

Committee:	Date:
Planning and Transportation	29 January 2018
Subject: 54 - 58 Bartholomew Close London EC1A 7HP Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).	Public
Ward: Farringdon Within	For Decision
Registered No: 16/01017/FULL	Registered on: 7 October 2016
Conservation Area: Smithfield	Listed Building: NO

Summary

Planning permission is sought for the refurbishment and extension of the existing office building, including the erection of an additional floor of office accommodation and the creation of an amenity terrace at fifth floor level, the refurbishment and replacement of existing glazing and ground floor entrances and other associated external alterations (total increase in floorspace 171sq.m GIA).

51 objections have been received from 37 residents and / or their representatives regarding the proposed development. The objections relate to the design of the proposed extension and alterations, the impact on the Smithfield Conservation Area, increased traffic and congestion, the provision for people with disabilities and the potential impact of the development on residential amenity including loss of daylight and sunlight, loss of privacy from increased overlooking and increased noise from the proposed terrace and construction works.

The proposed alterations and extension are considered acceptable in terms of their bulk, height, massing and design and would enable the building to continue to make a positive contribution to the character and appearance of the Conservation Area.

The proposed disabled access arrangements are considered acceptable within the context of the existing building constraints and represent an improvement to the existing access arrangements.

The moderate increase in office floor area (171sq.m GIA) would not have a

material impact on traffic flows with the majority of trips undertaken by foot and bicycle.

The daylight and sunlight assessment demonstrates that the majority of windows and rooms in neighbouring properties would not experience noticeable reductions in daylight and sunlight. Whilst there would be a small number of impacts on daylight and sunlight as a result of the development the majority would be minor in nature and are considered to be acceptable given the densely developed urban nature of the site.

An existing roof terrace at fifth floor level would be removed and replaced by the proposed office accommodation and a smaller roof terrace. The proposed works at fifth floor level would not adversely impact on privacy or increase the level of overlooking over and above the existing situation.

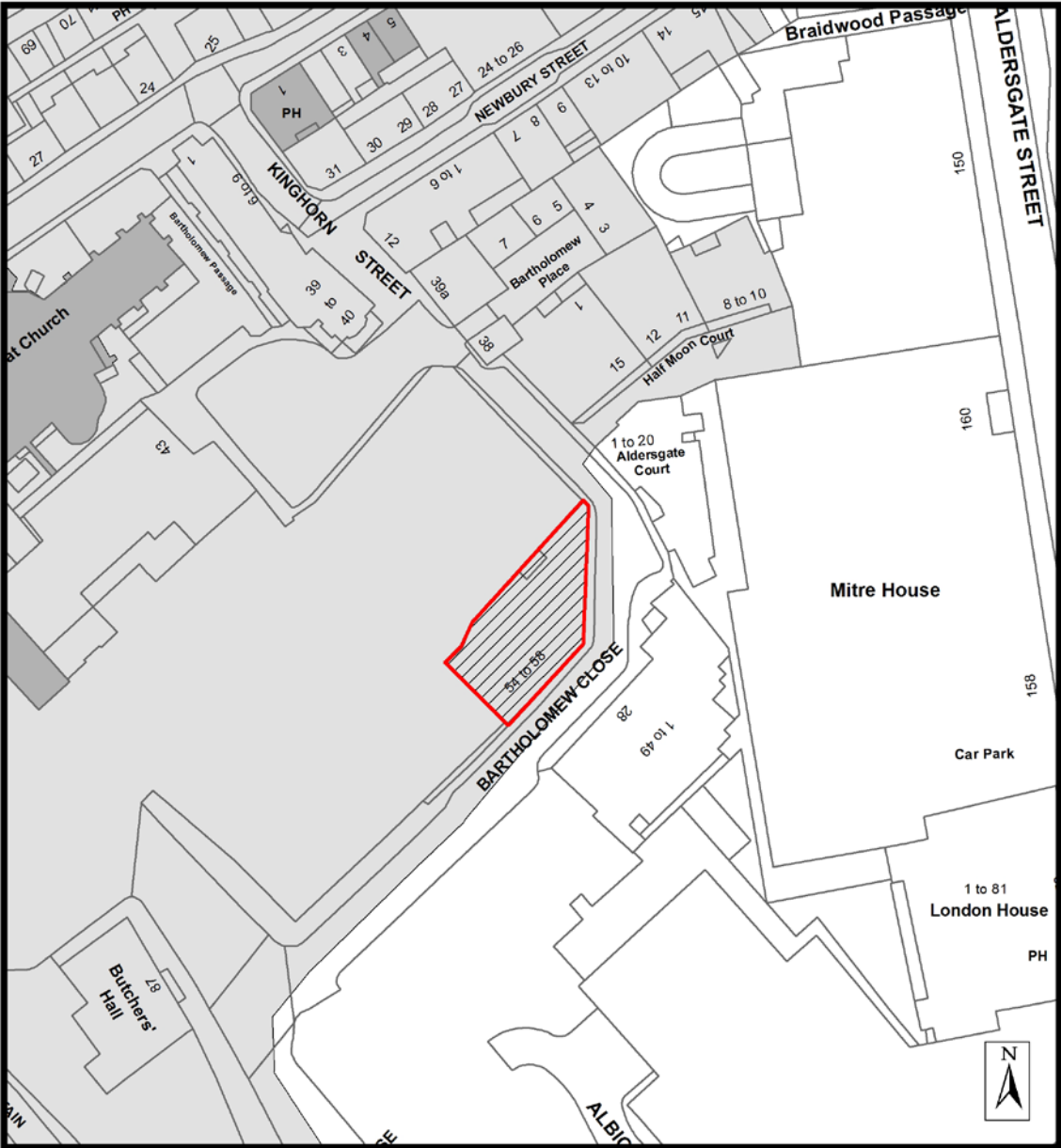
The proposed roof terrace at would be controlled by hours of use and music restrictions that do not currently apply to the existing terrace.

The proposed development would provide additional and upgraded office accommodation. It is considered to comply with the Development Plan as a whole and to be appropriate subject to conditions and Community Infrastructure Levy payments.

Recommendation

That planning permission be granted for the proposal in accordance with conditions set out in the attached schedule.

Site Location Plan



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ADDRESS:

54 - 58 Bartholomew Close

CASE No.

16/01017/FULL



SITE LOCATION



LISTED BUILDINGS



CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



Main Report

Application Site

1. The site is a five-storey brick building located on the north-west side of Bartholomew Close. It occupies a corner plot on the street as it arcs towards the junction with Cloth Fair to the north. The established use of the building is office (Class B1). The building is currently vacant.
2. The building dates from the late 18th / early 19th century. It lies within the Smithfield Conservation Area, adjacent to its eastern boundary. The building has been altered and extended over time and displays a variety of fenestration patterns dating from the 19th and 20th centuries. The existing 4th floor and part of the 3rd floor are later additions.
3. To the north east of the site is Aldersgate Court, 30 Bartholomew Close, a part four-storey, part five-storey, purpose built residential block. To the east, is 160 Aldersgate Street, a nine-storey modern office building and car park, which has recently been refurbished and extended. To the south east, on the opposite side of Bartholomew Close, is Spencer Heights, 30 Bartholomew Close, a seven-storey purpose built residential block.
4. Immediately to the south west of the site, is Dominion House, a five-storey residential conversion. Immediately to the north west is The Askew Building, a six-storey residential development including a penthouse floor. Both buildings form part of Phase 1 of the Barts Square development.

Proposal

5. The proposal is for the refurbishment and extension of the existing office building, including:
 - Removal of the existing fifth floor lift motor room, rooftop access and roof terrace and the erection of a single floor of office accommodation at fifth floor level (160sq.m);
 - An addition at fourth floor level to provide a revised fourth floor layout and a new lobby around the existing stair core (10sq.m);
 - Alterations to the ground floor facade including the enlargement of the existing window openings, the addition of zinc reveals to the openings, new entrance doors and external light fittings;
 - Replacement of the existing glazing and glass roof at ground level with double glazing, at the rear of the building;
 - Replacement of the existing metal balustrading at roof levels with painted mild steel balustrading; and
 - Refurbishment of the existing fourth floor roof terrace and creation of a new terrace at fifth floor level.

Consultations

6. The application has been advertised on site and in the local press. The residential premises of Spencer Heights, 28 Bartholomew Close and Aldersgate Court, 30 Bartholomew Close have been individually consulted.
7. There have been two separate consultations in respect of the scheme. It was first consulted on in October 2016. A second consultation was undertaken in November 2017 following revisions to the design of the proposed development.
8. A total number of 51 objections have been received across the two consultations periods (27 in 2016; 24 in 2017) from 37 residents and / or their representatives. The objections and responses are summarised in the table below:

Representation	No. of comments on this point		Response
	2016	2017	
Loss of daylight and sunlight as result of the proposed roof extension.	25	24	The impact on daylight and sunlight to surrounding residential properties is considered acceptable and in accordance with Local Plan policy. This is covered in more detail in this report.
Overlooking and loss of privacy as result of the roof extension and roof terrace.	20	19	The existing fifth floor roof terrace would be removed and replaced by a single floor of office accommodation and a smaller roof terrace. The proposed works at fifth floor level would not adversely impact on privacy or increase the level of overlooking over and above the existing situation.
More external noise as result of the proposed roof terrace.	18	20	The current building has existing roof terraces. The proposed new roof terrace at fifth floor would have a smaller area than the existing and would be controlled by hours of use and music restrictions that do not currently apply to the existing terrace.
The developer previously stated that the building would not be extended.	15	5	This is not a material consideration. Each development proposal should be assessed on its own merits.
The development would lead to an increase in traffic.	7	-	The moderate increase in office floor area (171sq.m GIA) would not have a material impact on traffic flows with the majority of trips undertaken by foot and

			bicycle.
The roof extension is out of character and disproportionately large.	4	1	<p>The proposed mansard roof parapet has been reduced in height. The proposed dormers have been reduced in number and in height.</p> <p>The roof design is a combination of a traditional form and modern detailing which complements the historic character of the domestic scaled early Victorian brick building and the neighbouring mansard roof extension to Dominion House.</p>
The lift overrun is unnecessary and objectionable.	2	-	The lift overrun has been significantly reduced in height and would have less of a visible impact than the existing full height lift motor room at fifth floor level.
The proposed roof terrace is unnecessary.	2	-	<p>Roof terraces are a common part of life in the City as they present an opportunity for amenity space.</p> <p>The current building has existing roof terraces. The proposed new roof terrace at fifth floor would have a smaller area than the existing and would be controlled by hours of use and music restrictions.</p>
The development would have a negative impact on the Conservation Area.	2	2	The proposed additions and alterations are considered acceptable in terms of bulk, height, massing and design. The historic fabric of the building would be retained and the building would continue to make a positive contribution to the character and appearance of the Smithfield Conservation Area.
Property values would be negatively affected.	2	1	This is not material planning consideration.
The proposed works at roof level would have a negative impact on outlook and views.	2	-	The proposed works at roof level are considered to be acceptable in terms of bulk, height, massing and design and would complement the historic character of the domestic scaled early Victorian brick building and the neighbouring mansard roof extension to Dominion House.
There would be further noise and disruption during	1	-	Conditions are included requiring a scheme of protective works from noise, dust, vibration and other environmental

development works.			effects and details of the facilities and methods to accommodate and manage all freight vehicle movements to and from the site throughout the development process.
The proposals for disabled access are not up to standard for a modern building.	-	5	The proposed disabled access arrangements are considered acceptable within the context of the existing building constraints and represent an improvement to the existing access arrangements.
The full height glazing at ground floor is out of character.	-	1	The alterations at ground floor include the removal of modern double-glazed windows and uPVC doors. The new full height glazing would be set within the existing and extended stone architraves. The alterations would enhance the appearance of the building.

Policy Context

9. The development plan consists of the London Plan 2016 and the City of London Local Plan 2015. The London Plan sets out the Mayor's vision for London up to 2036. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A of this report.
10. There is relevant City of London supplementary planning guidance in respect of: Planning Obligations and the City of London Community Infrastructure Levy Charging Schedule. There is relevant Mayoral supplementary planning guidance in respect of Sustainable Design and Construction, Control of Dust and Emissions during Construction and Demolition, and Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL.
11. Government Guidance is contained in the National Planning Policy Framework (NPPF) and the NPPF Practice Guide. Chapter 12 of the NPPF sets out key policy considerations for applications relating to designated and non-designated heritage assets. Other relevant guidance is provided by English Heritage including the documents Conservation Principles, and The Setting of Heritage Assets. Building in Context (EH/CABE) and the PPS5 Practice Guide in respect of the setting of heritage assets.

Considerations

12. 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);

Principal Issues to be considered

13. The principal issues to be considered in the determination of this planning application are:
- The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.
 - The appropriateness of the bulk, massing and design of the proposals in the context of the local area and local views;
 - The impact on the character and appearance of the Smithfield Conservation Area;
 - The provision of refurbished and additional office accommodation.
 - Servicing, transport and impact on public highways;
 - The impact on residential amenity and specifically:
 - a) The impact of the proposals on the daylight and sunlight enjoyed by neighbouring residential properties;
 - b) The impact of the proposals on privacy and overlooking;
 - c) The impact of the proposed roof terraces;
 - d) The potential impact of construction works.

Design and Heritage Considerations

14. The proposals include an extension at roof level to provide a fifth floor office space, new terrace and an addition at fourth floor to form a new lobby around the existing escape stair core. Alterations are proposed to the ground floor façade including enlargement of window openings, addition of zinc reveals to the openings, new entrance doors and external light fittings.

15. The proposals have been amended to address concerns regarding the design, bulk and form of the roof extension and the loss of stone architraves at ground level. The amendments comprise:
- Roof bulk and mass reduced by stepping back from the corner that abuts Dominion House;
 - The number of dormers reduced from 6 to 5 and their height reduced by 0.4m;
 - Reduced height of lift over run;
 - Omission of raised parapet wall to corner of building abutting Dominion House;
 - Reduced height of the roof line to front elevation; and
 - Retention of the existing stone architraves at the ground floor front facade.
16. The design considerations in this case are whether the height, bulk, form and detailed design of the proposed roof extension and alterations to the facades would detract from the appearance of the building or would be harmful to the character and appearance of this part of the Smithfield Conservation Area, a designated heritage asset. The site does not fall within the setting of any listed buildings. It is adjacent to Dominion House, 59 Bartholomew Close, a non-designated heritage asset that makes a positive contribution to the character and appearance of the Smithfield Conservation Area.
17. The proposed roof extension at fifth floor level is limited to the southern half of the building. It incorporates dormer windows set within a mansard type form, clad in zinc, then sets back further to a brick element. The design is a combination of a traditional form and modern detailing which complements the historic character of the domestic scaled early Victorian brick building and the adjacent Dominion House. The roof additions would be sloped back at an angle and stepped back behind the brick parapet of the front facade so to not appear overly prominent in views from street level. Due to the narrowness of Bartholomew Close, views of the extension from street level would be limited.
18. The proposed additions at 5th floor level are considered acceptable in design terms and would not detract from the appearance of the building or that of neighbouring developments.
19. The 10sq.m addition at fourth floor level would be located towards the rear of the existing terrace and clad in stock brick to match the existing brickwork. The new windows to the splayed wall at 4th floor level would replace modern windows. The windows, whilst being of modern proportions, are considered appropriate in design terms as they would be set back from the front facade and would not appear conspicuous when viewed from street level. The existing windows at third and fourth floor level display a range of fenestration styles reflecting the evolution of the building over the centuries.

20. The new and refurbished terrace would be enclosed by metal balustrades to match the existing.
21. The alterations to the front facade at ground level include the removal of modern double-glazed windows and uPVC doors and the lowering of window sills to ground level. New frameless glazing would be set within the enlarged openings, set within the existing and extended stone architraves. The reveals of the architraves would be clad in zinc to provide a contemporary definition to the openings. The existing brickwork to the upper facades would be cleaned and repaired. These alterations would enhance the appearance of the building.
22. At the rear, the proposed glazed and metal framed ground floor lean-to addition would replace an existing lean-to structure. This rear infill would abut a garden boundary wall. It's modest size and simple design would not detract from the appearance of the building.
23. The proposed additions and alterations are considered acceptable in terms of their bulk, height and massing subject to conditions reserving details and materials. The historic fabric would be retained and the building would continue to make a positive contribution to the character and appearance of the Smithfield Conservation Area. The proposals would preserve the significance of the heritage assets and respect the local context and character of this part of the Smithfield Conservation Area.

Provision of Additional and Refurbished Office Accommodation

24. Policy CS1 of the City of London Local Plan seeks 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 and encourages the supply of a range of high quality office accommodation to meet the varied needs of City office occupiers.
25. The proposal would provide a modest addition of 171sq.m (GIA) to the City's office stock and would refurbish and upgrade the existing office accommodation within the building, in accordance with Local Plan Policy CS1. The juxtaposition of offices, other uses and residential is characteristic of the City and the Smithfield area in particular.

Access and Inclusive Design

26. Policy DM10.8 Access and Inclusive Design seeks to achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished).
27. Access to the building is via the main office entrance on Bartholomew Close. There is an existing 240mm level difference between the pavement immediately outside the main entrance door and the finish floor level within the existing building. Due to structural restrictions within the building, it is proposed to provide a portable threshold ramp that would be made available as required to enable wheelchair access into the building.

28. The existing door would be replaced with an automatic full height glass door with a clear opening of 1050mm. Clear signage would be provided to advise both users and visitors of the access arrangements.
29. Level access would be provided inside the building. The existing lifts would be refurbished and sufficient space would be provided for wheelchair movement and turning circles. New disabled toilets would be provided at basement and ground floor levels.

Transport and Servicing

30. The existing building has no dedicated / assigned parking bays and or taxi drop off points. This would remain unchanged.
31. There is currently no cycle parking provision within the building. A separate cycle access entrance would be provided at ground floor level. 16 cycle stands would be provided at basement level with unisex showers and lockers. A cycle ramp would be added to the existing stairs between ground and first floor to provide easier access to the basement cycle store from ground level.
32. The moderate increase in office floor area (171sq.m GIA) would accommodate an additional 12 occupants. This would not lead to a material impact on traffic flows, with the majority of trips undertaken by public transport, foot and bicycle.
33. Deliveries would be provided through the main office entrance. Conditions have been included requesting the submission of details of servicing management plan and to ensure that the building is not serviced between 23:00 and 07:00 Monday to Saturday and not all on Sundays and Bank Holidays.
34. Waste would be stored within a dedicated bin store at ground floor level and placed outside the building for collection in accordance with the City of London's time banding scheme.

Sustainability and Energy

35. The sustainability statement submitted with the application confirms that the development would minimise carbon emissions through energy efficient design and connection to the Citigen CHP network. The reuse and refurbishment of the existing building would reduce embodied carbon emissions compared with demolition and redevelopment.
36. A condition is included requiring the submission of 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) as soon as practicable after practical completion.

Impact on Residential Amenity

37. The site is on the edge of the Smithfield Residential Area as identified within the City of London Local Plan. Local Plan Policy DM21.3 Residential Environment states that "the amenity of existing residents within identified residential areas will be protected by resisting other

uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance and requiring new development near existing dwellings to demonstrate adequate mitigation measures to address any potential detrimental impact.”

38. It requires development proposals to be designed to avoid overlooking and seek to protect the privacy, daylighting and sunlighting levels to adjacent residential accommodation.

Daylight and Sunlight

39. Local Plan Policy DM10.7 ‘Daylight and Sunlight’ resists development which would reduce noticeably the daylight and sunlight available to nearby dwellings to unacceptable levels, taking account of the Building Research Establishment’s (BRE) guidelines. Paragraph 3.10.41 of the Local Plan indicates that BRE guidelines will be applied consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely developed city centre locations. The BRE guidelines consider a number of factors in measuring the impact of development on the daylight and sunlight of existing residential properties:
- Daylight to windows: Vertical Sky Component (VSC): a measure of the amount of sky visible from a centre point of a window. The VSC test is the main test used to assess the impact of a development on neighbouring properties. A window that achieves 27% or more is considered to provide good levels of light, but if with the proposed development in place the figure is both less than 27% and reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable.
 - Daylight Distribution: No Sky Line (NSL): The distribution of daylight within a room is measured by the no sky line, which separates the areas of the room (usually measured in sq. ft) at a working height (usually 0.85m) that do and do not have a direct view of the sky. The BRE guidelines states that if with the proposed development in place the level of daylight distribution in a room is reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are considered less important.
 - Sunlight: sunlight levels are calculated for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are considered less important although care should be taken not to block too much sun. The BRE explains that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% APSH between 21 September and 21 March; and receives less than 0.8 times its former sunlight hours as result of a proposed development; and

has a reduction in sunlight hours received over the whole year greater than 4% of annual probable sunlight hours.

- Average Daylight Factor (ADF): can be used to calculate light levels within new residential developments. It is a measure of the daylight level in a room as percentage of the outdoor daylight level, taking account of: (i) the diffuse visible transmittance of the glazing to the room in question (i.e. how much light can pass through the glass); (ii) the net glazed area of the window in question; (iii) the total area of the room surfaces (ceiling, walls, floor and windows) and their average reflectance; and (iv) the angle of visible sky reaching the window(s) in question. 5% ADF provides a well daylight space; 2-5% provides good daylighting though electric lighting may occasionally be needed. BS 8206 Part 2 gives minimum values for rooms of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

Daylight and Sunlight Assessment

40. The application is supported by a daylight and sunlight assessment, which has assessed the impact of the proposed development on the daylight and sunlight received by the neighbouring residential properties at Spencer Heights, 28 Bartholomew Close and Aldersgate Court, 30 Bartholomew Close. The assessment also looks at the daylight and sunlight impact on the adjacent residential accommodation that is being built as part of Phase 1 of the Barts Square development (planning reference: 16/00165/FULMAJ). The daylight and sunlight results of the assessment are set out below.

Spencer Heights, 28 Bartholomew Close

41. This property is located to the south east of the site. The daylight analysis indicates that two of the 190 windows assessed would experience minor reductions in VSC as a result of the proposed development. One window would experience a loss of 20.6%, which is just above the 20% BRE threshold considered to be noticeable. The other window, which is at ground floor level, experiences a very low existing VSC value of 1%, to which any change in mass on the development site would result in a reduction which, while minor in absolute terms would demonstrate a disproportionately high percentage change. This window would lose 0.3% absolute VSC, which would be imperceptible to the human eye; but given the existing value of 1%, would represent a 30% reduction. The other 188 windows in the property would experience either no or small reductions in VSC that would be within the 20% BRE threshold.
42. The daylight distribution analysis (NSL) indicates that six of the 135 rooms assessed would experience more than a 20% reduction in their No Sky Line as a result of the proposed development. Three of the six rooms are bedrooms, three are living / kitchen / dining rooms. The three bedrooms would experience minor reductions in daylight distribution of 21.25%, 24.79% and 28.93%. All of the three bedrooms would retain over 60% of their floor area receiving direct sky visibility,

which can be considered good for an urban location. Each of these three bedrooms would not experience a noticeable change in their VSC value as the reductions would be well below the 20% BRE threshold.

43. The three living / kitchen / dining rooms (LKDs) would experience reductions in daylight distribution of 28.00%, 21.07% and 48.77%. All of LKDs are deep rooms of over 7m. The BRE guide states, "If an existing building contains rooms lit from one side only and greater than 5m deep, then a greater movement of the no sky line may be unavoidable." If the rooms were no more than 5m deep then the impacts would be reduced, with reductions of daylight distribution of 28.00%, 4.53% and 36.11% respectively. In this scenario, the rooms would retain 65%, 95% and 64% of their floor areas receiving direct sky visibility, which can be considered good for an urban location. Each of these three rooms would not experience a noticeable change in their VSC value as the reductions would be well below the 20% BRE threshold.
44. The proposed development stands to the north west of the north west facing front elevation of this property and therefore a sunlight assessment is not required by reference to the BRE Guidelines.

Aldersgate Court, 30 Bartholomew Close

45. This property is located to the north east of the site. The daylight analysis indicates that there would be no noticeable loss of sky visibility (VSC) from the 38 windows to this property as a result of the proposed development. Where there would be reductions in sky visibility, they would be no greater than 11.5%, which is below the BRE 20% threshold.
46. The daylight distribution analysis (NSL) indicates that two of the 38 rooms assessed would experience minor losses in the area in which there would be a view of the sky, with reductions of 20.63% and 21.86% respectively. The retained total area of these rooms that would have a view of the sky would be 60.53% and 61.58% respectively, which indicates that there would still be good daylight penetration into these rooms following the implementation of the proposed development. The remainder of the rooms in the property would experience either no or small reductions in daylight distribution that would be within the 20% BRE threshold considered to be noticeable.
47. The sunlight analysis indicates that although there would be some small reductions in sunlight as a result of the proposed development, none would exceed the guidelines set by the BRE.

Barts Square Development

48. The residential accommodation in Phase 1 of the Barts Square development that has been assessed for daylight and sunlight is immediately to the west and north of the site.
49. The daylight levels of the rooms in the development with windows that face onto the lightwell that is shared with the site have been assessed using the Average Daylight Factor (ADF) methodology. The results of this assessment show that the majority of rooms within the Bart's

Square courtyard will retain levels of ADF in excess of those recommended by the BRE. Where impacts can be seen in rooms with lower levels of ADF, the absolute losses are considered to be minimal and generally imperceptible. Overall, it is considered that the proposed development would not represent any material harm or threat to the quality of daylight within the permitted Bart's Square scheme.

50. The sunlight assessment of the windows to the living rooms within the Barts Square development that face onto the lightwell indicates that 14 of the 15 windows assessed would comply with BRE guidelines for sunlight (APSH). One window would experience a 5% reduction in winter probable sunlight hours from 8% to 3% (a reduction of 63%). It is noted that the window would still receive 29% of annual probable sunlight hours, which is greater than the 25% set by the BRE, and that the room that the window serves is served by two other windows that would be within BRE guidelines for sunlight.

Daylight and Sunlight Conclusions

51. The daylight and sunlight assessment demonstrates that the majority of windows and rooms assessed would not experience noticeable reductions in daylight and sunlight with high compliance rates for VSC (99% overall), NSL (97%), APSH (98%) and ADF (79%).
52. Whilst there will be a small number of noticeable impacts on the daylight and sunlight received by neighbouring properties, the majority of these impacts would be minor in nature. Where there are incidences of moderate impacts on daylight these are partially attributable to single aspect deep rooms, which the BRE acknowledges are likely to experience disproportionately greater reductions in daylight distribution.
53. Overall, the daylight and sunlight impact for neighbouring properties are considered to be acceptable given the densely developed urban nature of the site and to be in accordance with the requirements of Local Plan Policy DM10.7 and DM21.3.

Roof Terraces

54. Policy DM10.3 Roof Gardens and Terraces seeks to encourage high quality roof gardens and terraces where they do not immediately overlook residential premises.
55. The current building has existing roof terraces at fourth and fifth floor levels. The existing fifth floor roof terrace would be replaced by the proposed fifth floor roof extension. The existing fourth floor roof terrace would be refurbished with a new timber deck, boxed planting and a new painted metal balustrade. A new smaller terrace is proposed at fifth floor roof level with access from the new office floor.
56. The proposed new and refurbished terraces are intended to be used as break out spaces during office hours. The applicant has confirmed that they would accept restrictions on the hours of the use of the terraces. Conditions have been included to restrict the use of the terraces to 08:00 to 21:00 Monday to Saturday, with no use on Sundays or Bank Holidays and requiring no amplified or other music shall be played on

the roof terraces. The existing terraces are not controlled by such conditions.

57. The size and location of the terraces and the planning conditions will help to ensure that the amenity of the surrounding residential properties is protected in accordance with Local Plan Policy DM10.3 and DM21.3.

Privacy and Overlooking

58. The proposal includes the replacement of the existing fifth floor roof terrace with a single floor of office accommodation and the creation of a smaller adjacent roof terrace.
59. The proposed additional floor of office accommodation would be set back behind the existing brick parapet with five dormer windows, which have been reduced in height by 0.4m to 2.2m. Access to the proposed roof terrace at fifth floor level and the refurbished terrace at fourth level would be restricted by condition.
60. The proposed works at fifth floor level are not considered to adversely impact on privacy or to increase the level of overlooking over and above the existing situation in accordance with Local Plan Policy DM21.3.

Mitigating the Impact of Construction Noise

61. A condition has been included requiring the submission of details of a scheme for the protection of nearby residents and commercial occupiers from noise, dust and other environmental effects during the different stages of the development process. The scheme would be required to adhere to the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites.
62. A further condition has been included requiring the submission of details of the facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the different stages of the development process. The details will be required to include relevant measures from 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.

Planning Obligations and Community Infrastructure Levy

63. Mayoral and City Community Infrastructure Levy (CIL) would apply to development over 100sq.m. In this case of Mayoral CIL a charge of J50 per sq.m would be applied. A City CIL a charge of J75 per sq.m would apply to an uplift in gross internal area (GIA) of 100sq.m.

64. The Mayoral CIL charge has been calculated to be J8,550. The City CIL charge has been calculated to be J12,825. The total CIL charge would be J21,375.
65. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income and 5% of the City CIL income as an administration fee.
66. The proposed development would not attract a planning obligation as the uplift in floor space would be less than 500sq.m (GIA).

Conclusion

67. The proposed development would provide additional and upgraded office accommodation in accordance with Local Plan Policy.
68. The proposed fifth floor extension and associated alterations to the building are considered appropriate in terms of their bulk, height, massing and design and would enable the building to continue to make a positive contribution to the character and appearance of the Smithfield Conservation Area.
69. The proposed access arrangements are considered acceptable within the context of the existing building constraints and represent an improvement to the existing arrangements.
70. The moderate increase in office floor area (171sq.m GIA) would not have a material impact on traffic flows with the majority of trips undertaken by foot and bicycle.
71. The daylight and sunlight assessment demonstrates that the majority of windows and rooms in neighbouring properties would not experience noticeable reductions in daylight and sunlight. Whilst there would be a small number of impacts on daylight and sunlight as a result of the development the majority would be minor in nature and are considered to be acceptable given the densely developed urban nature of the site.
72. The existing roof terrace at fifth floor level would be removed and replaced by the proposed office accommodation and a smaller roof terrace. The proposed works at fifth floor level would not adversely impact on privacy or increase the level of overlooking over and above the existing situation.
73. The proposed development is considered to comply with the Development Plan as a whole and to be appropriate subject to conditions and Community Infrastructure Levy payments.

Background Papers

Internal

Memo 17 October 2016 Vimal Varma

Memo 20 October 2016 Department of Markets and Consumer Protection

External

Letter 02 November 2016 City of London Conservation Area Advisory Committee

Residents' Objections

October 2016 Consultation Responses (27 objectors)

Online 23 October 2016 Miss Varuni Dharma

Online 24 October 2016 Mr Stephen Newell

Online 24 October 2016 Mr David Woodley

Online 25 October 2016 Mr Danny Brower

Online 25 October 2016 Mr Jonathan Brower

Online 27 October 2016 Mr Edward Ng-Cordell

Online 27 October 2016 Mr Ralph Marshall

Online 28 October 2016 Mr John Weeks

Online 28 October 2016 Mrs Susan Weeks

E-mail 28 October 2016 Professor Raymond P. Clark, OBE

Online 29 October 2016 Mr Charles Colbourne

Online 29 October 2016 Dr Anita Menon

Online 30 October 2016 Ms Emily Evans

Online 30 October 2016 Ms Yit Ho Tang

Online 30 October 2016 Dr Ferdinand Chu

Online 30 October 2016 Dr Ferdinand Chu

Online 30 October 2016 Mr Patrick Gutmann

Online 30 October 2016 Mr Colman Treacy

Online 30 October 2016 Mr Kevin Swann

Online 30 October 2016 Mrs Diana Dickinson

Online 30 October 2016 Mrs Caroline Colbourne

Online 31 October 2016 Mr Nicholas Grosse

Online 02 November 2016 Mrs Judith Payne (x2)

Online 02 November 2016 Mr Rupom Pal
Online 02 November 2016 Mr Kurt Pollington
Online 06 November 2016 Dr Alistair Gordon-Brown
E-mail 07 November 2016 Anne Holmes
Online 17 November 2016 Mr Stephen Levy

November 2017 Consultation Responses (24 Objectors)

Online 03 November 2017 Mrs Helen Clifford (nee Hudson)
Online 03 November 2017 Mr Paul Clifford
E-mail 07 November 2017 Mr Colman Treacy
Online 07 November 2017 Mrs Diana Dickinson
Online 07 November 2017 Mr Tom Gardner
E-mail 08 November 2017 Paul Disley-Tindell
Online 08 November 2017 Mrs Lindsay Cullen
Online 09 November 2017 Mr Rod Gutney
Online 09 November 2017 Dr Anita Menon
E-mail 11 November 2017 Professor Raymond P. Clark, OBE
E-mail 13 November 2017 Stephen Levy
E-mail 14 November 2017 Dr Alistair Gordon-Brown
Online 16 November 2017 Miss Varuni Dharma
Online 16 November 2017 Dr Ferdinand Chu
Online 17 November 2017 Mr Volf Frishling
Online 17 November 2017 Mr Ralph Marshall
Online 17 November 2017 Mr Muhammad Asim Shaikh
Online 18 November 2017 Mr Jonathan Brower
Online 18 November 2017 Mr Danny Brower
Online 19 November 2017 Mr Kevin Swann
E-mail 19 November 2017 Miss Varuni Dharma
Online 20 November 2017 Mr Kurt Pollington
Online 21 November 2017 Miss Varuni Dharma
Online 21 November 2017 Mrs Clare James
Online 25 November 2017 Mrs Helen Clifford
Online 30 November 2017 Mr Julian Payne
Online 02 December 2017 Mrs Judith Payne

Application Documents

Letter 29 September 2016 DP9

Existing Drawings

Heritage Statement September 2016 Heritage Collective

Daylight and Sunlight Report 20 October 2017 GIA

Design and Access Statement 02 January 2018 Morey Smith

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

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

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

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

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

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

Policy 7.4 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 7.8 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.

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.

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

CS15 Creation of sustainable development

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

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.

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.

DM10.3 Roof gardens and terraces

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

DM10.7 Daylight and sunlight

- 1) To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's guidelines.
- 2) The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight.

DM10.8 Access and inclusive design

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

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

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.

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.

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.

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.

DM21.3 Residential environment

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

SCHEDULE

APPLICATION: 16/01017/FULL

54 - 58 Bartholomew Close London EC1A 7HP

Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. 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 development 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: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.
- 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 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

(a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;

(b) details of ground floor elevations;

(c) details of the ground floor office entrance(s);

(d) details of windows, external joinery and architraves;

(e) details of new dormer windows;

(f) details of soffits, hand rails and balustrades;

(g) details of all alterations to the existing facade;

(h) details of junctions with adjoining premises;

(i) details of external wall lights;

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, DM10.5, DM12.2.

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

REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.

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

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

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 7 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.
- 8 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.
- 9 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety
- 10 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 16 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.
- 11 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.
- 12 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.

- 13 There shall be no promoted events on the premises. A promoted event for this purpose, is an event involving music and dancing where the musical entertainment is provided at any time between 23:00 and 07:00 by a disc jockey or disc jockeys one or some of whom are not employees of the premises licence holder and the event is promoted to the general public.

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.

- 14 The roof terraces on levels 4 and 5 hereby permitted shall not be used or accessed between the hours of 21:00 on one day and 08:00 on the following day and not at any time on Sundays or Bank Holidays, other than in the case of emergency.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 15 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.

- 16 Details of a Servicing Management Plan demonstrating the arrangements for control of the arrival and departure of vehicles servicing the premises shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Servicing Management Plan (or any amended Servicing Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.

REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policy of the Local Plan: DM16.1.

- 17 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: Site Plan, Drawing Nos. MS200.0B Rev.C, MS200.00 Rev.F, MS200.01 Rev.C, MS200.02 Rev.C, MS200.03 Rev.C, MS200.04 Rev.D, MS200.05 Rev.G,

MS200.06 Rev.D, MS300.01 Rev.F, MS300.02 Rev.E, MS300.03 Rev.E, MS.400.00 Rev.F, MS.400.01 Rev.G, MS.400.02 Rev.B, MS.400.03 Rev.F.

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 The Mayoral Community Infrastructure Levy is set at a rate of J50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

The City of London Community Infrastructure Levy is set at a rate of J75 per sq.m for offices, J150 per sq.m for Riverside Residential, J95 per sq.m for Rest of City Residential and J75 on all other uses on "chargeable development".

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

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

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 2 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.

- 3 The location of outside space is an important consideration with regard to the exposure of air pollutants. The applicant is therefore minded to consider the location of existing and planned combustion plant termination points relative to any terrace, general access areas or openable windows etc. In addition to any building control or planning requirements, the third edition of the Chimney Height Memorandum (1981) requires that that certain types of combustion plant terminate at least 3m above any area to which there is general access.

- 4 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) 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".