

Committee:	Date:
Planning and Transportation	30 November 2016
Subject: 60 London Wall London EC2M 5TQ Partial demolition and redevelopment to provide a basement, ground floor plus ten upper storey building, to provide retail (Class A1) and/or restaurant (Class A3) (floorspace 2,319sq.m GIA) at ground floor and basement levels and offices above (Class B1) (floorspace 42,984sq.m GEA) with associated roof top plant, terraces, reconfigured servicing, ancillary cycle parking and other associated works.	Public
Ward: Broad Street	For Decision
Registered No: 16/00776/FULMAJ	Registered on: 8 August 2016
Conservation Area: Bank	Listed Building: No

Summary

The application is for the partial demolition, retaining the structural frame and basement and the proposed construction of a new core and facades to create a 12 storey building providing retail and restaurant uses at ground floor and basement levels with offices above.

The proposed development would deliver an additional 14,665sq.m GIA of office floorspace and would reconfigure the retail floorspace by pulling the building line forwards and creating a more prominent, active, retail frontage.

The re-design of the building, including consolidation and relocation of a large proportion of the plant to the basement would lead to a 695sq.m (GIA) reduction of retail floorspace at basement level. The enhanced design of the office entrance would reduce retail frontage by 5.7m. The alterations and enhancement to the retail appearance would outweigh the loss of retail floorspace.

The additional office accommodation and improved retail space would meet the needs of the primary business activities of the City.

Objections were received from the City Heritage Society and the Conservation Area Advisory Committee on the grounds of the height, bulk and design of the building and the impact on views from Finsbury Circus. Amendments have been made to the design to enhance the overall appearance from key views. It is considered that the amended scheme would deliver a design, massing, bulk and height that would respect the character and scale of the

neighbouring buildings on London Wall and Copthall Avenue and would not harm the character or appearance of the Bank Conservation Area or the setting of nearby listed buildings, the grade II listed Finsbury Circus historic park and Finsbury Circus Conservation Area.

The proposed development, having a total floorspace of 45,303sq.m (GIA), subject to conditions and S106 agreement would comply with the relevant planning policies in all other respects.

Recommendation

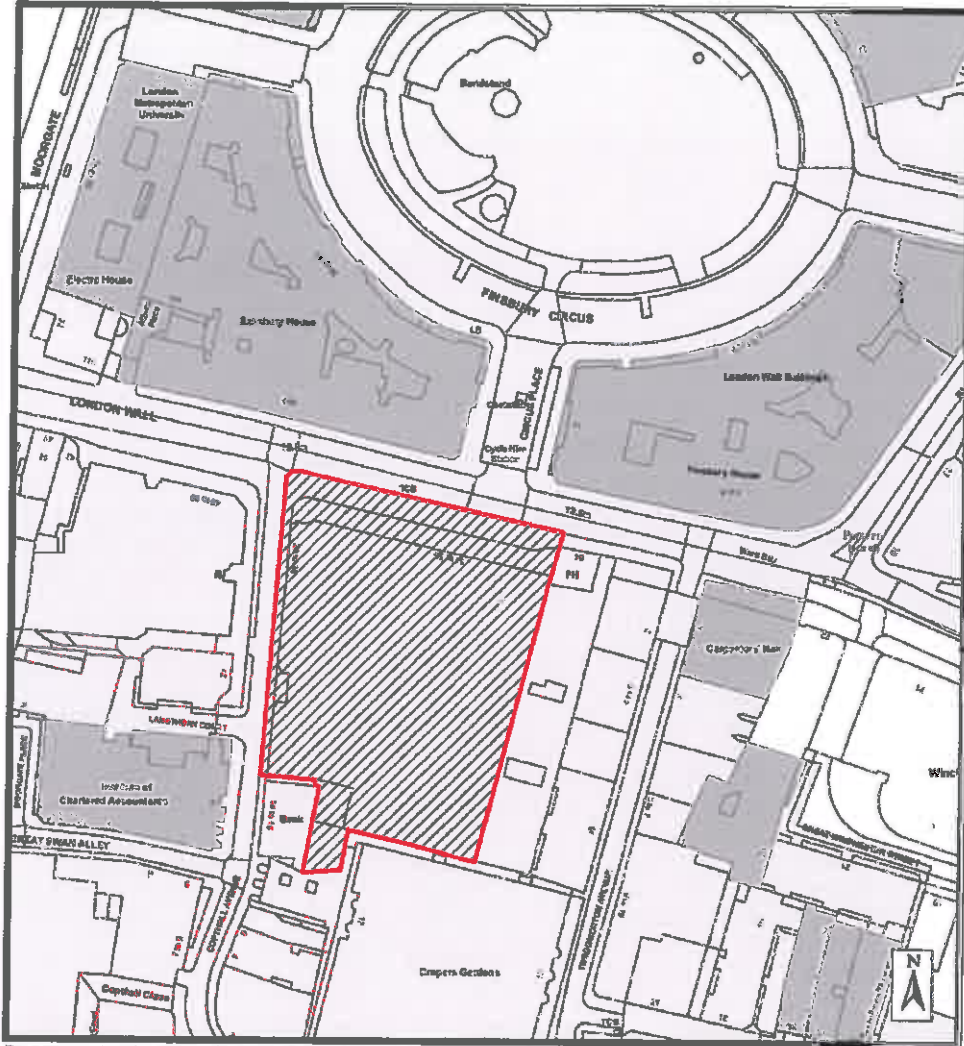
(1) That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

(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 you agree in principle that the land affected by the building which are currently public highway and land over which the public have right of access may be stopped up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and making of a Stopping-up Order for the various areas under the delegation arrangements approved by the Court of Common Council.

(3) 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.





Site Location Plan



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ADDRESS:
60 London Wall

CASE No.
18/00776/FULMAJ

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



DEPARTMENT OF THE BUILT ENVIRONMENT



60 London Wall
16/00776/FULMAJ



Main Report

Site

1. The 0.53ha site is located on a corner plot, with London Wall to the north and Copthall Avenue to the west. Throgmorton Avenue is located to the east. The existing postmodern stone building by Fitzroy Robinson Partnership dates from the 1990's. It comprises five storeys to the street elevation, rising to eight behind. The ground floor is recessed with a covered walkway in front of the retail units. The main office entrance sits opposite Circus Place and has a retained facade element at 20-22 Copthall Avenue. The site sits within the context of varying building heights ranging from four storeys up to 16 storeys at the Black Rock building, located at Drapers Gardens, 12 Throgmorton Avenue, to the south of the site.
2. The site is within the Bank Conservation Area and within the setting of the Finsbury Circus Conservation Area which lies opposite. Finsbury Circus is listed grade II on the register of historic parks and gardens. 60 London Wall lies within the setting of the following listed buildings; Salisbury House (grade II) and London Wall Buildings (grade II) on London Wall, Carpenters Hall on Throgmorton Avenue (grade II), the Institute of Chartered Accountants on Copthall Avenue (grade II*) and 23 Great Winchester Street (grade II).

Relevant Planning History

3. The existing building was constructed following the granting of planning permission in 1987 for the demolition of 20 Copthall Avenue behind the retained facade, demolition of the remaining existing buildings and construction of an office building containing retail and ancillary areas, service access areas and underground car park. (Ref. 4955B).

Proposal

4. Planning permission is sought for retention of the existing basement and structural frame of the building with re-cladding and extensions to provide a basement, ground plus 10 storey building to provide 1,637sqm (NIA) of retail (Class A1 and Class A3) uses and 30,029sqm (NIA) of office (class B1a) with associated roof top plant, terraces, reconfigured servicing, ancillary cycle parking and other associated works. The proposed works would include the removal of the existing colonnade on London Wall and the retention of the facade at 20-22 Copthall Avenue.

Consultations

5. Prior to submission of the application, the applicant team held five consultation events. Concerns were raised regarding construction disturbance and project timeline and the suitability of the retail offer.

6. The applicant responded to this by:
 - Submitting a construction management plan.
 - Providing a development timeline which indicates that the development would be complete by November 2019.
 - Indicating that although the proposed retail offer is unknown, the presence of the retail offer would be enhanced by a clearer retail frontage to London Wall.
7. Following submission, the application was advertised by a site and press notice and a notification letter. The following comments were received:
8. City Heritage Society raised objections to the proposal, noting that the existing site blended well with the Conservation Area and that the facade treatment related to the building in scale with its surroundings. They said that the 'set piece' entrance facing Circle Place contributes effectively to the townscape. The increase in bulk is considered to be undesirable and the design contrived to ensure the proposal complied with St Paul's Views. The detailed design and massing is considered in more detail later on in the report at paragraphs 28-40.
9. Conservation Area Advisory Committee raised no objections to the loss of the covered walkway at street level but considered the proposed development to be detrimental to the conservation area. The design was considered to be disappointing because it lacked modulation and compromised the stone character of London Wall. The committee also objected to the loss of the view from Circus Place. The detailed design and massing is considered in more detail later on in the report at paragraphs 28-40.
10. Thames Water raised no objection but recommended conditions relating to the submission of impact studies of existing water supply infrastructure and submission of a piling method statement. The requested conditions have been included with the recommendation.
11. TfL has recommended that the S106 provides cycle hire membership to each member of staff for a fixed period. TfL has requested conditioning a servicing and delivery plan. One of the blue badge spaces should be equipped with an electric vehicle charge point. Delivery and servicing and construction and logistics plan should be secured by condition. The cycle hire membership has been noted for consideration in the Travel Plan secured by S106, as detailed in paragraph 90. An electrical vehicle charging point is secured by condition. It is proposed that the delivery and servicing plan would be secured via S106 agreement and the construction logistics plan would be reserved by condition.
12. Historic England raised no objections to the proposed development.
13. Crossrail raised no objections subject to the submission of a method statement to ensure that construction of Crossrail structures and tunnels is not impeded by any nearby development. The condition has been included.
14. London Underground raised no objections.

15. The views of other City of London departments have been taken into account and some detailed matters remain to be dealt with under conditions and the Section 106 agreement.

Policy Context

16. The development plan consists of the London Plan (2016) and the City of London Local Plan (2015). 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.
17. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction and London Views Management Framework and City of London supplementary planning documents in respect of: Protected Views, Bank and Finsbury Circus Conservation Areas, Planning Obligations and the City of London Community Infrastructure Levy Charging Schedule.
18. Government Guidance is contained in the National Planning Policy Framework (NPPF) and associated National Planning Policy Guidance (NPPG).

Considerations

19. The Corporation, in determining the planning application has the following main statutory duties to perform:-
 - to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
 - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
 - for development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990); and
 - 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.
20. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord.

21. The principal issues in considering this application are considered to be the impact of the office and retail offer and its impact on the primary business function of the city, the detailed design of the proposed development and its impact on surrounding buildings.

Economic Development Issues

22. The proposed development would deliver an office led mixed use scheme, resulting in an overall uplift in GIA of 13,970sq.m on a site located within a Central Activities Zone (CAZ) and within the Moorgate Principal Shopping Centre (PSC). Table 1 below sets out the changes in floorspace as a consequence of the proposed development:

	Existing sq.m	GIA	Proposed sq.m	GIA	Difference sq.m	GIA
Office	28,319		42,984		+14,665	
Retail	3,014		2,319		-695	
Total	31,333		45,303		+13,970	

Table 1: Alterations to floorspace

23. London Plan Policies 2.10, 2.11, 4.1, 4.2 and 4.3 are concerned with growing London's economy, recognising the CAZ as a strategically important financial and business services centre. The City of London Local Plan supports the growth of the business economy and promotes the provision of additional office floorspace and associated complementary uses which improve economic, social and environmental conditions (Policies CS1, DM 1.1 and DM 1.5). Local Plan Policy CS5 relates to sites in 'The North of the City', as is the case here and supports proposals that would rejuvenate Moorgate.

24. The proposed development would provide the opportunity to improve the Moorgate area and increase the provision of office accommodation and therefore employee capacity. Based on the Homes and Community Agency Employment Guide (2015), the site would be capable of accommodating approximately 3,300 employees, an uplift of 1,200 employees, which would make a strong contribution to employment provision. The applicant team has indicated the refurbishment programme and works would be scheduled for completion in 2019. The uplift in office floorspace is in accordance with planning policy and the proposed development would enhance the City's primary business function.

Retail uses

25. The application proposes a total of 2,319sq.m (GIA) of retail and restaurant (Class A1 and Class A3) uses. It is proposed to provide a large retail Class A1 unit on the corner of London Wall and Copthall Avenue at ground level providing 261sq.m (GEA) retail Class A1 floor space at a key corner location within the PSC. The remaining seven ground floor shop

units would be either retail and/or restaurant use (Class A1 and/or Class A3) use with a restaurant (Class A3) use at basement level.

26. Local Plan Policies CS20 and DM20.1 relates to retail floorspace provision. The policies support the provision of new retail floorspace within PSCs and say that existing retail should be protected. The proposed development would result in a reduction of 695sqm (GIA) of retail floorspace and a loss of 5.7m of retail frontage.
27. The loss of retail floorspace would principally be at basement level. The loss of frontage would be from two retail units which are currently isolated within the PSC by an existing office entrance. Basement retail floorspace is considered to be less desirable and its loss should be considered in relation to the contribution the unit makes to the PSC. The proposed retail unit on the corner of London Wall and Copthall Avenue and improved layout of the retail units would make a significant contribution to the PSC. To secure the predominance of A1 retail on this site, a condition has been included requiring 70% of the approved retail floorspace to be within Use Class A1. On balance, it is considered that the effect of the loss of the retail frontage and floorspace would be adequately mitigated by the design of the scheme. Pulling the building forwards and removing the colonnade would create a positive, active and clearly visible retail street frontage and overall would enhance the retail offer in this part of the PSC.

Design and Heritage Impact

28. One of the core planning principles of the NPPF are that development should always seek to secure high quality design. Proposals should conserve heritage assets in a manner that is appropriate to their significance endorsed in London Plan Policies 7.2, 7.3, 7.4 and 7.6. City of London Local Plan policies CS10 and DM 10.1 require developments to be of a bulk, height, scale, massing, quality of materials and detailed design that is appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces, as well as making an appropriate use of limited land resources, having regard to its street level presence and its roofscape. Developments should be designed in accordance with 'secured by design', with the design minimising crime and anti-social behaviour, in accordance with policy CS3 of the City of London Local Plan.
29. The proposal would refurbish the site by stripping the existing building back to the frame to deliver a sustainable development which would provide new facades, re-coring the building, retaining the basement and existing foundations and adding four additional storeys and a plant store. The existing colonnade would be removed and the building would be pulled forwards at ground floor level, creating a more prominent, active retail street frontage and the existing facade and mansard roof of 20-22 Copthall Avenue would be retained.
30. The proposed building would be finished in stone, with bronze anodised aluminium detailing to complement the neighbouring stone buildings that characterise this part of the Bank Conservation Area. The design reflects a base, middle and top, which would relate to the classical composition and

character of the surrounding buildings, the bronze framed bays would project up and out of the stone facade to create a rhythm, verticality and modulation to the elevations and the curve picture windows makes an appropriate corner statement which successfully marries the London Wall and Copthall Avenue elevations.

31. The recessed office entrance bay would be framed by a giant portal to provide a centred focal point to the facade in views from Finsbury Circus, along Circus Place, the design of which addresses comments received from the City Heritage Society and Conservation Area Advisory Committee. Final details, including submission of paving details, details of how this area would be maintained in order to discourage anti-social behaviour and details to discourage an attack have been reserved by condition.
32. The building facades visible from street level would have an attractive solidity, particularly when viewed obliquely along London Wall.
33. The facade and mansard roof of 20-22 Copthall Avenue would be retained and the new development set back behind it. New shopfronts are proposed to be incorporated, details of which would be reserved by condition.
34. The additional floors from 7th to 10th floor plus plant would be lower than the 16 storey BlackRock building immediately to the south at 12 Throgmorton Avenue. The design would be predominantly fritted glass and would be progressively set back from the north and west sides in gentle curves and incorporating terraces so as to minimise the visual bulk of the building when viewed from street level. In views along London Wall, the new floors from 7th floor upwards would be generally invisible due to the set-backs. Rooftop plant would be significantly consolidated compared to the existing situation and would be fully screened.
35. The glazed upper floors would recede into the backdrop of the main facades in longer view from Finsbury Circus and would be seen against the taller 16 storey BlackRock building and 1 Angel Court immediately behind it. As such, the additional floors would not appear incongruous in this setting. The views out of Finsbury Circus Conservation Area would not be harmed by the proposed development.
36. Greening would be incorporated on the new upper level terraces which are to be used by occupiers of the office space. The terraces would enhance the appearance in long views from Finsbury Circus and in views from higher surrounding buildings. To ensure the on-going quality of the proposed landscaping, it is recommended that a condition be included requiring the submission of details of landscaping and associated maintenance.
37. The rear (south) facade would be clad in white aluminium panels where it backs onto 12 Throgmorton Avenue and would otherwise be glazed.
38. The site falls within the setting of a number of listed buildings. Opposite the site on the west side of Copthall Avenue is the 1964 wing of the Institute of Chartered Accountants Grade II*. The building is in a distinctive Brutalist style which contrasts with the surrounding area and

the 19th century facade being retained in the development. The proposed facade alterations and extensions above roof level would not impact on the listed building or cause harm to its setting. On the northern side of London Wall are two grade II listed buildings, No 31 Finsbury Circus (Salisbury House) and No 25 Finsbury Circus (London Wall Buildings). Both are imposing stone buildings dating to 1901 with a wealth of architectural modelling to their facades and roofline. The lower stone-framed section of the proposed development responds to the listed buildings through its materiality and composition, whilst providing a neutral backdrop which is not detrimental to their setting. The proposed set-back upper storeys would not be seen in the same street level views as the listed buildings along London Wall and would not cause any further harm to their setting. The full extent of the building would be seen behind the listed buildings when viewed from Circus Place and Finsbury Circus but would be seen in the context of the taller glazed buildings to the south of the site. The site lies within the wider setting of grade II listed buildings Carpenters Hall on Throgmorton Avenue and 23 Great Winchester Street. The development would not detract from the setting of these listed buildings.

39. Subject to conditions requiring the submission of further details including details of window cleaning equipment and housing, the lighting strategy for the building and details of shopfronts and associated signage, it is considered that the design, massing, bulk and height of the building would respect the character and scale of the neighbouring buildings along London Wall and Copthall Avenue and would not harm the character or appearance of the Bank Conservation Area or the setting of nearby listed buildings, the grade II listed Finsbury Circus historic park and garden and Finsbury Circus Conservation Area.

London View Management Framework

40. The north-west corner of the site lies within the background wider setting consultation area of the London View Management Framework Protected View 9A.1 from King Henry VIII's mound in Richmond Park to St Paul's Cathedral. The proposed development would not breach the threshold for consultation and the development would not impact on the Protected View.

Access

41. The development would achieve a good level of inclusive design with step free circulation routes and level entrances, accessible WCs and showers, storage for non-two-wheeled cycles and accessible parking bays at basement level with electric charging points. The proposal would accord with City of London Local Plan Policy DM 10.8.

Daylight and Sunlight

42. The development would increase the height and mass of the existing building. The applicant has therefore undertaken an assessment of the effects of the development on daylight and sunlight to nearby sensitive receptors at the seventh floor of Salisbury House (105-168 London Wall), 1-5 London Wall and 25 Finsbury Circus (these buildings have ancillary residential properties such as caretaker housing). The assessment

indicates the proposal would comply with the BRE Guidance: Site Layout Planning for Daylight and Sunlight (2011) and City of London Local Plan Policy DM 10.7.

Noise and Disturbance

43. The applicant has prepared a noise survey in support of the application. The nearest noise sensitive site in this case is the neighbouring BlackRock Building at 12 Throgmorton Street which is located 5m away from the site. A hotel is located opposite the site. The application documents indicate that mitigation could be incorporated to ensure that noise from plant would not detrimentally impact on neighbouring properties and this would be conditioned.
44. The report notes that there are a number of terraces proposed as part of the development. Noise surveys indicate that the spaces would be usable and would not suffer unduly from traffic noise. A condition has been included restricting the hours of use of the terraces to protect nearby occupiers.
45. The applicant has submitted a preliminary deconstruction and construction management plan as part of the planning application. The document indicates that suitable mitigation could be incorporated to minimise disruption to surrounding properties throughout the construction process. The submission of updated management plans prior to commencement of construction are reserved by condition.

Sustainability and Energy

46. The proposed energy efficiency measures include high thermal performance building materials and energy efficient lighting with sensors and installation of photovoltaic panels. This would mean that the building would conform to the London Plan energy hierarchy in respect of being lean and green. Connection to the Citigen District Energy Network and the installation of CHP has been considered but is unviable at this stage because owing to the distance of the site from the connecting point, the costs would not balance with the needs for heating and water cooling within the building. This would be reviewed throughout the development including exploring the opportunity for splitting the cost with other nearby developers. The sustainability measures proposed including the installation of photovoltaics and energy efficiencies would enable the building to achieve a 71.5% improvement on carbon dioxide emissions on a 2013 building regulations compliant building. This reduction in carbon emissions is principally achieved in the refurbishment element of the building (74.9) and not the new build element which only achieves 14.5%. To overcome a shortfall in the new element of the building, the S106 agreement incorporates a carbon offsetting payment to meet the requirements of London Plan Policy 5.2.
47. The building would have the potential of achieving a BREEAM rating of 'Excellent'. Evidence of this rating would be secured by condition.

48. Climate change adaptation and sustainable design measures of the development include the incorporation of a green roof to attenuate water run-off, improve insulation and biodiversity, water saving measures and incorporation of Sustainable Drainage Systems (SuDS), details of which are secured by condition.

Air Quality

49. 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. The proposed development meets both the building and transport benchmarks for nitrogen oxides (NOx) and particulate matter (PM10). Conditions have been included to secure this.

Servicing

50. Servicing would be within the existing service yard, accessed from Copthall Avenue. Five loading bays would be provided (three at ground floor level and two at basement level) and suitable refuse storage would be provided within the service yard. The basement would be accessible via a car lift which could accommodate medium sized vehicles such as transit vans and two platform lifts. Platform lifts would provide a contingency should the car lift break down.
51. In order to ensure that servicing and deliveries, including the collection of waste would not detrimentally impact on the highway network, it is recommended that the S106 agreement requires the submission of a servicing and delivery plan. The submission of demolition and construction management and logistics plans should be secured by condition to ensure the development would not detrimentally impact on the highway network.
52. The proposed S106 agreement would require the submission of an Interim Travel Plan and a Travel Plan with associated on-going monitoring to ensure that sustainable modes of travel are promoted for the lifetime of the development.

Car and Bicycle Parking

53. 359 cycle parking spaces with associated lockers and showers, including an area for non-two wheeled bicycles would be located at ground floor level and accessed from a dedicated entrance on Copthall Avenue which complies with London Plan standards.

Two disabled car parking spaces would be located at basement level, accessed via the car lift from the servicing entrance on Copthall Avenue. A condition has been included requiring the provision of an electrical charging point to address the recommendation from TfL.

54. No other car or motorcycle parking is proposed, which accords with policies to reduce motor vehicle use.

Stopping Up

55. The facade of the building on London Wall features colonnades, behind which is a footway forming part of the public highway. The colonnade was originally safeguarded for London Wall road widening works. This concept was removed from the City of London Local Plan 2015 and the footpath is no longer required. The proposed development would infill the colonnade, necessitating the stopping up of part of the footway and requiring a S278 agreement. The existing colonnade is considered to be of low quality because it is dark, reduces visibility of the shopping parade and does not provide a full through route because of the existing office building. The applicant has submitted supporting evidence to demonstrate that the reduction in width of the highway would not detrimentally impact on pedestrian flows in this location. The S278 works should be secured within the S106 agreement.

Archaeology

56. The site is in an area of significant archaeological potential, located to the south of the Roman and medieval London Wall and in the upper Walbrook valley. An archaeological excavation was carried out on part of the site prior to construction of the existing building and Roman buildings, a road and industrial activity was recorded. There is potential for medieval and post medieval survival on the site. An Archaeological Impact Assessment has been submitted with the application. The depth of the existing basement means archaeological potential is low. There would be a potential impact from removal of the existing slab, new and strengthened foundations, attenuation tanks and drainage.

57. Archaeological evaluation is required to provide additional archaeological information about the nature, character and date of survival and to design an appropriate mitigation strategy. The evaluation can be combined with proposed geotechnical investigations. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation and piling design.

Planning Obligations and Community Infrastructure Levy

58. Under Section 106 of the Town & Country Planning Act 1990 an agreement or planning obligation can be made between parties, usually the developer and the local authority, or a unilateral undertaking can be submitted by a prospective developer:

- restricting the development or use of land in any specified way;
- requiring specified operations or activities to be carried out in, on or under or over the land;
- requiring the land to be used in any specified way; or
- requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.

59. Planning obligation arrangements were modified by the Community Infrastructure Levy Regulations 2010 as amended ('the CIL Regulations'). The Regulations introduce statutory restrictions on the use of planning obligations to clarify their proper purpose, and make provision for planning obligations to work alongside any Community Infrastructure Levy ('CIL') arrangements which local planning authorities may elect to adopt.
60. Regulation 122 states that it is unlawful for a planning obligation to constitute a reason to grant planning permission when determining a planning application if the obligation does not meet all the following tests:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
61. Regulation 123 states that a planning obligation may not constitute a reason to grant planning permission to the extent that it provide funding for infrastructure included in the regulations "Regulation 123" list as the type of infrastructure on what CIL will be spent on.
62. The National Planning Policy Framework (March 2012) states that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. The policy repeats the tests set out above and states that where planning obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. (NPPF paragraphs 203-206).

Mayor of London Policies

Mayoral Community Infrastructure Levy (CIL)

63. London Plan Policy 8.3 requires the Mayoral CIL to be paid by developers to help fund strategically important infrastructure, initially focussing on Crossrail until 2019. The Mayor has set a charge of £50 per sq.m and this applies to all development over 100sq.m (GIA) except social housing, education related development, health related development and development for charities for charitable purposes.

Mayoral Planning Obligations

64. Since April 2010 the Mayor of London has sought contributions towards the cost of funding Crossrail through the negotiation of planning obligations in accordance with London Plan Policy 6.5. Mayoral planning obligations are payable by developers according to an indicative level of charges for specific uses set out in the Mayoral SPG (April 2013): offices (£140 per sq.m net gain in GIA floorspace), retail (£90) and hotels (£61) provided there is a net gain of 500sq.m.
65. Developments liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail will not be double charged. The Mayor's approach is to treat Mayoral CIL payment as a credit towards Mayoral planning obligation liability. Therefore the planning obligation liability can be reduced by the Mayoral CIL.

66. At the time of preparing this report the Mayoral CIL has been calculated to be £698,500. The full Mayoral planning obligation has been calculated to be £1,990,550. This would be reduced to £1,292,050 after deduction of the Mayoral CIL. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative at this point.
67. Under the CIL regulations the City of London is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London. The whole of the Mayoral planning obligation contribution received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 administration and monitoring charge to the City Corporation. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

Liability in accordance with the Mayor of London's policies	Contribution £	Forwarded to the Mayor	Retained by City Corporation
Mayoral Community Infrastructure Levy payable	£698,500	£670,560	£27,940
Mayoral planning obligation net liability*	£1,292,050	£1,292,050	Nil
Mayoral planning obligation administration and monitoring charge	£3,500	Nil	£3,500
Total liability in accordance with the Mayor of London's policies	£1,994,050	£1,962,610	£31,440

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

City of London's Planning Obligations Supplementary Planning Document (SPD) policy

City CIL

68. The City of London introduced its CIL on 1st July 2014 and will be chargeable in addition to the Mayoral CIL and Mayoral planning obligations. CIL will be charged at a rate of £75 per sq.m for Offices, £150 for Residential Riverside, £95 for Residential Rest of the City and £75 for all other uses. At the time of preparing this report the City CIL has been calculated to be £1,047,750. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative figures at this point.
69. Under the CIL regulations the City of London is able to retain 5% of the CIL income as an administration fee. The contributions collected will be used to fund the infrastructure required to meet the requirements of the City's Development Plan.

City Planning Obligations

70. On 1st July 2014 the City of London's Supplementary Planning Document on Planning Obligations was adopted. City Planning Obligations would be payable by developers in accordance with the Planning Obligations SPD on new commercial developments where there is a net increase of 500sq.m or more of Gross Internal Area. The policy seeks contributions towards Affordable Housing (£20 per sq.m), Local Training, Skills and Job Brokerage (£3 per sq.m) and Carbon Offsetting (£60 per tonne of carbon offset). The section 106 agreement would normally follow the agreement template available on the City of London website.
71. In this case the proposed net increase in floorspace would be 13,970sq.m. On the basis of the figure indicated in the SPD, the planning obligation figure would be £321,310. It is the City of London's practice that all financial contributions should be index-linked with reference to the appropriate index from the date of adoption of the 1st July 2014 to the date of permission.

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

Liability in accordance with the City of London's policies	Contribution £	Available for Allocation £	Retained for Administration Charge £
City Community Infrastructure Levy	£1,047,750	£995,363	£52,388
City Planning Obligation Affordable Housing	£279,400	£276,606	£2,794
City Planning Obligation Local, Training, Skills and Job Brokerage	£41,910	£41,491	£419
City Planning Obligation Administration and Monitoring Charge	£9,213	Nil	£9,213
Total liability in accordance with the City of London's policies	£1,378,273	£1,313,460	£64,814

73. Set out below are further details concerning the planning obligations. All of the proposals are considered to be necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the above tests contained in the CIL Regulations and government policy. It is requested that delegated authority be given to continue to negotiate and agree the terms of the proposed obligations as necessary.

Affordable Housing

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

Local Training, Skills and Job Brokerage

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

76. The applicant will be required to submit for approval details of the Local Training, Skills and Job Brokerage Strategy in line with the aims of the City Corporation's Employment Charter for Construction. This Charter aims to maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people

wishing to begin a career in construction. The Strategy will be submitted in two stages: one to be submitted prior to the First Preparatory Operation Date in respect of the Preparatory Operations; the second to be submitted prior to Implementation in respect of the Main Contract Works Package.

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

Highway Repair and other Highways obligation

78. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.
79. If required, prior to implementation and based on the City of London's standard draft, the developer will be obligated to enter into an agreement under Section 278 of the Highways Act 1980 to meet the cost of highway works that are necessary to meet the burden placed on the highway network by the development.

Utility Connections

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

Delivery and Servicing Management Plan

81. The developer would be required to submit for approval a Delivery and Servicing Management Plan prior to occupation. In the event of any breach of the Delivery and Service Management Plan, the developer will be required to resubmit a revised document, and should the developer default on this requirement, the City of London would be given the ability to provide a replacement plan. The operation of the Delivery and Servicing Management Plan would be subject to an annual review for a period of five years and the Delivery and Servicing Management Plan shall be in place for the lifetime of the development.

Travel Plan

82. The developer would be required to submit both interim and full Travel Plans prior to occupation and six months after occupation respectively. In preparing the Travel Plans, regard should be had to the request from Transport for London that employees be offered free membership to the Mayor's cycle hire scheme for a period of one year. The obligations in relation to this shall apply for the life of the building and will be monitored for a period of five years and reviewed annually.

Local Procurement

83. The developer has agreed to submit for approval a Local Procurement Strategy prior to commencement of demolition. The Local Procurement Strategy shall include details of: initiatives to identify local procurement opportunities relating to the construction of the development; initiatives to reach a 10% target for local procurement, from small to medium sized enterprises in the City and City fringes; the timings and arrangements for the implementation of such initiatives; and suitable mechanisms for the monitoring of the effectiveness of such initiatives e.g. a local procurement tracker can be used to capture this information.
84. The developer will be required at the 6 month stage, or half way through the project (whichever is earliest), to report to the City of London's Economic Development Office on their performance against the 10% local procurement target.
85. The Economic Development Officer is able to provide information and guidance to the developer and their contractors and sub-contractors. The developer is encouraged to liaise with the Economic Development Officer at the earliest stage in the development process in order that the strategy can be submitted prior to implementation.

Carbon Offsetting

86. The London Plan and Construction SPD sets a target for major developments to achieve an overall carbon dioxide emission reduction of 35% beyond 2013 building regulation requirements, through the use of clean, lean and green measures. A detailed post construction assessment will be required and if the assessment demonstrates that the target is not met on site the applicant will be required to meet the shortfall through a cash in lieu contribution. The contribution will be secured through the section 106 agreement, at an initial cost of £60 per tonne of carbon to be offset, calculated over a 30 year period. The financial contribution for carbon off-setting will be required on completion or prior to occupation of the development.

Monitoring and Administrative Costs

87. A 10 year repayment period would be required where by any unallocated sums would be returned to the developer 10 years after practical completion of the development. Some funds may be set aside for future maintenance purposes.
88. The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City of London's

Planning Officer's administration costs in respect of the same. 1% of the total contribution (secured under the City of London's SPD) would be allocated to the monitoring of the agreement.

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

Conclusion

90. The proposed building would provide an increase in good quality office and retail space, promoting the primary business function of the City, in accordance with development plan policies.
91. The design and articulation of the proposed building would be of a high quality and would successfully integrate into the wider setting whilst preserving the character and appearance of the conservation area and nearby listed buildings.
92. The proposed servicing arrangements would ensure that the development would not detrimentally impact on the highway network. Cycle storage and limited car parking would promote more sustainable modes of travel.
93. It is concluded that the proposal is acceptable subject to conditions and a Section 106 agreement being entered into, to cover the matters set out in the report.

Background Papers

Internal

Environmental Health Officer Email dated 05.09.2016

External

Accurate Visual Representations, Preconstruct Limited, July 2016

Air Quality Neutral Calculation, Ref.9021

Archaeological Impact Assessment, Museum of London Archaeology, July 2016 Ref. NGR 532820 181478

BREEAM New Construction (2014) Assessment

Construction Management Plan, July 2016

Daylight and Sunlight Report, GIA, July 2016

Design and Access Statement, July 2016

Design Evolution Addendum 12.10.2016

Environmental Noise Survey Report, 22696/ENS 1

Email from Crossrail dated 31.08.2016

Email from Thames Water dated 01.09.2016

Email from Transport for London dated 13.09.2016

Energy Statement, July 2016

Flood Risk Assessment Rev C, July 2016

Landscape Design and Access Statement, Churchman Landscape Architects, July 2016

Letter from London Underground dated 30.08.2016

Letter from Historic England dated 31.08.2016

Planning Statement, JLL, July 2016

Statement of Community Involvement, July 2016

Structural Planning Report, Heyne Tillett Steel, July 2016

Sustainability Statement, MECSERVE Ref. C6089

Surface Water Management Plan Revision D, 10/10/2016

Townscape and Visual Impact Assessment, Peter Stewart Consultancy, July 2016

Train Induced Vibration Report 22696, EPR Architects, July 2016

Transport Assessment, Caneparo Associates, July 2016

Workplace Travel Plan, Caneparo Associates, July 2016

Appendix A

London Plan Policies

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

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

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

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

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

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

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

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

Policy 4.8 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 6.1 The Mayor will work with all relevant partners to encourage the closer integration of transport and development.

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 BS 8300:2009
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

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

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

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

Policy 7.6 Buildings and structures should:

- a be of the highest architectural quality
- b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c comprise details and materials that complement, not necessarily replicate, the local architectural character

- d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
- e incorporate best practice in resource management and climate change mitigation and adaptation
- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design
- i optimise the potential of sites.

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

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

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

Policy 7.14 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.

Relevant Local Plan Policies

CS1 Provide additional offices

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

DM1.1 Protection of office accommodation

To refuse the loss of existing (B1) office accommodation to other uses where the building or its site is considered to be suitable for long-term viable office use and there are strong economic reasons why the loss would be inappropriate. Losses would be inappropriate for any of the following reasons:

- a) prejudicing the primary business function of the City;
- b) jeopardising the future assembly and delivery of large office development sites;
- c) removing existing stock for which there is demand in the office market or long term viable need;
- d) introducing uses that adversely affect the existing beneficial mix of commercial uses.

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.

CS2 Facilitate utilities infrastructure

To co-ordinate and facilitate infrastructure planning and delivery to ensure that the functioning and growth of the City's business, resident, student and visitor communities is not limited by provision of utilities and telecommunications infrastructure.

DM2.1 Infrastructure provision

- 1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.

2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:

- a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply (TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
- b) reasonable gas and water supply considering the need to conserve natural resources;
- c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
- d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
- e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.

3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.

4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City Corporation will require the developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

CS4 Seek planning contributions

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

CS5 Meet challenges facing North of City

To ensure that the City benefits from the substantial public transport improvements planned in the north of the City, realising the potential for rejuvenation and "eco design" to complement the sustainable transport infrastructure.

CS10 Promote high quality environment

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

DM10.1 New development

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

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

DM10.2 Design of green roofs and walls

- 1) To encourage the installation of green roofs on all appropriate developments. On each building the maximum practicable coverage of green roof should be achieved. Extensive green roofs are preferred and their design should aim to maximise the roof's environmental benefits, including biodiversity, run-off attenuation and building insulation.
- 2) To encourage the installation of green walls in appropriate locations, and to ensure that they are satisfactorily maintained.

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.

DM10.4 Environmental enhancement

The City Corporation will work in partnership with developers, Transport for London and other organisations to design and implement schemes for the enhancement of highways, the public realm and other spaces. Enhancement schemes should be of a high standard of design, sustainability, surface treatment and landscaping, having regard to:

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;
- c) the use of natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City;
- d) the inclusion of trees and soft landscaping and the promotion of biodiversity, where feasible linking up existing green spaces and routes to provide green corridors;
- e) the City's heritage, retaining and identifying features that contribute positively to the character and appearance of the City;
- f) sustainable drainage, where feasible, co-ordinating the design with adjacent buildings in order to implement rainwater recycling;
- g) the need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered;
- h) the need for pedestrian priority and enhanced permeability, minimising the conflict between pedestrians and cyclists;

- i) the need to resist the loss of routes and spaces that enhance the City's function, character and historic interest;
- j) the use of high quality street furniture to enhance and delineate the public realm;
- k) lighting which should be sensitively co-ordinated with the design of the scheme.

DM10.5 Shopfronts

To ensure that shopfronts are of a high standard of design and appearance and to resist inappropriate designs and alterations. Proposals for shopfronts should:

- a) respect the quality and architectural contribution of any existing shopfront;
- b) respect the relationship between the shopfront, the building and its context;
- c) use high quality and sympathetic materials;
- d) include signage only in appropriate locations and in proportion to the shopfront;
- e) consider the impact of the installation of louvres, plant and access to refuse storage;
- f) incorporate awnings and canopies only in locations where they would not harm the appearance of the shopfront or obstruct architectural features;
- g) not include openable shopfronts or large serving openings where they would have a harmful impact on the appearance of the building and/or amenity;
- h) resist external shutters and consider other measures required for security;
- i) consider the internal treatment of shop windows (displays and opaque windows) and the contribution to passive surveillance;
- j) be designed to allow access by users, for example, incorporating level entrances and adequate door widths.

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.

DM12.2 Development in conservation areas

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.
2. The loss of heritage assets that make a positive contribution to the character or appearance of a conservation area will be resisted.
3. Where permission is granted for the demolition of a building in a conservation area, conditions will be imposed preventing demolition commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

DM12.3 Listed buildings

1. To resist the demolition of listed buildings.
2. To grant consent for the alteration or change of use of a listed building only where this would not detract from its special architectural or historic interest, character and significance or its setting.

DM12.5 Historic parks and gardens

1. To resist development which would adversely affect gardens of special historic interest included on the English Heritage register.

2. To protect gardens and open spaces which make a positive contribution to the historic character of the City.

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.

DM15.3 Low and zero carbon technologies

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.
2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

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

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.

3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

CS16 Improving transport and travel

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

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
 - a) road dangers;
 - b) pedestrian environment and movement;
 - c) cycling infrastructure provision;
 - d) public transport;
 - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

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.

DM16.4 Encouraging active travel

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.
2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

CS17 Minimising and managing waste

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

DM17.1 Provision for waste

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

DM18.2 Sustainable drainage systems

1. The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping, where feasible and practical, and should follow the SuDS management train (Fig T) and London Plan drainage hierarchy.
2. SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.
3. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.

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.

DM20.1 Principal shopping centres

1. Within Principal Shopping Centres (PSCs) the loss of retail frontage and floorspace will be resisted and additional retail provision will be encouraged. Proposals for changes between retail uses within the PSC will be assessed against the following considerations:

- a) maintaining a clear predominance of A1 shopping frontage within PSCs, refusing changes of use where it would result in more than 2 in 5 consecutive premises not in A1 or A2 deposit taker use;
- b) the contribution the unit makes to the function and character of the PSC;
- c) the effect of the proposal on the area involved in terms of the size of the unit, the length of its frontage, the composition and distribution of retail uses within the frontage and the location of the unit within the frontage.

2. Proposals for the change of use from shop (A1) to financial and professional service (A2) restaurant and cafes (A3) drinking establishments (A4) or hot food takeaways (A5), use at upper floor and basement levels will normally be permitted, where they do not detract from the functioning of the centre.

DM12.4 Archaeology

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

2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.

3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

SCHEDULE

APPLICATION: 16/00776/FULMAJ

60 London Wall London EC2M 5TQ

Partial demolition and redevelopment to provide a basement, ground floor plus ten upper storey building, to provide retail (Class A1) and/or restaurant (Class A3) (floorspace 2,319sq.m GIA) at ground floor and basement levels and offices above (Class B1) (floorspace 42,984sq.m GEA) with associated roof top plant, terraces, reconfigured servicing, ancillary cycle parking and other associated works.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Before any works herein permitted are begun, the structural feasibility of supporting the retained fabric shall be demonstrated by the submission to and approval in writing by the Local Planning Authority of appropriate drawings and/or calculations and all development pursuant to this permission shall be carried out in accordance with the approved details.
REASON: To ensure that the structure to be retained is safeguarded for incorporation into the development in accordance with the following policies of the Local Plan: DM12.1, DM12.2, DM12.3. 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.
- 3 Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the demolition and construction of the building(s) hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The details shall include relevant measures from Section 4 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. No demolition or construction shall be carried out other than in accordance with the approved details and methods.
REASON: To ensure that demolition and 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 demolition and construction work commencing in order that the impact on the transport network is minimised from the time that demolition and construction starts.

- 4 None of the development hereby permitted shall be commenced until a method statement has been submitted to, and approved in writing, by the Local Planning Authority to include arrangements to secure that, during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of the Crossrail structures and tunnels is not impeded.
REASON: To safeguard the ongoing construction of Crossrail in accordance with Policy CS16.
- 5 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.
- 6 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.
- 7 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 4 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.

- 8 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.

REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.

- 9 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.

- 10 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.

REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.

- 11 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.

- 12 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 demolition in order that the impact on amenities is minimised from the time that the construction starts.
- 13 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 4 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 users 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.

- 14 No piling or construction of basements using penetrative methods shall take place until it has been demonstrated that there would be no unacceptable risk to below ground utilities infrastructure, details of which shall be approved in writing by the Local Planning Authority in liaison with Thames Water before such works commence and the development shall be carried out in accordance with the approved details.

REASON: To ensure that below ground utilities infrastructure is protected in accordance with the following policy of the Local Plan: DM2.1.

- 15 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

(a) Fully detailed design and layout drawings for the proposed SuDS components (as described by the Surface Water Management Plan Revision D 10/10/2016) including but not limited to: attenuation systems, pumps, green roofs, design for system exceedance, design for the removal of silt, construction plan, cost etc. The surface water discharge rate should not exceed 37.3 l/s and the actual attenuation volume capacity should be no less than 100m³; unless otherwise agreed with the Lead Local Flood Authority;

(b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works;

(c) The agreement and consent of Thames Water to the proposed discharge rate.

REASON: To improve sustainability, reduce flood risk and reduce water run off rates in accordance with the following policy of the Local Plan: DM15.5, DM18.1, DM18.2 and DM18.3.

- 16 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.
- 17 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) A Lifetime Maintenance Plan for the SuDS system to include:
- A full description of how the system would work, it's aims and objectives and the flow control arrangements;
- A Maintenance Inspection Checklist/Log;
- A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.
REASON: To improve sustainability, reduce flood risk and reduce water run off rates in accordance with the following policy of the Local Plan: DM15.5, DM18.1, DM18.2 and DM18.3.
- 18 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, external ground and upper level surfaces and plant store;
(b) detailed drawings of the typical bays including details of the fenestration and entrances at a scale of 1:20;
(c) detailed drawings of typical stonework, including jointing at a scale of 1:20 and 1:5 as appropriate;
(d) detailed drawings of the southern wall facing 12 Throgmorton Avenue (BlackRock);
(e) detailed drawings of all alterations to the retained facade on Copthall Avenue, including windows, shopfronts, external doors and stonework at a scale of 1:20;
(f) detailed drawings of the junctions with adjoining premises at a scale of 1:20;

(g) detailed drawings and specifications relating to the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences such as photovoltaics at roof level;

(h) detailed drawings of typical balustrades to the roof terraces, at a scale of 1:20;

(i) details of all ground level surfaces including materials to be used and associated maintenance; and

(j) drawings and particulars of lighting including fittings, brackets and lux levels to all facades and 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: DM3.2, DM10.1, DM10.5, DM12.2.

- 19 A landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority before any landscaping works to the upper terraces are commenced. All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.

REASON: In the interests of visual amenity in accordance with the following policies of the Local Plan: DM10.1, DM19.2.

- 20 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.

- 21 Before any works thereby affected are begun, detailed elevations of the frontage(s) to the shop(s) including details of advertisements must 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.

REASON: To ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, DM10.5, DM10.6.

- 22 Details of the construction, planting, irrigation and maintenance regime for the proposed green terraces and green roofs 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.

- 23 Before any works thereby affected are begun, a scheme in the form of an acoustic report compiled by a qualified specialist shall be submitted to and approved in writing by the Local Planning Authority specifying the materials and constructional methods to be used demonstrating that there is adequate sound proofing to both airborne and structure borne noise transmission between the Class A use and the surrounding offices in the building. The development pursuant to this permission shall be carried out in accordance with the approved scheme and so maintained thereafter.
REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Local Plan: DM15.7.
- 24 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.
- 25 Surface water drainage works shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.
REASON: To ensure that there is no surface water draining from the building onto the public highway.
- 26 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority specifying any kitchen extract arrangements, materials and construction methods to be used to avoid noise penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use commences and so maintained thereafter.
REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Local Plan: DM15.7.

- 27 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use takes place.

REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.

- 28 No cooking shall take place within any Class A1 or A3 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Any works that would materially affect the external appearance of the building will require a separate planning permission.

REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.

- 29 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA unless otherwise agreed by the Local Planning Authority. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

(b) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.

- 30 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Core Strategy: CS15.

- 31 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 359 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.

- 32 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.

REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.

- 33 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.

- 34 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.

- 35 A clear unobstructed minimum headroom of 3.8m must be maintained for the life of the building in the refuse skip collection area as shown on the approved drawings.

REASON: To ensure that satisfactory servicing facilities are provided and maintained in accordance with the following policy of the Local Plan: DM16.5.

- 36 A level clear standing area shall be provided and maintained entirely within the curtilage of the site at street level in front of any vehicle lift sufficient to accommodate the largest size of vehicle able to use the lift cage.

REASON: To prevent waiting vehicles obstructing the public highway in accordance with the following policy of the Local Plan: DM16.5.

- 37 No doors, gates or windows at ground floor level shall open over the public highway.

REASON: In the interests of public safety

- 38 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.
- 39 2 car parking spaces with electric vehicle charging facilities, suitable for use by people with disabilities shall be provided on the premises in accordance with details to be submitted to and approved in writing by the Local Planning Authority before any works affected thereby are begun, and shall be maintained throughout the life of the building and be readily available for use by disabled occupiers and visitors without charge to the individual end users of the parking.
REASON: To ensure provision of suitable parking for people with disabilities in accordance with the following policy of the Local Plan: DM16.5.
- 40 A. No CHP plant in the thermal input range 50kWth to 20MWth with NOx 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.
B. Prior to any CHP plant coming into operation the following details must be submitted to and approved in writing by the Local Planning Authority:
1. The results of an emissions test demonstrating compliance with Part A of this condition 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.
C. 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.
- 41 No boilers that have a dry NOx emission level exceeding 40 mg/kWh (measured at 0% excess O2) shall at any time be installed in the building.
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 42 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.

- 43 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.

- 44 The generator shall be used solely on brief intermittent and exceptional occasions when required in response to a life threatening emergency and for the testing necessary to meet that purpose and shall not be used at any other time. At all times the generator shall be operated to minimise its noise impact and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.

REASON: To ensure that the generator, which does not meet City of London noise standards, is used only in response to a life threatening emergency situation in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 45 No live or recorded music shall be played that it can be heard outside the premises or within any residential or other premises in the building.
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.

- 46 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.

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

REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.

- 48 The plant enclosure shown in the drawings hereby approved shall be constructed and completed within a period of three months from the date of the plant equipment being installed on the roof and shall be retained thereafter as approved for the life of the plant it encloses.
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 49 No live or recorded music that can be heard outside the premises shall be played.
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.
- 50 The roof terraces hereby permitted shall not be used or accessed between the hours of 23.00 on one day and 07.00 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.
- 51 Provision shall be made for disabled people to obtain access to the offices and to each retail unit via their respective principal entrances without the need to negotiate steps and shall be maintained for the life of the building.
REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Local Plan: DM10.8.
- 52 Unless otherwise approved by the Local Planning Authority, no plant or telecommunications equipment shall be installed on the exterior of the building, including any plant or telecommunications equipment permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 53 All new work and work in making good to the retained facade on Copthall Avenue shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this permission.
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 54 Unless otherwise agreed in writing by the Local Planning Authority, no less than 70% of the retail floorspace hereby approved shall be occupied as Use Class A1 for the life of the development.

REASON: To ensure a predominance of A1 retail within the Principal Shopping Centre, in accordance with policies CS20 and DM20.1.

- 55 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: 10108-EPR-00-XX-TP-A-0201 Rev 1, 10108-EPR-00-EL-TP-A-0205 Rev 3, 10108-EPR-00-GF-TP-A-0210 Rev 4, 10108-EPR-00-01-TP-A-0211 Rev 2, 10108-EPR-00-02-TP-A-0212 Rev 2, 10108-EPR-00-03-TP-A-0213 Rev 2, 10108-EPR-00-04-TP-A-0214 Rev 2, 10108-EPR-00-05-TP-A-0215 Rev 2, 10108-EPR-00-06-TP-A-0216 Rev 2, 10108-EPR-00-07-TP-A-0217 Rev 2, 10108-EPR-00-08-TP-A-0218 Rev 2, 10108-EPR-00-09-TP-A-0219 Rev 2, 10108-EPR-00-10-TP-A-0220 Rev 2, 10108-EPR-00-11-TP-A-0221 Rev 2, 10108-EPR-00-12-TP-A-0222 Rev 4, 10108-EPR-00-B1-TP-A-0223 Rev 3, 10108-EPR-00-AA-TP-A-0230 Rev 3, 10108-EPR-00-BB-TP-A-0231 Rev 3, 10108-EPR-00-CC-TP-A-0232 Rev 3, 10108-EPR-00-DD-TP-A-0233 Rev 3, 10108-EPR-00-NO-TP-A-0240 Rev 3, 10108-EPR-00-WE-TP-A-0241 Rev 2, 10108-EPR-00-SO-TP-A-0242 Rev 2, 10108-EPR-00-EA-TP-A-0243 Rev 2, 10108-EPR-00-NO-TP-A-0250 Rev 2, 10108-EPR-00-NO-TP-A-0251 Rev 2, 10108-EPR-00-WE-TP-A-0252 Rev 2, 10108-EPR-00-WE-TP-A-0253 Rev 2, 10108-EPR-00-EA-TP-A-0254 Rev 2, 10108-EPR-00-EA-TP-A-0255 Rev 2, 10108-EPR-00-SO-TP-A-0256 Rev 2, 10108-EPR-00-SO-TP-A-0257 Rev 2, 10108-EPR-00-WE-TP-A-0258 Rev 2, 10108-EPR-00-NO-TP-A-0259 Rev 3, 10108-EPR-00-GF-TP-A-0300 Rev 1, 10108-EPR-00-GF-TP-A-0310 Rev 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 During the construction phase of the development, the City of London Corporation encourages all owners/developers to commit to the principles outlined in the City of London Corporation's Local Procurement Charter, i.e.

- to identify opportunities for local small to medium sized businesses to bid/tender for the provision of goods and services;

- aim to achieve the procurement of goods and services, relating to the development, from small to medium sized businesses based in the City and the surrounding boroughs, towards a target of 10% of the total procurement spend;

- or where the procurement of goods and services is contracted out

- ensure the above two principles are met by inserting local procurement clauses in the tender documentation issued to contractors or subcontractors (further information can be found in our 'Guidance note for developers').

For additional details please refer to the City of London's 'Local Procurement Charter' and 'Local Procurement - Guidance Note for City Developers'. These documents can be found at

http://www.cityoflondon.gov.uk/Corporation/LGNL_Services/Environment_and_planning/Planning

Further guidance can be obtained by contacting the 'City Procurement Project' which provides free advice to City based businesses and City developers. They can signpost you to local supplier databases, give one to one advice and provide written guidance via the City of London Corporation's Local Purchasing Toolkit and other resources.

To access free support in procuring locally please call 020 7332 1532 or email city.procurement@cityoflondon.gov.uk

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

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

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

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

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section 106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 4 This permission must in no way be deemed to be an approval for the display of advertisement matter indicated on the drawing(s) which must form the subject of a separate application under the Advertisement Regulations.
- 5 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.
- 6 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.
- 7 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:
 - (a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.
 - (b) Installation of engine generators using fuel oil.
 - (c) The control of noise and other potential nuisances arising from the demolition and construction works on this site the Department of Markets and Consumer Protection should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.
 - (d) Alterations to the drainage and sanitary arrangements.
 - (e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments in particular:

- the identification, encapsulation and removal of asbestos in accordance with a planned programme;
- provision for window cleaning (internal and external) to be carried out safely.

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

(g) Use of the premises for public entertainment.

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

(i) The detailed layout of public conveniences.

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

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

(l) Methods of odour control.

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

Noise and Dust

(a)

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

(b)

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

(c)

Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in

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

(d)

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

Air Quality

(e)

Compliance with the Clean Air Act 1993

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

Boilers and CHP plant

(f)

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO_x emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2015.

(g)

All gas Combined Heat and Power plant should be low NO_x technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2015.

(h)

When considering how to achieve, or work towards the achievement of, the renewable energy targets, the Markets and Consumer Protection Department would prefer developers not to consider installing a biomass burner as the City is an Air Quality Management Area for fine particles and nitrogen dioxide. Research indicates that the widespread use of these appliances has the potential to increase particulate levels in London to an unacceptable level. Until the Markets and Consumer Protection Department is satisfied that these appliances can be

installed without causing a detriment to the local air quality they are discouraging their use. Biomass CHP may be acceptable providing sufficient abatement is fitted to the plant to reduce emissions to air.

(i)

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

Standby Generators

(j)

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

(k)

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

Cooling Towers

(l)

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

Noise Affecting Residential Properties

(m)

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

(n)

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

comfortable conditions within the rooms of the flat. This may need additional planning permission.

Ventilation of Sewer Gases

(o)

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

Food Hygiene and Safety

(p)

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

(q)

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

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

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

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

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

(r)

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

- 9 Transport for London has indicated its preparedness to provide guidelines in relation to the proposed location of the CrossRail structures and tunnels, ground movement arising from the construction of the running tunnels, and noise and vibration arising from the use of the running tunnels. Applicants are encouraged to discuss the guidelines with the CrossRail Engineer in the course of preparing detailed design and method statements.
- 10 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.
- 11 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".

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

(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 The display of any advertisement material on the premises. Advertisements may be subject to the City of London Corporation's Byelaws.
- 14 The City Public Realm team are in the early stages of developing a new Area Enhancement Strategy for the Moorgate area, which will develop proposals for this section of London Wall. There is potential for this development to deliver an early stage of the works so it is recommended that close liaison is undertaken with the City Public Realm team as the development proposals progress.
- 15 The investigation and risk assessment referred to in the above conditions must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents 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'.

- 16 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:
- (a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.
 - (b) Installation of engine generators using fuel oil.
 - (c) The control of noise and other potential nuisances arising from the demolition and construction works on this site and compliance with the Construction (Design and Management) Regulations 2007; the Environmental Services Department should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.
 - (d) Alterations to the drainage and sanitary arrangements.
 - (e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments (including the Offices, Shops and Railway Premises Act 1963); in particular: the identification, encapsulation and removal of asbestos in accordance with a planned programme; provision for window cleaning (internal and external) to be carried out safely.
 - (f) The use of premises for the storage, handling, preparation or sale of food.
 - (g) Use of the premises for public entertainment.
 - (h) Approvals relating to the storage and collection of wastes.
 - (i) The detailed layout of public conveniences.
 - (j) Limitations which may be imposed on hours of work, noise and other environmental disturbance.
 - (k) The control of noise from plant and equipment;
 - (l) Methods of odour control.
- 17 Noise and Dust
- (a) The construction/project management company concerned with the development must contact the Department of Markets and Consumer Protection and provide a working document detailing steps they propose to take to minimise noise and air pollution for the duration of the works at least 28 days prior to commencement of the work. Restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.
 - (b) Demolition and construction work shall be carried out in accordance with the City of London Code of Practice for Deconstruction and Construction. The code details good site practice so as to minimise disturbance to nearby residents and commercial occupiers from noise, dust etc. The code can be accessed through the City of London internet site, www.cityoflondon.gov.uk, via the a-z index under Pollution

Control-City in the section referring to noise, and is also available from the Markets and Consumer Protection Department.

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

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

Air Quality

(e) Compliance with the Clean Air Act 1993

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Boilers and CHP plant

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

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

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

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

Standby Generators

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

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

Cooling Towers

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

- 18 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
- 19 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 wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
- 20 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 21 This permission must in no way be deemed to be an approval for the display of advertisement matter indicated on the drawing(s) which must form the subject of a separate application under the Advertisement Regulations.
- 22 Owing to the existing location of street light cabling inside the building, you are advised to contact Brian Elliot or Andrew Rogers to discuss the installation of street lighting.

City of London Conservation Area Advisory Committee

Mr. Ted Rayment,
Department of the Built Environment,
Corporation of London,
P.O. Box 270,
Guildhall,
London, EC2P 2EJ

10th September 2016

Dear Sir,

At its meeting on 1st September 2016 the City of London Conservation Area Advisory Committee considered the following planning application and reached the decision given below:

C.112 16/00776/FULMAJ - 60 London Wall, London EC2M 5TQ

Bank Conservation Area/Broad Street Ward Club. No Ward Club rep.

Partial demolition and redevelopment to provide a basement, ground floor plus ten upper storey building, to provide retail (Class A1) (floorspace 2,319 sq.m GIA) at ground floor level and offices above (Class B1a) (floorspace 42,984 sq.m GEA) with associated roof top plant, terraces, reconfigured servicing, ancillary cycle parking and other associated works.

The Committee had no objection to the proposed loss of the covered walkway at street level, but objected to the redevelopment considering it to be seriously deleterious to the conservation area. The Committee objected to the height and bulk of the proposal viewing it as over development of the site. Members thought that the design was disappointing, lacking modulation and compromising the stone character of the London Wall elevation by replacing the current façade with glass. The Committee also objected to the loss of view from Circus Place that would result if this development were to proceed.

I should be glad if you would bring the views of the Committee to the attention of the Planning and Transportation Committee.

Yours faithfully,



Mrs. Julie Fox
Secretary



City Heritage Society

Please reply to:-

35 Eagle Court,
Hermon Hill,
London E11 1PD

Tel. [REDACTED]

06 09 2016

City of London, Department of Planning & Transportation
The Guildhall,
London EC2 P2EJ

Dear Sirs,

60 LONDON WALL< LONDON EC2M5TQ

Planning Application 16/00776/FULMAJ

The existing building on this site has numerous aspects to commend it. Its materials blend well with the Conservation Area. The treatment of the facades relates the building in scale to its surrounding buildings. The set piece entrance bay facing Circle Place contributes very effectively to the townscape of the Conservation Area.

The Proposed building makes no effort to address any of these issues and we consider that any new building in a Conservation Area should not be less acceptable than the one it proposes to replace.

In addition the increase in bulk is not only undesirable in itself but the cursory treatment of the design of these additional storeys is regrettable. It appears that this proposal like a number that we have seen recently, treats the St Paul's Heights as if they were permission to raise buildings to the limit dictated by these Heights without any other effect on the surrounding areas being considered.

Needless to say we object to this Application.

Yours Faithfully

Peter Luscombe. [City Heritage Society Chairman]