.

- 9 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.

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

(a) Fire precautions and certification:
London Fire Brigade, Fire Prevention Branch
5-6 City Forum
City Road
London EC1N 2NY

(b) Betting offices and gaming licences:

Clerk to the Betting and Gaming Licensing Committee
The Justice Rooms
1 Queen Victoria Street
London EC4N 4XY

(c) Employment agencies:

Employment Agencies Licensing Office
Department of Employment
Exchange House
60 Exchange Road
Watford, Herts WD1 7HH

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

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

- 11 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation or Transport for London as Highway Authority; and work must not be commenced until the consent of the Highway Authority has been obtained.

- 12 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".

- 13 Improvement or other works to the public highway shown on the submitted drawings require separate approval from the local highway authority and the planning permission hereby granted does not authorise these works.

14 The investigation and risk assessment referred to in condition **** must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme must be submitted to and approved in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report must be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, open spaces, service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

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

GREATER LONDON AUTHORITY
Development, Enterprise and Environment

Michael Blamires

City of London
PO Box 270
Guildhall
London
EC2P 2EL

Our ref: D&P/3958/HS01
Your ref: 16/00209/FULMAJ
Date: 4 May 2016

Dear Mr Blamires

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008
Lloyds Chambers, 1 Portsoken Street, London, E1 8BT
Local planning authority reference: 16/00209/FULMAJ

I refer to your letter received on 2 March 2016 consulting the Mayor of London on the above planning application, which is referable under Category 4 (within viewing corridor) of the Schedule to the Order 2008. I have assessed the details of the application and have concluded that the proposal for *the demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development* does not raise any new strategic planning issues.

While the development would be in the backdrop of the Tower of London and would sit above the Wider Setting Consultation Area of the Protected Vista when viewed from Assessment Points 25A.1 - 25A.3, the proposed development would preserve the viewer's ability to recognise the landmark and appreciate its Outstanding Universal Value in line with the Mayor's London View Management Framework and Townscape view: The Queen's Walk to Tower of London. The proposed development is therefore accepted, subject to a condition being imposed by the Council to secure external cladding for the replacement building that is suitable in terms of appearance and materials and preserves or enhances the views of the World Heritage Site and its setting.

With regard to transport, Transport for London (TfL) notes that off street servicing is proposed from Goodman's Yard. As TfL has indicated previously to the developer, TfL does not support any vehicular access onto the TLRN for traffic and safety reasons. Furthermore, service vehicles would need to track over a two way cycle way which would compromise cyclist safety. The development should be redesigned to incorporate a service yard from Portsoken Street and set sufficiently back from the TLRN. TfL understands that the Council may have reservations with access from Portsoken Street, however, in TfL's view this is the most viable option. TfL would welcome further discussions in this regard. In summary, TfL does not support this proposal until such a time that the location of the service yard is agreed.

Therefore, under article 5(2) of the above Order, the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA. However, further discussions with TfL should be had to resolve the servicing issue. I will be grateful, however, if you would send me a copy of any decision notice and section 106 agreement.

Yours sincerely



Stewart Murray
Assistant Director - Planning

cc John Biggs, London Assembly Constituency Member
Nicky Gavron, Chair of London Assembly Planning Committee
National Planning Casework Unit, DCLG
Alex Williams, TfL
Chris Gascoigne, Dp9, 100 Pall Mall, London, SW1Y 5NQ

Sehmi, Amrith

From: Blamires, Michael
Sent: 04 May 2016 12:26
To: DBE - PLN Support
Subject: FW: 16/00209/FULMAJ - Lloyds Chambers, One Portsoken Street

Importance: High

From: Anna McPherson [<mailto:amcpherson@dmpartnership.com>]
Sent: 04 May 2016 11:51
To: Blamires, Michael
Cc: 'Natasha Taylor'
Subject: 16/00209/FULMAJ - Lloyds Chambers, One Portsoken Street
Importance: High

Dear Mr Blamires

16/00209/FULMAJ - Lloyds Chambers, One Portsoken Street, London E1

Thank you for notifying Historic Royal Palaces of the planning application relating to the demolition and redevelopment of Lloyds Chambers, 1 Portsoken Street, planning reference as above. We apologise for our delay in responding: unfortunately, the City's formal notification letter of 21 March 2016 appears to have gone astray.

Historic Royal Palaces had several pre-application meetings and exchanges with the applicant's professional advisers and we saw two amended schemes after the original proposal for the site, which was considered too high in relation to the immediate backdrop of the Tower of London World Heritage Site (WHS). We are pleased to see that the application scheme remains as the final version we saw and therefore our pre-application comments to the applicant stand, as summarised below:

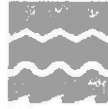
'We are pleased to note that the overall height of the proposed replacement building has been reduced almost to the height of the existing building. We note that the proposed building now extends at full height farther to the west, making it potentially more dominant in the local view north-east from the main entrance to the Tower (view 5 in the *Tower of London Local Setting Study 2010*, which has not been illustrated), but we accept that this does not affect the open sky-space in the protected LVMF view 25A.1-3 from the Queen's Walk.

Whilst Historic Royal Palaces would have wished to see the overall height reduced from the existing, in order to enhance the visual dominance of the White Tower and therefore the Outstanding Universal Value of the WHS, we accept that building up to the existing height does no further visual harm to the setting of the WHS. We therefore raise no objections to the amended proposals.'

Kind regards

Anna McPherson
On behalf of Historic Royal Palaces

Anna McPherson DiplArch RIBA IHBC FRSA
Partner
Drury McPherson Partnership
23 Spencer Road
Twickenham
TW2 5TZ



Historic England

LONDON OFFICE

Mr Michael Blamires
Corporation of London
Department of Planning & Transportation
PO Box 270
Guildhall
LONDON
EC2P 2EJ

Direct Dial: 020 7973 3763

Our ref: P00505570

11 April 2016

Dear Mr Blamires

**Arrangements for Handling Heritage Applications Direction 2015 & T&CP (Development Management Procedure) (England) Order 2015
LLOYDS CHAMBERS , 1 PORTSOKEEN STREET , LONDON , E1 8BT
Application No 16/00209/FULMAJ**

Thank you for your letter of 21 March 2016 notifying us of the application for planning permission relating to the above site. We do not wish to comment in detail, but offer the following general observations.

Historic England Advice

Historic England was involved in discussions regarding these proposals at pre-application stage. I attach our most recent pre-application response for your information.

As you will note, we welcomed the redistribution of mass of the proposed building which reduced the visual impact on important views of the Tower of London World Heritage Site. We also noted that the submitted visual assessment for LVMF View 25A.3 appeared to demonstrate that the proposed replacement building would be less visible than the existing in this key view of the Tower of London. We therefore recognised that the development presented an opportunity to "enhance or better reveal" the significance of the Tower of London which would support the proposals in accordance with Paragraph 137 of the National Planning Policy Framework (NPPF, March 2012). However, we stressed that we would await further information at application stage before providing a formal and fully-informed view.

The submitted visual assessment for LVMF View 25A.3 does not appear to appear to demonstrate any such 'enhancement' to the setting of the Tower of London, and the assessment provided by Richard Coleman City Designer concludes the impact to be neutral rather than beneficial. We would therefore concur with this assessment that the impact of the development in this important view of the Tower of London is neutral and does not appear to enhance the significance of this World Heritage Site.



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3700
HistoricEngland.org.uk



Historic England is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.



Historic England

LONDON OFFICE

We also note that some of the assessed views, such as "LVMF View 25A.2 from City Hall" demonstrates that the development would appear larger than the existing in views of the Tower of London and add to the accumulation of large modern building in its immediate setting. Whilst this does not warrant significant concerns from Historic England, we recognise that these views are kinetic and therefore there is the potential for a small degree of harm to be caused to the significance of the Tower of London. Your Authority must therefore be satisfied that any harm is outweighed by public benefits as set out in Paragraph 134 of the National Planning Policy Framework.

We would also recommend that conditions are imposed regarding the external cladding of the replacement building, should you be minded to approve the scheme, to ensure that its overall appearance is sensitive to the Tower of London and its setting.

Recommendation

We would urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again. However, if you would like further advice, please contact us to explain your request.

Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals you should seek comments from your Authority's own archaeologist.

Yours sincerely

Alasdair Young
Assistant Inspector of Historic Buildings and Areas
E-mail: alasdair.young@HistoricEngland.org.uk



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Blamires, Michael

From: PLN - Comments
Sent: 05 April 2016 10:35
To: Blamires, Michael
Subject: Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 10:35 AM on 05 Apr 2016 from Mr Marcos Duroe.

Application Summary

Address: Lloyds Chambers 1 Portsoken Street
London E1 8BT

Proposal: Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

Case Officer: Michael Blamires

[Click for further information](#)

Customer Details

Name: Mr Marcos Duroe
Email: [REDACTED]
Address: Apt 15 Prospero House 6 Portsoken Street
London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: Hello, I would like to object on the grounds of the existing height and the proposed 3 level basement. We are the next residential building along Portsoken street from this, and the recent excavation of the 52 minories site created cracks and permanents faults in our building that were never resolved, despite the promise of a party wall agreement. We would be very worried that a 3 level escalation will have much more detrimental effects to the 14 dwellings in our block. These buildings are both sited on rock which resonates with piling and deep drilling, causing visible swaying from excavations last time,

damage to the facade and windows. We would be very unhappy with this building excavating down further than one level. We have no objection in principle if the height of the building doesn't exceed the existing. we have light coming from that aspect into an internal light well and any increase in height will impact what little light flows into this space. Many thanks.

Blamires, Michael

From: PLN - Comments
Sent: 01 April 2016 16:10
To: Blamires, Michael
Subject: Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 4:10 PM on 01 Apr 2016 from **Mr Mital Patel**.

Application Summary

Address: Lloyds Chambers 1 Portsoken Street
London E1 8BT

Proposal: Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

Case Officer: Michael Blamires

[Click for further information](#)

Customer Details

Name: Mr Mital Patel
Email: [REDACTED]
Address: Flat 12 Prospero House 6 Portsoken Street
London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: I have a number of concerns about the proposal. While I appreciate that a new office building will probably enhance the area in the long term, the disruption is of concern. 1. We are already surrounded by construction work and roadworks. I appreciate this is a busy area but when will it stop? We have had literally years of various roadworks and construction in the immediate area. The resulting traffic and noise pollution makes it quite miserable living in the area. 2. Despite the plans making it look like lorries will enter and exit the site on Goodmans Yard, I expect a

dramatic increase in the number of lorries driving through Portsoken Street during the day. This will increase both diesel particulate pollution from lorries standing at the traffic light, and generate additional traffic as they block the junction of Portsoken Street and Minories, which is already unnecessarily busy due to the ridiculously poor phasing of the traffic lights nearby and the lack of a box junction. 3. I have concerns that a 3-storey deep excavation (plus additional piling required for foundations) will cause damage to the nearby buildings. 4. The associated dust generated by demolition and construction will result in costly cleaning bills for our apartment, not only for the façade of the building but the windows, particularly to the rear of the building where a reduced amount of rainfall landing on the windows now leaves them very dirty since the construction of the student apartments at 52 Minories. 5. Concerns about blockage to the TV signal by a 12-storey building, when our building is only 6 storeys and our satellite antenna and TV aerial sit on the roof. 6. Concerns about loss of mobile phone and wifi signals in the area, again due to the addition of a taller building. 7. Concerns over the increase in delivery traffic once the building has been constructed, both from the offices that result and the A1/A2 units that are intended for the ground floor.

Blamires, Michael

From: PLN - Comments
Sent: 25 March 2016 18:20
To: Blamires, Michael
Subject: Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 6:20 PM on 25 Mar 2016 from Dr Larisa Tishchenko.

Application Summary

Address: Lloyds Chambers 1 Portsoken Street
London E1 8BT

Proposal: Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

Case Officer: Michael Blamires

[Click for further information](#)

Customer Details

Name: Dr Larisa Tishchenko
Email: [REDACTED]
Address: Flat 53 87 Mansell Street London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: My husband and myself believe that the proposed development is a direct contravention of Tower of London policies. It does not respect local context and street pattern and, in particular, the scale and proportions of surrounding buildings, and would be entirely out of the character of the area, to the detriment of the local environment. Moreover, the proposed development would significantly alter the fabric of the area and amount to serious 'cramming' in what is already a high density area. Coupled with the neighbouring large-scale residential development of the Mansell Street it will have a tremendous impact on the

environment and life of local residents.

Blamires, Michael

From: PLN - Comments
Sent: 30 March 2016 22:28
To: Blamires, Michael
Subject: Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 10:28 PM on 30 Mar 2016 from Mr Giacinto Renta.

Application Summary

Address: Lloyds Chambers 1 Portsoken Street
London E1 8BT

Proposal: Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

Case Officer: Michael Blamires

[Click for further information](#)

Customer Details

Name: Mr Giacinto Renta
Email: [REDACTED]
Address: Flat 83, 87 Mansell Street London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: Dear Sirs, Re: Lloyds Chambers 1 Portsoken Street London E1 8BT On 29th June 2015 I attended a presentation by the developer of the above property to outline the proposed development, according to the plans presented the building was to be the same height as the current one but the submitted planning application is for 12 storeys, not 8 as at present. At the presentation no mention was made of 3 basement levels either. I would like to register an objection to the development on grounds of size, a building much larger than the present one would impact too much on the neighbourhood and the quality of local residents' lives. Yours

faithfully, Giacinto Renta Flat 83 Londinium
Tower 87 Mansell Street London E1 8AP



Blamires, Michael

From: Wells, Janet (Built Environment)
Sent: 29 March 2016 14:57
To: Blamires, Michael
Cc: Wells, Janet (Built Environment)
Subject: FW: Your ref 16/00209/FULMAJ

Done
Regards

Janet C Wells
Planning Support Officer
Department of the Built Environment
0207 332 3794
www.cityoflondon.gov.uk

From: Cheryl Bloom [REDACTED]
Sent: 28 March 2016 20:20
To: PLN - Comments
Cc: [REDACTED]
Subject: Your ref 16/00209/FULMAJ

Dear Sirs,

Re: Lloyds Chambers 1 Portsoken Street London E1 8BT

On 29th June 2015 I attended a presentation by the developer of the above property to outline the proposed development, according to the plans presented the building was to be the same height as the current one but the submitted planning application is for 12 storeys, not 8 as at present. At the presentation no mention was made of 3 basement levels either.

I would like to register an objection to the development on grounds of size, a building much larger than the present one would impact too much on the neighbourhood and the quality of local residents' lives.

Yours faithfully,

Cheryl Bloom
84 Londinium Tower
87 Mansell Street
London E1 8AP
[REDACTED]

Blamires, Michael

From: PLN - Comments
Sent: 10 April 2016 13:03
To: Blamires, Michael
Subject: Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 1:02 PM on 10 Apr 2016 from Mr Alan Gibbs.

Application Summary

Address: Lloyds Chambers 1 Portsoken Street
London E1 8BT

Proposal: Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

Case Officer: Michael Blamires

[Click for further information](#)

Customer Details

Name: Mr Alan Gibbs
Email: [REDACTED]
Address: 106 Marlyn Lodge 2 Portsoken Street London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: 1. The light to my flat will be significantly reduced to an unacceptable level. 2. The proposed building is taller than the existing building, Lloyds Chambers. The proposal is therefore an overdevelopment of the site. 3. The excavation of the proposed basements will cause damage to Marlyn Lodge due to vibration etc.

Blamires, Michael

From: PLN - Comments
Sent: 10 April 2016 19:34
To: Blamires, Michael
Subject: Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 7:33 PM on 10 Apr 2016 from Mr Bernard Harris.

Application Summary

Address: Lloyds Chambers 1 Portsoken Street
London E1 8BT

Proposal: Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

Case Officer: Michael Blamires

[Click for further information](#)

Customer Details

Name: Mr Bernard Harris
Email: [REDACTED]
Address: Marlyn Lodge Management Co 601 Marlyn
Lodge London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: After consulting with other flat owners and other directors of Marlyn Lodge Management Co, 2 Portsoken Street, London, E1 8RB we (MLMCo) have a number of objections/concerns relating to the redevelopment of the Lloyds Chambers, 1, Portsoken Street. 1) Noise
The proposed re-development will be a major project and because of the very close proximity of the building to Marlyn Lodge (ML) the redevelopment is certain to cause a very long-period of increased noise disturbance to residents of ML during both the demolition and re-building stages of

this very large redevelopment. A number of owners within ML have also raised concerns relating to the proposal for the new building to have three lower ground floors, thereby increasing the possibility of such deep excavations causing structural problems to nearby buildings during the redevelopment phase, including ML which is only the width of the narrow Portsoken Street.

2) Residential Amenity Currently the TV mast located on the Lloyds Chambers building also provides service to ML because when built, the existing Lloyds Chambers was already significantly higher than ML and 'blocked' such TV service to the residents of ML. In addition, MLMCo has planned to consider installing solar panels on the roof of ML to provide a 'green' electricity supply to the building. The proposed redevelopment of the Lloyds chambers building by the higher building could eliminate the suitable roof-space for such a 'green' electricity installation. The increased height of the proposed new development will also affect the daylight to many flats; particularly those at the South end of Marlyn Lodge overlooking the car park as unlike the existing building the upper floor will not be 'stepped' in size to allow more daylight to North side of Portsoken St.

3) Traffic or Highways Flat owners and MLMCo are also concerned re Construction traffic in the narrow Portsoken St., causing an extended period restricting access to/from the existing ML car park

Blamires, Michael

From: PLN - Comments
Sent: 10 April 2016 20:48
To: Blamires, Michael
Subject: Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 8:48 PM on 10 Apr 2016 from Mr Mikael Boman.

Application Summary

Address: Lloyds Chambers 1 Portsoken Street
London E1 8BT

Proposal: Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

Case Officer: Michael Blamires

[Click for further information](#)

Customer Details

Name: Mr Mikael Boman
Email: [REDACTED]
Address: 604 Marlyn Lodge 2 Portsoken Street London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: I object for the following reasons: 1.) I am concerned about the fact that under the proposed design the building will no longer have the current 'terraced structure' design. This current design allows for the residents of Marlyn Lodge to enjoy much needed daylight. Consequently, the proposed new development would have a detrimental impact on the general amenity for the existing residents of Marlyn Lodge due to the loss of daylight. 2.) The proposed change of use of the ground floor from office use to retail/leisure use would adversely affect the amenity of the existing residents of Portsoken Street due to the

increased disturbance to the residents, in particular: - undue noise disturbance arising from customers arriving at, leaving or standing smoking outside any restaurant premises, - undue noise disturbance arising from increased customer traffic on Portsoken Street and Mansell Street, which are already suffering from unacceptable congestion problems, - fumes and smells from any restaurant units, - increased air pollution (as a result of increased traffic) in an area which is already suffering from very high traffic levels and air pollution, - excessive traffic congestion leading to a reduction in accessibility, - anti-social behaviour in relation to customers arriving at, leaving or standing smoking outside any restaurant premises. The area already enjoys a wealth of retail and leisure facilities such as food supermarkets, newsagents, sandwich shops, coffee bars and restaurants. Within an approx. 200 yards radius of the proposed developments there are already at least c. 4 supermarkets, 4 newsagents, 20 bars/restaurants, 10 sandwich shops. There is no need for further retail and leisure facilities to be introduced in the area. On the contrary, the introduction of further retail/leisure units on Portsoken Street would result in a further deterioration of the surrounding environment and well-being of local residents (for the reasons stated above).

Blamires, Michael

From: Wells, Janet (Built Environment)
Sent: 11 April 2016 10:10
To: Blamires, Michael
Cc: Wells, Janet (Built Environment)
Subject: FW: Your ref: 16/00209/FULMAJ - Lloyds Chambers 1 Portsoken Street London E1 8BT

Scanned

Regards

Janet C Wells
Planning Support Officer
Department of the Built Environment
0207 332 3794
www.cityoflondon.gov.uk

From: [REDACTED]
Sent: 10 April 2016 20:32
To: PLN - Comments
Subject: Your ref: 16/00209/FULMAJ - Lloyds Chambers 1 Portsoken Street London E1 8BT

Dears Sirs

I object to any change of use of the Lloyds Chambers building. The building's use as office space should remain unchanged throughout, as the proposed changes to retail and/or retail/leisure would have an adverse, very detrimental effect to the lives of permanent residents in the area, an area that is already suffering much due to similar changes in use that have been granted planning permission in very recent years.

The proposed changes of use will cause overcrowding and unacceptable noise levels to local residents and workers. For example, clients will unavoidably be spilling out of leisure units to smoke, will temporarily park their cars on Portsoken Street to pop in a store to buy something, they'll be spilling into the adjacent Portsoken Gardens and adjacent properties such as the Marlyn Lodge parking lot to urinate, smoke or create other disruption at a late hour (a problem we already have with clients from the existing restaurants/bars in the near vicinity). The lives of permanent residents in the area have in recent years been badly affected by the many leisure units in the area such as The Minorities, Jamies and Mary Janes (all on the Minorities) due to the clients spilling out on the public pavements outside the leisure premises in various degrees of drunkenness and exhibiting various degrees of anti-social behaviour. It would have a very detrimental impact to the area and its residents if additional leisure units were allowed to operate practically next door to our building and it would be more than the area can support. There already are far too many retail and leisure units here, more than the area needs and/or can sustain, including a wide range of super markets and gyms located very close to each other within a few hundred yards. There simply is no need for more.

There also are environmental and health concerns: The proposed increase to the size of Lloyds Chambers and the proposed drastic changes in its use, would create a considerable amount of extra car pollution, refuse and waste, the disposition of which has not been addressed adequately by the application for planning permission and the increase in which cannot possibly be supported by this area. Portsoken Street is already burdened by the foul odours and dirt caused by the heaps of waste that are stored and recycled outside the IBEX building on the side facing Portsoken Street and customers of the many sandwich shops and supermarkets littering in the street. In addition, the sheer amount of people gathering in and around such a massive building as is proposed in the planning application, and with such change in use as is proposed, would certainly cause considerable disruption and congestion chaos in such a confined space as Lloyds Chambers and on such a narrow thoroughfare as Portsoken Street.

I therefore object to the proposed enormous increase to the size of Lloyds Chambers, both upwards and downwards. The proposed design changes to the building upwards will mean loss of light to the properties on Marlyn Lodge facing Lloyds Chambers. The current building's design allows for light to seep through, while the proposed construction will not. Downwards, the proposed creation of 3 levels of basements is too big a change to the building and more than the area can support. It will allow for the creation of very large retail/leisure units and/or huge car parks. Irrespective of whether cars will exit and enter from Goodman's Yard, this huge underground expansion would unavoidably mean constant noise, ventilation units' noise and more pollution in an already very polluted area.

My family has lived in the building opposite Lloyds Chambers since 1997. The last few years the area has suddenly (and quite unexpectedly) become increasingly inhospitable to families and other residents for the reasons stated above; any further granting of planning permissions to change office usage into retail, leisure and hotel facilities shall render the area very unattractive for current permanent residents (such as myself), who are raising their families here and any future ones who were hoping to do so.

A planning balance should be struck, so that families such as mine are allowed to feel they can continue to live and raise children here. At this point, such balance should mean that there are no more retail and/or retail/leisure spaces allowed to be created on a street as narrow as Portsoken Street and, generally, in the area between the Minories and Mansell Street, which in very recent years has been allowed to become overcrowded and overburdened with more retail, bar, café and restaurant units than the area can possibly environmentally support.

Yours faithfully,

Mrs Panagiota Markaki
603 Marlyn Lodge
2 Portsoken Street
London E1 8RB