



## **Special Sub Committee of the Planning and Transportation Committee**

**Date:** THURSDAY, 22 APRIL 2021  
**Time:** 12.30 pm  
**Venue:** VIRTUAL PUBLIC MEETING – ACCESSIBLE REMOTELY

3. **LAND BOUNDED BY FLEET STREET, SALISBURY COURT, SALISBURY  
SQUARE, PRIMROSE HILL & WHITEFRIARS STREET, LONDON, EC4Y**  
Report of the Interim Chief Planning Officer and Development Director.

**For Decision**  
(Pages 1 - 58)

Items received too late for circulation in conjunction with the Agenda.

**John Barradell**  
**Town Clerk and Chief Executive**

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## **Special Sub-Committee of the Planning and Transportation Committee – 22<sup>nd</sup>**

**April 2021**

### **Agenda Item 3 - Addendum**

#### **Amendments to Recommendations to all three applications**

Add:

5. That your Officers be authorised to negotiate the exact wording of conditions.

#### **Amendments to Summary**

Page 5, para 1 add the following to the start of the paragraph:

In relation to daylight and sunlight...

Page 5, para 3: the following should be deleted:

“It is considered the proposal would preserve the special architectural and historic interest and heritage significance to all heritage assets as listed in this report.”

Page 6, para 6:

“concealment” should be replaced with “impairment to clarity”.

#### **Amendments to Report**

Para 81 – Consultation Responses:

Comments received from Historic England the following should be added: This is covered in more detail in the sections entitled Justification for Proposals and Proposed Uses and Economic Issues and Strategic Need for Development”

Comments received from the Twentieth Century Society the following should be added: This is covered in more detail in the sections entitled Principle of Demolition: including effect on non-designated heritage assets, Justification for Proposals and Proposed Uses and Economic Issues and Strategic Need for Development”

Comments received from the Victorian Society the following should be added: This is covered in more detail in the sections entitled Justification for Proposals and Proposed Uses and Economic Issues and Strategic Need for Development.

Comments received from the GLA the following should be added: Paragraph 71 is the Strategic Issues Summary.

Para 168: Third sentence to be replaced with:

Salisbury Square is increased in size by approximately 25% and an increased amount of high-quality greenery will be introduced.

Para 179: Add to the end of the paragraph:

This elevation is intimate and animated and has a more human scale contrasting with the grandeur of the Fleet Street elevation and would positively enclose the north side of the new north passage.

Para 198: Add at the beginning of the paragraph:

A new covered public through route connecting Primrose Hill to Whitefriars is proposed to separate the Commercial Building and the Harrow Public House with a brick elevation, green wall bridging the two buildings.

Para 255: Should be deleted

Para 258: The following replaces the first sentence:

The building is detrimental to local views and setting and significance of this part of: Fleet Street Conservation Area; Whitefriars Conservation Area; and the Grade II listed The Harrow Public House.

Para 270: Add to the end of the paragraph:

However in conclusion there would be a moderate level of less than substantial harm to the special architectural and historic interest and setting of 2 -7 Salisbury Court”.

Para 298:

Replace first sentence with:

The Police Building has a lesser impact on the character and appearance and setting of the Fleet Street Conservation Area as it is only partially within the Conservation Area and is set back from Fleet Street.

Replace final sentence with:

The overall building concept and materials are well considered and whilst the architecture and materiality are not part of the prevailing townscape there are compatible to the character and appearance and setting of the Fleet Street Conservation Area.

Para 312: Amend the final sentence to:

Given the minor level of impact identified to an element of setting making a significant contribution to significance, it is considered the harm overall to St Paul's would be at the very lower end of less than substantial.

Para 319: The fourth sentence is incomplete and should be amended to read:

There would be an overall increase in massing and bulk around the base of the spire.

After Para 325: The following two paragraphs are added:

Court Building would become part of the existing varied setting but some distance from the designated heritage asset and in this oblique view would be a compatible

addition to the wider setting as part of the townscape of Fleet Street. In longer views from Ludgate Hill the upper storeys of the Police Building would be visible as part of the wider setting of the listed building. The Police Building would read as more distant background architecture unrelated to the Fleet Street context. There would be no harm to the setting or significance of the listed building.

Overall the proposal would preserve the special architectural and historic interest and heritage significance of the Old Bell including the contribution made by setting.

Para 330: Replace final sentence with:

The demolition of these buildings would dilute the immediate historic context but the demolition would not harm the setting or significance of the Reuters building.

Para 344: To be deleted as repetition.

After para 352: Add to the end of the paragraph:

Impacts to the setting of Former Guildhall of Music would be similar to 8 and 9 Carmelite Street. The massing and scale and materiality would sit comfortably within the wider setting of the listed buildings. The development would provide visual interest and would be an enhancement compared to the existing Fleetbank House and undefined background architecture.

Para 390:

The word “communal” in the second sentence should be deleted.

Para 400: To be replaced with:

There would be no harm to the wider setting or significance of the registered park and garden and its heritage values would be preserved in the existing and cumulative scenarios.

Para 403: To be replaced with:

There would be no harm to the wider setting or significance of the listed building in the existing and cumulative scenarios.

Para 406: To be replaced with:

There would be no harm to the wider setting or significance of the listed building in the existing and cumulative scenarios.

Para 420: To be replaced with:

The red line of the development site includes a small area of highway and pavement which is within Whitefriars Conservation Area at the south western end of the site proposed. This small area would be repaved. The proposals are largely outside of but would be visible from and form part of the setting to Whitefriars Conservation Area in particular from Carmelite Street and the junction between Whitefriars and Tudor Street, looking north.

Para 429: To be replaced with:

Overall the proposals would preserve the significance of the Temples Conservation Area in existing and cumulative scenarios.

Para 436: Second sentence:

Replace “modest” with “low.

Para 436: Final sentence

Replace “ascertain” with “assertive”.

Para 437: Delete as repetition.

Para 440: Replace paragraph with:

There would be a level of moderate less than substantial harm to 2-7 Salisbury Court due to the extent of demolition and loss of historic fabric and harm to significance due to the changed setting.

Para 441: Replace start of first sentence with:

The proposals would result in some less than substantial harm at the lower end of the spectrum (moderate)...

Para 442: Insert:

Overall, the proposal would conflict with Local Plan Policies CS 12, DM 12.1 and DM 12.3, draft City Plan 2036 policies S11 and, HE1 London Plan Policy 7.8 and draft Publication London Plan Policy HC 1 and in accordance with Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 the City Corporation are required 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.

Para 471:

“concealment” should be replaced with “impairment to clarity”.

Para 517 should read:

The cycle parking would be located at ground level and accessed from an entrance on Salisbury Court

Para 518 should read:

The applicant will be responsible for promoting the use of the cycle parking spaces and as such will be required by planning condition to produce a Cycling Promotion Plan which is a cycling focused Travel Plan. It will be submitted to the City for approval in line with the London Plan 2021 policy T4 and 10.4.3.

Para 711:

The applicant has corrected in error in their calculations. The overall carbon emissions savings of the listed building is 37% instead of 63%.

Between Para 734 and 735: Add the title Urban Greening and Biodiversity

Para 756:

Reference to the S278 agreement should be replaced with “highway scheme of works”.

Para 727: Delete as duplicate.

Para 772:

The applicant has submitted a corrected energy statement. The corrected energy statement includes corrections to errors with the reported final carbon savings. The overall energy strategy remains the same as in the previously submitted version, but the carbon offsetting has been corrected.

The cycle hire/network contribution was omitted from the table.

The table should read as follows:

City CIL and Planning Obligations

<b>Liability in accordance with the City of London’s policies</b>	<b>Contribution</b>	<b>Available for allocation</b>	<b>Retained for administration and monitoring</b>
<b>City CIL</b>	£605,555	£575,277	£30,278
<b>City Planning Obligations</b>			
<b>Carbon Reduction Shortfall (<i>as designed</i>)</b>	£1,085,599	£1,085,599	£0
<b>Section 278 Design and Evaluation Fee</b>	£100,000	£100,000	£0
<b>Cycle Hire/Network Contribution</b>	£ 50,000	£ 50,000	£0
<b>Legible London Contribution</b>	£20,000	£20,000	£0
<b>Monitoring Charge</b>	£1,250	£0	£1,250
<b>Total liability in accordance with the City of London’s policies</b>	<b>£1,862,404</b>	<b>£1,830,876</b>	<b>£31,528</b>

In the table the carbon offsetting figure should be £1,085,599.

In the table the cycle hire/network contribution should be £50,000

Para 761:

Delete second bullet point as there would be no adverse impact to the setting of these designated heritage assets.

Delete sixth bullet point.

Amend seventh bullet point to read: The extent of demolition to 2-7 Salisbury Court and change to setting would result in a diminishment of significance due to loss of historic fabric.

Para 798: Replace with:

The scheme delivers significant public realm enhancements, including an extended new amenity space in Salisbury Square; generously proportioned accessible new east-west public routes through the site, connecting Whitefriars with Salisbury Court with approximately 42% increase of dedicated public realm across the development. Salisbury Square would increase in size by 25%, the amount of pedestrianised space within the square would increase by approximately 100%.

Para 811: Replace paragraph with:

It is also considered that the proposals would preserve the significance and setting of Whitefriars Conservation Area and Temples Conservation Area and slightly enhance a small part of the Whitefriars Conservation Area as well as part of its wider setting.

Para 813: Second and third sentences:

Replace “modest” with “low.

After Para 813: Add the following paragraph:

The proposal would result in some less than substantial harm, at the lower end of the spectrum, failing to preserve the special architectural and historic interest, setting and heritage significance of 2-7 Salisbury Court. This harm would result from the loss and alteration of historic fabric of interest as well as new setting. Otherwise the substantive remodelling and scholarly restoration new build element would preserve and in parts enhance the special interest and heritage significance, subject to detail reserved for condition.

Para 815: Third sentence:

Add “setting” after “historic interest”

Para 816 should read “moderate” rather than minor enhancement.

Para 819:

“concealment” should be replaced with “impairment to clarity”.

Para 825: Replace second sentence with:

The paragraph 196 NPPF balancing exercise is also to be applied when considering the harm to non-designated heritage assets, designated heritage assets and impacts on Fleet Street Conservation Area, the Processional Route and St Pauls Cathedral Conservation Area.



Para 833: Insert:

Overall, the proposal would conflict with Local Plan Policies CS 12, DM 12.1 and DM 12.3, draft City Plan 2036 policies S11 and HE1, London Plan Policy 7.8 and draft Publication London Plan Policy HC 1 and in accordance with Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 the City Corporation are required 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.

**Additional representations**

All additional representations are attached to the Addendum.

An additional representation has been received from WSP on behalf of 8 Salisbury Square. In their representation they state that:

“The applicants have produced revisions to the scheme which we have been shown and which have been discussed with us. These revisions address our client’s principal concerns and providing they are not diluted or removed by subsequent applications, are constructed on site, form part of the finished scheme and are subject to an agreed management process, then our client is able to support the application in its revised form.”

An additional representation has been received in support of the application from Peter Murray, Chairman of the Temple Bar Trust, Curator-in-Chief of New London Architecture, Chairman of the London Society, an Hon Fellow of the RIBA, an Academician of the Academy of Urbanism and Fellow of the Royal Society of Arts. He was a member of the previous Mayor of London’s Design Advisory Group and is one of the current Mayor’s Design Advocates, and was Master of the Worshipful Company of Chartered Architects.

An additional representation has been received in support of the application from Andrew Reynolds, Chair of the City Architecture Forum.

An additional representation has been received in support of the application from Martha Grekos, Chair of the FSQ Public Realm & Environment Steering Group, Fleet Street Quarter Partnership.

An additional representation has been received in support of the application from Professor Ricky Burdett CBE, Professor of Urban Studies at the London School of Economics.

An additional representation has been received in support of the application from Rebecca Salter, President of the Royal Academy of Arts.

An additional representation has been received from The Revd Canon Dr Alison Joyce, Rector of St Bride’s Church, requesting that a consultancy committee with the Church is set up as a contractual obligation. This request has been passed on to the applicant.

Two additional objections have been received from Christopher Mahon and Claire Mahon, which do not raise any additional issues that have not been addressed in the Committee report.

An additional objection has been received from the Art Deco Society UK, which does not raise any additional issues that have not been addressed in the Committee report.

Comments have been received from Amanda Jacobs, Chair of the City of London Access Group. These comments do not raise any additional issues that have not been addressed in the Committee report.

### **Conditions with Amendments – 20/00997/FULEIA**

- 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 In this condition "Local Procurement Charter" means the document entitled "Local Procurement Charter for City Developers" (published in February 2011) and associated guidance adopted by the City Corporation in January 2011 together with any amendments or revisions thereto.

(A) A Local Procurement Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing. The submitted strategy shall include:

(a) details of initiatives to identify local procurement opportunities relating to the construction of the development and how the tender process will be used to achieve the targets below;

(b) details of initiatives to reach a 10% target for local procurement from Local SME's and how the tender process will be used to achieve the targets;

(c) the timings and arrangements for the implementation of such initiatives; and

(d) suitable mechanisms for the monitoring of the effectiveness of such initiatives to maximise opportunities for local SMEs to access contracts for goods and services pursuant to the Local Procurement Charter at least bi annually.

(B) Monitoring reports shall be submitted to the Local Planning Authority at least bi-annually to assess:

a) The performance by all contractors and subcontractors in achieving the 10% Local SME procurement spend target identified in the Local Procurement Charter and associated guidance and benchmark that performance against

the approved Local Procurement Strategy and the overall estimated construction procurement spend on all goods and services

b) all Local SMEs which are sent a tender enquiry or a tender invitation, and all contractors and sub-contractors detailing: the date, the goods and services tendered for and the outcome and value of the tender;

c) all Local SME suppliers of goods and services which are used by the Owner and all contractors and sub-contractors together with: the value and type of the goods and services procured (irrespective of whether or not these goods and services were procured pursuant to a tender).

(C) In the event that the Monitoring Reports submitted pursuant to Part B above demonstrate that targets are not being achieved a revised Local Procurement Strategy incorporating revisions requested by the LPA shall be submitted to and approved by the LPA.

(D) A final report shall be submitted to the Local Planning Authority no later than one month after occupation of the development:

(a) Assessing the overall performance in achieving the 10% Local SME procurement spend target identified in the Local Procurement Charter and benchmarking that performance against the approved Local Procurement Strategy and the actual total construction procurement spend on all goods and services;

(b) Providing details of all Local SMEs which were used to procure goods and services together with the total spend on goods and services procured from Local SMEs, such details to include the name and contact details of the appropriate person(s) within the Local SME

(E) The Development shall be carried out in accordance with the approved Local Procurement Strategy and the Local Procurement Charter as may be revised under Part C above until the development is occupied.

REASON: To manage the impact of development in accordance with policy CS4 of the Local Plan.

3 In this condition "Neighbouring London Boroughs" means the London Boroughs of Camden, Hackney, Islington, Lambeth, the Royal Borough of Kensington and Chelsea, Southwark, Tower Hamlets Wandsworth and the City of Westminster;

A. A Local Training Skills and Job Brokerage (Demolition) Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing. The submitted strategy shall include details of:

a. the advertising of all vacancies relating to the demolition works within the City of London and the Neighbouring London Boroughs via local job brokerage and employment support agencies;

- b. identifying in advance skills needs which could be met through local training providers and shall provide a plan for meeting such needs;
- c. measures to meet a target of 20% of the total workforce on the site being resident in the City and Neighbouring London Boroughs;
- d. the proposed target of apprenticeships to be generated on the Site and recruited from the City and Neighbouring London Boroughs;
- e. providing appropriate training to ensure effective transition from unemployment to work;
- f. undertaking at least two community benefit and/or education projects per year of construction activity; and
- g. providing information on the timing and implementation of these initiatives and suitable monitoring mechanisms.

B. The development shall be carried out in accordance with the approved Local Training Skills and Job Brokerage (Demolition) Strategy.

REASON: To manage the impact of development in accordance with policy CS4 of the Local Plan.

- 4 In this condition "Neighbouring London Boroughs" means the London Boroughs of Camden, Hackney, Islington, Lambeth, the Royal Borough of Kensington and Chelsea, Southwark, Tower Hamlets Wandsworth and the City of Westminster;
- A. A Local Training Skills and Job Brokerage (Construction) Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing. The submitted strategy shall include details of:
- a. advertising of all vacancies relating to the construction works within the City of London and the Neighbouring London Boroughs via local job brokerage and employment support agencies;
  - b. identifying in advance skills needs which could be met through local training providers and provide a plan for meeting such needs;
  - c. measures to meet a target of 20% of the total workforce on the site being resident in the City and Neighbouring London Boroughs;
  - d. proposed target of apprenticeships to be generated on the site and recruited from the City and Neighbouring London Boroughs;
  - e. providing appropriate training to ensure effective transition from unemployment to work;
  - f. undertaking at least two community benefit and/or education projects per year of construction activity; and

g. providing information on the timing and implementation of these initiatives and suitable monitoring mechanisms.

B. The development shall be carried out in accordance with the approved Local Training Skills and Job Brokerage (Construction) Strategy.

REASON: To manage the impact of development in accordance with policy CS4 of the Local Plan.

- 5 No works except demolition to basement slab level shall take place until an update to the approved Circular Economy Strategy has been submitted to and approved in writing by the Local Planning Authority, to reaffirm the proposed strategy or demonstrate improvements, and that demonstrates that the development is designed to meet the relevant targets set out in the GLA Circular Economy Guidance. The development shall be carried out in accordance with the approved details and operated & managed in accordance with the approved details throughout the lifecycle of the development.

REASON : To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development so that it reduces the demand for redevelopment, encourages re-use and reduces waste in accordance with the following policies in the Development Plan and draft Development Plans: Publication London Plan; D3, SI 7, SI 8 - Local Plan; CS 17, DM 17.2 - Draft City Plan 2036; S16, CEW 1. These details are required prior to demolition and construction work commencing in order to establish the extent of recycling and minimised waste from the time that demolition and construction starts.

- 6 No works except demolition to basement slab level shall take place until a detailed Whole Life Cycle Carbon assessment has been submitted to and approved in writing by the GLA at [ZeroCarbonPlanning@london.gov.uk](mailto:ZeroCarbonPlanning@london.gov.uk) and the Local Planning Authority, demonstrating that the Whole Life Cycle Carbon emissions savings of the development achieve at least the GLA benchmarks and setting out further opportunities to achieve the GLA's aspirational benchmarks set out in the GLA's Whole Life-Cycle Assessment Guidance. The assessment should include details of measures to reduce carbon emissions throughout the whole life cycle of the development and provide calculations in line with the Mayor of London's guidance on Whole Life Cycle Carbon Assessments, and the development shall be carried out in accordance with the approved details and operated and managed in accordance with the approved assessment for the life cycle of the development.

REASON : To ensure that the GLA and the Local Planning Authority may be satisfied with the detail of the proposed development so that it maximises the reduction of carbon emissions of the development throughout the whole life cycle of the development in accordance with the following policies in the Development Plan and draft Development Plans: Publication London Plan: D3, SI 2, SI 7 - Local Plan: CS 17, DM 15.2, DM 17.2 - Draft City Plan 2036:

CE 1. These details are required prior to demolition and construction work commencing in order to be able to account for embodied carbon emissions resulting from the demolition and construction phase (including recycling and reuse of materials) of the development.

- 7 Before any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey/

REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 8 No works except demolition to basement slab level shall take place until a detailed site investigation has been carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to commencement of the work. Details of measures to prevent pollution of ground and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before the demolition to basement slab level commences. The development shall proceed in strict accordance with the measures approved.

REASON: To prevent pollution of the water environment in accordance with the following policy of 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.

- 9 Archaeological Evaluation and geotechnical investigation shall be carried out to compile archaeological records in accordance with an Addendum to the Written Scheme of Investigation for Archaeological Evaluation Phase 2, to be submitted to and approved in writing by the Local Planning Authority before any commencement of the Phase 2 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.

- 10 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.

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.

- 11 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.

- 12 Prior to construction of the Commercial Building details of incorporating natural ventilation into the design of the building envelope and the services system of the Commercial Building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

REASON: To comply with Local Plan Policy DM 15.5 (Climate change resilience and adaptation) and 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.

- 13 No works except demolition to basement slab level shall take place before, an updated Energy Assessment demonstrating the improvements in carbon emission savings from the buildings to include details of the type and performance of the proposed heat pump has been submitted to and approved by the Local Planning Authority.

REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policies of the Local Plan: CS15, DM15.1, DM15.2. and of the Publication London Plan: SI 2.

- 14 (a) No works except demolition to basement slab level shall take place before a Climate Change Resilience Sustainability Statement (CCRSS) has been submitted to and approved in writing by the Local Planning Authority, that demonstrates that the development is resilient and adaptable to predicted climate conditions during the lifetime of the development. The CCRSS shall include details of the climate risks that the development faces (including flood, heat stress, water stress, natural capital, pests and diseases) and the climate

resilience solutions for addressing such risks. The CCRSS will demonstrate that the potential for resilience and adaptation measures (including but not limited to solar shading to prevent solar gain; high thermal mass of building fabric to moderate temperature fluctuations; cool roofs to prevent overheating; urban greening; rainwater attenuation and drainage; flood risk mitigation; biodiversity protection; passive ventilation and heat recovery and air quality assessment to ensure building services do not contribute to worsening photochemical smog) has been considered and appropriate measures incorporated in the design of the building. The CCRSS shall also demonstrate how the development will be operated and managed to ensure the identified measures are maintained for the life of the development. The development shall be carried out in accordance with the approved CCRSS and operated & managed in accordance with the approved CCRSS for the life of the development.

(b) Within 6 months of completion details must be submitted to the Local Planning Authority demonstrating the measures that have been incorporated to ensure that the development is resilient to the predicted weather patterns during the lifetime of the buildings. This should include details of the climate risks that the site faces (flood, heat stress, water stress, natural capital, pests and diseases) and the climate resilience solutions that have been implemented.

REASON: To comply with Local Plan Policy DM 15.5 Climate change resilience and adaptation.

- 15 All ecological data gathered to support this application and gathered as part of ongoing monitoring to inform management, shall be submitted to the relevant Local Environmental Records Centre (LERC) currently Greenspace Information for Greater London ([www.gigl.org.uk](http://www.gigl.org.uk))

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.

- 16 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 be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017 and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. 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.

- 17 Prior to the commencement of development, the developer/construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014 (or any subsequent iterations) to ensure appropriate plant is used and that the emissions standards detailed in the SPG are met. An inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations.

REASON: To reduce the emissions of construction and demolition in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction.

- 18 There shall be no demolition on the site 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 and monitoring (including any agreed monitoring contribution) 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 (including payment of any agreed monitoring contribution)

REASON: To ensure that the development does not give rise to environmental impacts that are in excess of or different to those assessed in the Environmental Statement and 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.

- 19 All commemorative plaques on the existing buildings shall be carefully removed prior to demolition commencing, stored for the duration of building works, reinstated and retained on the Fleet Street elevation of the new

building, for the life of the building in accordance with detailed specifications including fixing details which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works affected thereby.

REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1.

- 20 The sculpture of TP O'Connor and accompanying plaque shall be carefully removed prior to demolition commencing, stored for the duration of building works, reinstated on 2-7 Salisbury Court and retained for the life of the building in accordance with detailed specifications including fixing details which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works affected thereby.

REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1.

- ~~21 No development other than demolition shall take place until the detailed design of all wind mitigation measures has been submitted to and approved in writing by the Local Planning Authority. These details shall include the size and appearance of any features, the size and appearance of any planting containers, trees species, planting medium and irrigation systems. No part of the building shall be occupied until the approved wind mitigation measures have been implemented unless the Local Planning Authority agrees otherwise in writing. The said wind mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority.~~

~~REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2. These details are required prior to construction in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.~~

- 21 No cranes shall be erected on the site unless and until construction methodology and diagrams clearly presenting the location, maximum operating height, radius and start/finish dates for the use of those cranes during the Development has been submitted to and approved by the Local Planning Authority, the Local Planning Authority having consulted London City Airport.

REASON: To ensure that the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport or London City Airport through penetration of the regulated airspace.

- 22 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 be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017 and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. 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.

- 23 There shall be no construction on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction 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 and monitoring (including any agreed monitoring contribution) 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 (including payment of any agreed monitoring contribution)

REASON: To ensure that the development does not give rise to environmental impacts that are in excess of or different to those assessed in the Environmental Statement and 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.

- 24 No works except demolition to basement slab level shall take place before details of the utility connection requirements of the development (or relevant part thereof) including all proposed service connections, communal entry chambers, the proposed service provider and the anticipated volume of units required for the development and a programme for the ordering and completion of service connections from the utility providers have been submitted to the local planning authority for approval in writing. No service

connections shall be ordered in connection with the development unless in accordance with the final programme approved pursuant to this condition.

REASON: To ensure that the utilities infrastructure arising from the development are met in accordance with policy CS2 of the Local Plan.

~~25 — Before any works including demolition are begun a scheme of highway improvement works necessary to serve the development shall be submitted to and approved in writing by the local highways authority. Unless agreed otherwise all works are to be carried out by the City Corporation's Highway contractors. The scheme of highway works shall include such works to the public highway and related structures (including supporting structures not forming part of the public highway) as may be considered necessary by the City Corporation to make the development acceptable in planning terms including but not limited to: —~~

~~(a) — Improvements to crossings, the footways and carriageways surrounding the site —~~

~~(b) — The introduction of southbound access on Whitefriars Street for rapid response vehicles leaving the site —~~

~~(c) — The realignment of kerb lines and alterations to kerbside restrictions to minimise potential obstructions on the access to the site, and any necessary alterations to mitigate the impact of carriageway widening —~~

~~(d) — The introduction of pedestrian priority measures and improvements to cycling infrastructure along Salisbury Court and Dorset Rise —~~

~~(e) — The extension and enhancement of Salisbury Square, including additional planting —~~

~~(f) — The introduction of security measures on the highway on Fleet Street and Salisbury Square —~~

~~(g) — The relocation of the bus stop on Fleet Street —~~

~~(h) — The relocation of the police checkpoint and layby on Fleet Street —~~

~~(i) — The widening of the footway along the southern Fleet Street footway within the vicinity of the site, if this proves feasible subject to the Healthy Streets Plan and discussions around the ring of steel infrastructure on Fleet Street —~~

~~(j) — The planting of street trees —~~

~~and the works shall be carried out at the Developer's expense at no cost to the City Corporation as Highway Authority. —~~

~~REASON: To provide for the necessary changes to the public highway required to provide for the development in the interests of highway and pedestrian safety and to preserve the amenity of the area in accordance with the requirements of policies [x]~~

- 25 Notwithstanding the details shown on the approved plans, details of the following shall be submitted to and approved by the Local Planning Authority prior to the commencement of construction:
- The steps on the northern part of Salisbury Square, adjacent to 2-7 Salisbury Court, which shall have even height risers when ascending or descending with handrails as necessary;
  - Seating adjacent to Waithman's Obelisk; and
  - The location, species, and tree pit details for trees on Fleet Street.
- REASON: To ensure that the design is acceptable and the development is accessible in accordance with the following policies of the Local Plan: DM10.1 and DM10.4.

- ~~27 The development shall incorporate such measures as are necessary within the site to resist structural damage and to protect the approved new public realm within the site, 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.~~

- 26 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 including but not limited to: attenuation systems including rainwater pipework, flow control devices, pumps, design for system exceedance, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 1.7 litres per second from no more than one distinct outfall, provision should be made for an attenuation volume capacity capable of achieving this, which should be no less than 100m<sup>3</sup>;

(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; and

(c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.

REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1,

DM18.2 and DM18.3 and emerging policies CR2, CR3 and CR4 of the Draft City Plan 2036.

- 27 Prior to practical completion of the development 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 and 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 runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3 and emerging policies CR2, CR3 and CR4 of the Draft City Plan 2036.

- 28 Before any construction works hereby permitted are begun details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.

REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policy of the Local Plan: CS18. 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.

- 29 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the buildings shall be submitted to and approved 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.

- 30 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The offices in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.

REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Local Plan: DM16.1.

- 31 Prior to commencement a building record of 72-78 Fleet Street (Chronicle House); 80-81 Fleet Street; 8 Salisbury Court and 1 Salisbury Court; shall be submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, 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.

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.

- 32 Prior to first occupation details of signage on Salisbury Square to include the history of Salisbury Square, Robert Waithman and the Obelisk to Robert Waithman, and the newspaper industry shall be submitted to and approved in writing to include location, materials and fixing details.

REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1.

- 33 Before any works thereby affected are begun the following details in respect of 2-7 Salisbury Court shall be submitted to and approved in writing by the Local Planning Authority and all works pursuant to this consent 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) a method statement for building recording to include an annotated photographic record and a building recording report;

b) details including a photographic survey and description of joinery including window and door details that are:

i) to be retained for re-use in the new building;

ii) to be replicated in the new building;

iii) are to be discarded;

c) submission of a schedule and drawings of all joinery, conservation and repair method statement, including windows, doors and shopfront at a scale of 1:1, 1:15 or 1:10 as appropriate ;

d) submission of a method statement for cleaning including sample panels, which are to be assessed on site ;

e) a method statement for any conservation and repair of the retained fabric, including sample panels to be assessed on site;

f) details of all new material samples including masonry, bricks and all roof tiles and roof coverings to match existing ;

g) details of all new decorative panels and carved details including samples, which are to be assessed on site;

h) details of the proposed roof gables including junctions with the existing retained elevation and new structure including roof;

i) details of all junctions with the Court building;

j) details of all junctions with the adjoining development;

k) construction details of new south elevation including all decorative details at a scale of 1:10 or as agreed;

l) details of the internal fit out for all public areas including lower ground, ground and first floors;

m) details of the integration of plant, flues, ductwork, fire escapes, all services including any external manifestations and other excrescences at roof level;

n) details of the external lighting;

o) details of the internal lighting for all public areas including lower ground, ground and first floors;

p) details of all decorative metal work including railings;

q) details of the rainwater goods and hopper heads;

r) details of new external signage.

REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

- 34 Prior to the commencement of relevant works a Public Art Strategy including any associated fixings/framing for the Fleet Street elevation of the Court building shall be submitted to and approved in writing by the Local Planning Authority. The approved Public Art shall be installed prior to first occupation of



the Court Building and remain in situ for the lifetime of the development. The development shall be implemented in accordance with the approved details.

REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1.

- 35 Prior to the commencement of relevant works details of new commemorative plaques on 2-7 Salisbury Court, including location, materials and fixing details, shall be submitted to and approved in writing by the Local Planning Authority. The approved commemorative plaques shall be installed prior to first occupation of 2-7 Salisbury Court and remain in situ for the lifetime of the building. The development shall be implemented in accordance with the approved details

REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1.

- 36 Before any works thereby affected are begun the following details in respect of the Court building 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 and finishes to be used on all external and semi-external faces of the building and surface treatments in areas where the public would have access, including external ground and upper level surfaces, soffits

(b) Details of ground floor Entrance on to Fleet Street including columns, soffit, masonry details, engravings and ornamentation, doors, information boards.

(c) details of key junction types and junctions across the building including: interfaces with public realm level changes; roof and facade interfaces; facade and lightwell garden, basement plant and plant room with public highway

(d) details of the proposed new facades including details of all glazing and door typologies and related components

(e) typical masonry details, including jointing and any necessary expansion/movement joints and a sample panel

(f) details of ground level external elevations

(g) details of sunken courtyards including planting and drainage

(h) full details of the roof top Terrace, including all elevations, planters, seating, pergola, walls, drainage, irrigation,

(i) details of soffits, handrails and balustrades, parapet wall

(j) details of junctions; adjoining the listed building and adjoining the highway

(k) details of the integration of window cleaning equipment and any enclosure thereof, plant, flues, and other excrescences at roof level including within the plant room;

(l) details of the integration of M&E in all external and semi-external public elevations from ground to garden level

(m) details of the integration of window cleaning equipment and any enclosure thereof, plant, flues, and other excrescences at roof level including within the plant room;

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.

37 Before any works thereby affected are begun the following details in respect of the Police building 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 and internal faces of the building and surface treatments in areas where the public would have access, including public entrance foyers

(b) Details of ground floor Entrance on to Salisbury Square including jointing details, doors, information boards.

(c) details of the proposed new facades and roofs including details of typical bays of the development for each façade, louvered doors, utilities access, glazed entrance

(d) details of key junction types and junctions across the building including: interfaces with public realm level changes; roof and facade; façade and heliostat garden, basement plant with public highway

(e) details of double height ground floor elevations including all service entrances including external gates

(f) details of the heliostat winter garden and maintenance plan

(g) full details of the roof terrace, including all elevations, handrails, balustrades, parapet walls, finials, planters, seating, drainage, irrigation

(h) details of the integration of window cleaning equipment and any enclosure thereof, plant, flues, and other excrescences at roof level including within the plant room;

(i) details of the integration of M&E in all external and semi-external public elevations from ground to roof terrace level;

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.

- 38 Before any retail units are occupied 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) Detailed design of shopfronts

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, DM10.8, DM12.1, DM12.2 and DM15.7.

- 39 No part of the roof areas on the Commercial building except those shown as roof terraces on the drawings hereby approved shall be used or accessed by occupiers of the building, other than in the case of emergency or for maintenance purposes.

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

- 40 Before any works thereby affected are begun the following details in respect of the Commercial building 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 and semi-external faces of the building and surface treatments in areas where the public would have access, including upper and lower ground levels,

(b) details of the proposed new facades and roofs including details of typical bays of the development for each façade, ram pressed terracotta panels, columns and typical fenestration

(c) details of canopies including soffits, jointing and integrated drainage; parapet and finials

(d) details of key junction types and junctions across the building including with the public passage between the Harrow public House; interface with public realm level changes; roof and façade; interfaces to include any expansion/movement joints

(e) details of junctions with adjoining premises;

(f) details of ground and first floor elevations including all entrances, servicing, security gates, information boards;

(g) full details of the roof terraces, including all elevations, handrails, balustrades, planters, seating, drainage, irrigation

(h) full details of the Cycling Hub entrance and lobby external and internal design including; all elevations; entrances, fenestration, materials and any infrastructure required to deliver the proposed use;

(i) details of the integration of window cleaning equipment and any enclosure thereof, plant, flues, and other excrescences at roof level

(j) details of the integration of M&E in all external and semi-external public elevations from ground to roof terrace level;

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.

- 41 Before the works thereby affected are begun, sample panels of the ram pressed terracotta panels on the Commercial building shall be built, inspected on site 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 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.

- 42 Prior to practical completion a Conservation and Management Plan for the Obelisk to Robert Waithman shall be submitted to and approved in writing by Local Planning Authority.

The plan shall include:

- a) a draft for review and comments, to include a maintenance and conservation regime
- b) submission of final document following review and comments

The development shall implement in accordance with the approved Conservation and Management Plan.

REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

- 43 All hard and soft landscaping on the ground, terraces and roofs shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any landscaping works are commenced.

The scheme should include the following details:

- a) An assessment of opportunities for increasing and intensifying urban greening on the ground and on the proposed buildings, as well as details of the quality and maintenance of the proposed urban greening measures
- b) Irrigation, including provision for harvesting rainwater run-off from road ground and roof surfaces to supplement irrigation;
- d) Soil including details of the type and depths of soil and substrates;
- e) Species and selection of trees including details of its their age, growing habit, girth of trunk, how many times transplanted, root development and contribution to enhance biodiversity;
- f) Planting pit size and construction, tree guards;
- g) Details of all soft landscaping including species and contribution to enhance biodiversity;
- h) Seating;
- i) Paving materials including engraved materials showing the historic line of Salisbury Square
- j) maintenance plans for all proposed landscaping.

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 and to achieve environmental benefits in accordance with the following policies of the Local Plan: DM10.1, DM10.2, DM10.3, DM10.4, DM19.1., DM19.2.

- 44 Before any landscaping works are commenced, all terraces shall be treated in accordance with a landscaping scheme and Maintenance Plans shall be submitted to and approved in writing by the Local Planning Authority pertaining to:

- (a) 2-7 Salisbury Court;
- (b) The Police Building including the heliostat garden;
- (c) The Court Building;
- (d) The Commercial Building.

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

- 45 Details of the position and size of the green roofs and green walls, the type of planting and the contribution of the green roofs and green walls to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development.

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.

- 46 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.

- 47 Prior to the commencement of the relevant works, a full Lighting Strategy shall be submitted to and approved in writing by the Local Planning Authority, which should include full details of all luminaires, both decorative, functional or ambient (including associated infrastructure), alongside details of the impact of lighting on the public realm, including intensity, uniformity, colour, timings and associated management measures to reduce the impact on light pollution and residential amenity. Detail should be provided for all external, semi-external and public-facing parts of the building and of internal lighting levels and how this has been designed to reduce glare and light trespass for the following:

- (a) 2-7 Salisbury Court building;
- (b) Police Building including the heliostat garden;
- (c) Court Building;
- (d) Commercial Building, cycle hub and retail units;
- (e) the public realm.

All works and management measures pursuant to this consent shall be carried out and maintained in accordance with the approved details and lighting strategy.

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, 15.7 and emerging policy DE2 of the Draft City Plan 2036

- 48 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 retail uses (Class E and sui generis) and any Class E (office) kitchens. Flues must terminate at roof level or an agreed high-level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the said use takes place and retained for the life of the building.

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

- 49 No cooking shall take place within any Class E or sui generis use 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. Flues must terminate at roof level or an agreed high-level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. 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.

- 50 All parts of the ventilation and extraction equipment including the odour control systems installed shall be cleaned, serviced and maintained in accordance with Section 5 of 'Control of Odour & Noise from Commercial Kitchen Extract Systems' dated September 2018 by EMAQ+ (or any subsequent updated version). A record of all such cleaning, servicing and maintenance shall be maintained and kept on site and upon request provided to the Local Planning Authority to demonstrate compliance.

REASON: To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3.

- 51 The proposed office development sharing a party wall element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained

thereafter. A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.

- 52 No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

REASON: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

- 53 No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

REASON: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

- 54 Once the building construction is completed and prior to the development being occupied (or, if earlier, prior to the development being handed over to a new owner or proposed occupier) a post-completion report shall be submitted to and approved in writing by the local planning authority to demonstrate that the targets and actual outcomes achieved are in compliance with or exceed the proposed targets stated in the approved Circular Economy Statement for the development.

REASON: To ensure that circular economy principles have been applied and Circular Economy targets and commitments have been achieved to demonstrate compliance with Policy SI 7 of the Publication London Plan.

- 55 Prior to occupation of any of the buildings hereby permitted the following details relating to signage shall be submitted to and approved in writing by the Local Planning Authority and all signage placed on the development site shall be in accordance with the approved details:



(a) A Signage Strategy for the retail unit within the development shall be submitted;

(b) A Signage Strategy relating to the cycle hub shall be submitted and this strategy shall make provision for clear signs to be placed in prominent positions on the development site, including signage indicating the access point for cycle hub; and

c) A Signage Strategy for 2-7 Salisbury Court;

d) A Signage Strategy for the Police Building;

e) A Signage Strategy for the Court Building;

f) A Signage Strategy for the Commercial Building

All signage relating to cycle hub (as approved in the signage strategy) must be erected and in place on the development site prior to occupation of the building.

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, DM10.8, DM12.1, DM12.2 and DM15.7.

56 (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.

57 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.

- 58 Prior to any plant being commissioned and installed in or on the building an Air Quality Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any submitted and approved Air Quality Assessment. The measures detailed in the report shall thereafter be maintained in accordance with the approved report(s) for the life of the installation on the building.  
REASONS: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.
- 59 Prior to occupation of the Court Building details and location of a 'Changing Places' facility within the Court Building shall be submitted to and approved in writing by the Local Planning Authority. The facility shall remain in place for the lifetime of the building. The development shall be implemented in accordance with the approved details.  
REASON: To ensure that public buildings have 'Changing Places' facility, in accordance with the following policy of the London Plan policy S6.
- 60 Prior to the installation of the bollards on Primrose Hill, the applicant must submit a bollard operation management plan to the local planning authority for approval (in consultation with the owner of 8 Salisbury Square). Such management plan shall set out how the bollards will operate and must include commitments that:
- the bollards shall be manned by security officers at all times when they are in the 'up' position; and
  - any vehicle with a reason to access Primrose Hill to the north of the bollards shall be permitted entry.
- The bollards shall not be installed until such time as the management plan has been approved by the local planning authority. The bollards shall thereafter be operated in accordance with the approved management plan or such amended management plan as is approved by the local planning authority (in consultation with the owner of 8 Salisbury Square) for the life of the development.  
REASON: To ensure the management of servicing vehicles does not unduly impact on the highway in accordance with the following policy of the Local Plan: DM3.4.
- 61 Within two years of implementation scheme of highway improvement works necessary to serve the development shall be submitted to and approved in writing by the local highways authority. Unless agreed otherwise all works are to be carried out by the City Corporation's Highway contractors. The scheme of highway works shall include such works to the public highway and related structures (including supporting structures not forming part of the public

highway) as may be considered necessary by the City Corporation to make the development acceptable in planning terms including but not limited to:

(a) Improvements to crossings, the footways and carriageways surrounding the site;

(b) The introduction of southbound access on Whitefriars Street for rapid response vehicles leaving the site ;

(c) The realignment of kerb lines and alterations to kerbside restrictions to minimise potential obstructions on the access to the site, and any necessary alterations to mitigate the impact of carriageway widening;

(d) Improvements to pedestrian and cycling infrastructure along Salisbury Court and Dorset Rise;

(e) The extension and enhancement of Salisbury Square, including additional planting and drainage;

(f) The introduction of security measures on the highway including hostile vehicle mitigation;

(g) The relocation of the bus stop on Fleet Street;

(i) The widening of the footway along the southern Fleet Street footway within the vicinity of the site, if this proves feasible subject to the Healthy Streets Plan and discussions around the ring of steel infrastructure on Fleet Street;

(j) The planting of two street trees on Fleet Street;

and the works shall be carried out at the Developer's expense at no cost to the City Corporation as Highway Authority.

REASON: To provide for the necessary changes to the public highway required to provide for the development in the interests of highway and pedestrian safety and to preserve the amenity of the area.

- 62 Prior to the installation of the drinking fountain on Salisbury Square, the applicant must submit a maintenance plan to the local planning authority for approval. The drinking fountain shall not be installed until such time as the maintenance plan has been approved by the local planning authority. The drinking fountain shall thereafter be operated in accordance with the approved maintenance plan or such amended management plan as is approved by the local planning authority for the life of the development.

REASON: In the interests of public health.

- 63 Prior to the installation of the lift on the Southern Passage, the applicant must submit detail on the specification of the proposed lift to the local planning authority for approval. The lift shall not be installed until such time as specification has been approved by the local planning authority.

REASON: To ensure that the southern passage remains accessible for the lifetime of the development in accordance with the following policies of the Local Plan: DM10.1 and DM10.4.

- 64 Prior to the installation of the lift on the Southern Passage, the applicant must submit a maintenance plan to the local planning authority for approval. The lift shall not be installed until such time as the maintenance plan has been approved by the local planning authority. The lift shall thereafter be operated in accordance with the approved maintenance plan or such amended management plan as is approved by the local planning authority for the life of the development.

REASON: To ensure that the southern passage remains accessible for the lifetime of the development in accordance with the following policies of the Local Plan: DM10.1 and DM10.4.

- 65 The development shall be designed to allow for future connects into a district heating network if this becomes available during the lifetime of the development.

REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policies of the Local Plan: DM15.1, DM15.2, DM15.3, DM15.3, DM15.4.

- 66 A post construction BREEAM assessment for each of the 3 new buildings and the listed building demonstrating that a target rating of 'Excellent' has been achieved shall be submitted as soon as practicable after practical completion. All reasonable endeavours should be used to achieve an "Outstanding" rating. The details shall thereafter be retained.

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.

- 67 Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the development being occupied (or if earlier, prior to the development being handed over to a new owner or proposed occupier,) the post-construction Whole Life-Cycle Carbon (WLC) Assessment (to be completed in accordance with and in line with the criteria set out in the GLA's WLC Assessment Guidance) shall be submitted to the Local Planning Authority and the GLA at: ZeroCarbonPlanning@london.gov.uk. The post-construction assessment should provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the WLC carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. The assessment should be submitted along with any supporting evidence as per the guidance and should be received three months post as-built design completion.

REASON: To ensure whole life-cycle carbon is calculated and reduced and to demonstrate compliance with Policy SI 2 of the Publication London Plan.

- 68 For the use of the Court Building, permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the Court building sufficient to accommodate a minimum of 21 long stay pedal cycle spaces. The cycle parking provided on the site must remain ancillary to the use of the Court 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.

- 69 A minimum of 3 showers and 21 lockers shall be provided adjacent to the bicycle parking areas and changing facilities and maintained throughout the life of the building for the use of occupiers of the Court building in accordance with the approved plans.

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

- 70 For the use of the Police Building, 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 140 long stay pedal cycle spaces. The cycle parking provided on the site must remain ancillary to the use of the Police 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.

- 71 A minimum of 14 showers and 140 lockers shall be provided adjacent to the bicycle parking areas and changing facilities and maintained throughout the life of the building for the use of occupiers of the Police building in accordance with the approved plans.

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

- 72 For the use of the Commercial Building, 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 158 long stay pedal cycle spaces. The cycle parking provided on the site must remain ancillary to the

use of the Commercial 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.

- 73 A minimum of 16 showers and 158 lockers shall be provided adjacent to the bicycle parking areas and changing facilities and maintained throughout the life of the Commercial building for the use of occupiers of the building in accordance with the approved plans.

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

- 74 For the use of the retail unit, permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the retail unit sufficient to accommodate a minimum of 2 long stay pedal cycle spaces. The cycle parking provided on the site must remain ancillary to the use of the retail unit and must be available at all times throughout the life of the units 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.

- 75 A minimum of 1 shower and 2 lockers shall be provided adjacent to the bicycle parking areas and changing facilities and maintained throughout the life of the retail unit for the use of occupiers of the unit in accordance with the approved plans.

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

- 76 For the use of the Public House, permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the Public House sufficient to accommodate a minimum of 7 long stay pedal cycle spaces. The cycle parking provided on the site must remain ancillary to the use of the Public House 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.

- 77 A minimum of 1 shower and 2 lockers shall be provided adjacent to the bicycle parking areas and changing facilities and maintained throughout the life of the Public House for the use of occupiers of the building in accordance with the approved plans.

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

- 78 A minimum of 5% of the long stay cycle spaces shall be accessible for larger cycles, including adapted cycles for disabled people.

REASON: To ensure that satisfactory provision is made for people with disabilities in accordance with Local Plan policy DM10.8, London Plan policy T5 cycling, emerging City Plan policy 6.3.24.

- 79 Prior to the occupation of the development, the applicant must submit a cycle hub management plan to the local planning authority for approval. Such management plan shall set out how the hub will be managed and must include commitments that:

- The hub will remain free to use for members of the public for the life time of the development

The hub shall thereafter be operated in accordance with the approved management plan or such amended management plan as is approved by the local planning authority for the life of the development.

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

- 80 An Interim Cycling Promotion Plan shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of each of the buildings hereby permitted. Within 6 months of first occupation of each building a full Cycling Promotion Plan shall be submitted to and approved in writing by the Local Planning Authority. The buildings shall thereafter be operated in accordance with the approved Cycling Promotion Plans (or any amended Cycling Promotion Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.

REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Local Plan: DM16.1

- 81 Prior to construction details of clear unobstructed headroom in the refuse skip collection area; remaining areas and access ways shall be submitted and approved in writing and must be maintained for the life of the development.

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

- 82 Details of a Delivery and 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 Delivery and 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. The Delivery and Servicing Management Plan must make provision for;

- No servicing by motorised vehicles of the Court, Police or Commercial buildings between the hours of 0700 - 1900 on any day
- No servicing by motorised vehicles of the Public House or Retail Unit between the hours of 0700 - 1000, 1200 - 1400 and 1600 - 1900 on any day
- All servicing of the courts, police and commercial buildings to take place within the basement servicing area
- All vehicles arriving at the basement servicing area must come from an off-site consolidation centre
- There shall be no more than 80 delivery and servicing vehicles to all of the proposed buildings in total over any 24hour period

The above provisions shall not apply to facilities management vehicles accessing any of the proposed buildings in the event of an emergency

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.

- 83 The loading and unloading areas at basement level 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.

- 84 The layout of the servicing areas must be provided and maintained for the life of the development so that vehicles may enter and leave the servicing access on Whitefriars Street by driving in a forward gear.



REASON: To ensure satisfactory servicing facilities and in the interests of public safety in accordance with the following policy of the Local Plan: DM16.5.

- 85 The threshold of all vehicular and pedestrian 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.

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

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

- 87 The archaeological evaluation shall be carried out in accordance with the 'Written Scheme of Investigation for an Archaeological Evaluation', dated 02/09/2020, hereby approved, in order to compile archaeological records.

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

- 88 Prior to installation details of any plant or telecommunications equipment to be installed on the exterior of the buildings, including any plan 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 shall be submitted to the Local Planning Authority and approved in writing and shall be implemented in accordance with the approved details.

REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.

- 89 The pass doors shown adjacent to or near the to the main entrances on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.

REASON: In order to ensure that disabled people are not discriminated against and to comply with the following policy of the Local Plan: DM10.8.

- 90 Provision shall be made for disabled people to obtain access to the Court Building, Police Building and Commercial Building via all entrances without the need to negotiate steps and provision shall be made for disabled people to obtain access to 2-7 Salisbury Court without the need to negotiate steps. This access 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.

91 Prior to first occupation Management Plans including hours of use for the terraces hereby permitted at the following locations:

- Court Building - levels 5, 6 and 7;
- Police Building - level 9; and
- Commercial Building - levels 4, 6 and 9

Shall be submitted to and approved by the Local Planning Authority in writing. The development shall be implemented in accordance with the approved details.

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.

92 No amplified or other music shall be played on the roof terraces.

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.

93 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.

94 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.

95 At all times when not being used for cleaning or maintenance the window cleaning gantries, cradles and other similar equipment shall be garaged within the enclosure(s) shown on the approved drawings.

REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.

96 All ecological data gathered to support this application and gathered as part of ongoing monitoring to inform management, shall be submitted to the relevant Local Environmental Records Centre (LERC) currently Greenspace Information for Greater London ([www.gigl.org.uk](http://www.gigl.org.uk))

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.

- 97 The areas within the development marked as retail on the floorplans at ground level hereby approved, shall be used for retail purposes within Class E (shop, financial and professional services and cafe or restaurant) and sui generis (pub and drinking establishment, and take-away) and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended by the Town and Country Planning (Use Classes)(Amendment)(England)Regulations 2020) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

REASON: To ensure that active uses are retained on the ground floor in accordance with Local Plan Policy DM20.2.

- 98 The areas shown on the approved drawings as public house use (Class Sui Generis) (including external terrace on Salisbury Square), shall be used for this purposes only and for no other purpose (including any other purpose in Sui Generis) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020) or in any provision equivalent to that Class in any statutory instrument amending or revoking and re-enacting that Order with or without modification.

REASON: To ensure that the development does not give rise to environmental impacts that are in excess of or different to those assessed in the Environmental Statement and that public benefits within the development are secured for the life of the development.

- 99 Prior to the commencement of works above ground, details of Construction Hoarding panels including location, visuals and interpretation information panels, lighting and vision panels, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1.

- 100 a) Within 12 months of the date of the planning permission a draft Cultural Plan shall be submitted to and approved in writing by the Local Planning Authority. Details should include i) contextual analysis of the existing cultural landscape; ii) Cultural Vision responding to contextual analysis and options outlined in the Cultural Plan statement FSE-EPA-XX-XX-RP-A-980024 March 2021 and other proposals as appropriate; iii) success criteria and review stages; iv) timeline of the implementation of cultural deliverables from occupation onwards; v) details of the proposal including, but not limited to,

how it will be serviced, managed, resourced, procured, maintained, monitored, hours of access, addressing equalities and inclusivity considerations.

b) 6 months prior to occupation a final Cultural Plan shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the approved Cultural Plan

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure cultural enhancements are delivered in accordance with the following policies of the Local Plan: CS11, DM11.1, DM11.2 and policies S6 CV1, CV2, CV4, CV5 of the Draft Local Plan 2036

101 The development shall provide:

18,843sq.m Court building (sui generis)

20,641sqm Police Station (sui generis)

11,783 sqm office building (Class E)

256sq.m retail use (Class E)

1,138sq.m public house (sui generis)

281sqm cycle hub (Class E )

1,786 sqm public realm

REASON: To ensure the development is carried out in accordance with the approved plans.

102 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: FSE-EPA-MP-ZZ-PL-A-007000 Rev P00, FSE-EPA-MP-ZZ-PL-A-007001 Rev P00, FSE-EPA-MP-ZZ-PL-A-007002 Rev P00, FSE-EPA-MP-B2-PL-A-000070 Rev P01, FSE-EPA-MP-B1-PL-A-000080 Rev P01, FSE-EPA-MP-LG-PL-A-000090 Rev P01, FSE-EPA-MP-GF-PL-A-000100 Rev P01, FSE-EPA-MP-01-PL-A-000110 Rev P01, FSE-EPA-MP-02-PL-A-000120 Rev P01, FSE-EPA-MP-03-PL-A-000130 Rev P01, FSE-EPA-MP-04-PL-A-000140 Rev P01, FSE-EPA-MP-05-PL-A-000150 Rev P01, FSE-EPA-MP-06-PL-A-000160 Rev P01, FSE-EPA-MP-07-PL-A-000170 Rev P01, FSE-EPA-MP-08-PL-A-000180 Rev P01, FSE-EPA-MP-09-PL-A-000190 Rev P01, FSE-EPA-MP-ZZ-EL-A-000300 Rev P01, FSE-EPA-MP-ZZ-EL-A-000320 Rev P01, FSE-EPA-MP-ZZ-EL-A-000360 Rev P01, FSE-EPA-MP-ZZ-SE-A-000400 Rev P01, FSE-EPA-MP-ZZ-SE-A-000410 Rev P01, FSE-EPA-MP-ZZ-SE-A-000420 Rev P01, FSE-EPA-MP-ZZ-SE-A-000430 Rev P01, SU01 Rev P01, SU02 Rev P01, SU03 Rev P01, SU04 Rev P01, SU05 Rev P01, SU06 Rev P01, SU07 Rev P01, SU08 Rev P01, SU11 Rev P01, SU12 Rev P01, SU20 Rev P01, SU21 Rev P01, FSE-EPA-MP-B2-PL-A-050807 Rev P01, FSE-EPA-MP-B1-PL-A-050808 Rev P01, FSE-EPA-MP-LG-PL-A-

050809 Rev P01, FSE-EPA-MP-GF-PL-A-050810 Rev P01, FSE-EPA-MP-01-PL-A-050811 Rev P01, FSE-EPA-MP-02-PL-A-050812 Rev P01, FSE-EPA-MP-03-PL-A-050813 Rev P01, FSE-EPA-MP-04-PL-A-050814 Rev P01, FSE-EPA-MP-05-PL-A-050815 Rev P01, FSE-EPA-MP-06-PL-A-050816 Rev P01, FSE-EPA-MP-07-PL-A-050817 Rev P01, FSE-EPA-MP-08-PL-A-050818 Rev P01, FSE-EPA-MP-09-PL-A-050819 Rev P01, FSE-EPA-MP-ZZ-EL-A-050830 Rev P01, FSE-EPA-MP-ZZ-EL-A-050832 Rev P01, FSE-EPA-MP-ZZ-EL-A-050836 Rev P01, FSE-EPA-MP-ZZ-SE-A-050840 Rev P01, FSE-EPA-MP-ZZ-SE-A-050841 Rev P01, FSE-EPA-MP-ZZ-SE-A-050842 Rev P01, FSE-EPA-MP-ZZ-SE-A-050843 Rev P01, D101 Rev P01, D102 Rev P01, D103 Rev P01, D104 Rev P01, D105 Rev P01, D106 Rev P01, D107 Rev P01, D108 Rev P01, D109 Rev P01, D110 Rev P01, D111 Rev P01, D112 Rev P01, FSE-EPA-MP-B2-PL-A-050070 Rev P01, FSE-EPA-MP-B1-PL-A-050080 Rev P01, FSE-EPA-MP-LG-PL-A-050090 Rev P02, FSE-EPA-MP-GF-PL-A-050100 Rev P03, FSE-EPA-MP-01-PL-A-050110 Rev P02, FSE-EPA-MP-RF-PL-A-050210 Rev P03, FSE-EPA-MP-ZZ-EL-A-050300 Rev P01, FSE-EPA-MP-ZZ-EL-A-050320 Rev P01, FSE-EPA-MP-ZZ-EL-A-050360 Rev P02, FSE-EPA-MP-ZZ-SE-A-050400 Rev P02, FSE-EPA-MP-ZZ-SE-A-050420 Rev P01, FSE-EPA-MP-GF-PL-A-050610 Rev P01, FSE-EPA-CT-LG-PL-A-051090 Rev P01, FSE-EPA-CT-GF-PL-A-051100 Rev P01, FSE-EPA-CT-01-PL-A-051110 Rev P01, FSE-EPA-CT-02-PL-A-051120 Rev P01, FSE-EPA-CT-03-PL-A-051130 Rev P01, FSE-EPA-CT-04-PL-A-051140 Rev P01, FSE-EPA-CT-05-PL-A-051150 Rev P01, FSE-EPA-CT-06-PL-A-051160 Rev P01, FSE-EPA-CT-07-PL-A-051170 Rev P02, FSE-EPA-CT-RF-PL-A-051210 Rev P02, FSE-EPA-CT-ZZ-EL-A-051300 Rev P01, FSE-EPA-CT-ZZ-EL-A-051320 Rev P01, FSE-EPA-CT-ZZ-EL-A-051340 Rev P01, FSE-EPA-CT-ZZ-EL-A-051360 Rev P01, FSE-EPA-CT-ZZ-EL-A-051382 Rev P01, FSE-EPA-CT-ZZ-SE-A-051400 Rev P01, FSE-EPA-CT-ZZ-SE-A-051410 Rev P01, FSE-EPA-CT-ZZ-DT-A-051600 Rev P01, FSE-EPA-CT-ZZ-DT-A-051601 Rev P01, FSE-EPA-CT-ZZ-DT-A-051640 Rev P01, FSE-EPA-CT-ZZ-DT-A-051641 Rev P01, FSE-EPA-CT-ZZ-DT-A-051660 Rev P01, FSE-EPA-CT-GF-DT-A-051800 Rev P01, FSE-EPA-CT-01-DT-A-051801 Rev P01, FSE-EPA-CT-ZZ-DT-A-051815 Rev P01, FSE-EPA-CT-ZZ-DT-A-051831 Rev P01, FSE-EPA-CT-ZZ-DT-A-051833 Rev P01, FSE-EPA-CT-03-DT-A-051853 Rev P01, FSE-EPA-CT-ZZ-DT-A-051903 Rev P01, 674.CT.02.001 Rev P01, 674.CT.02.002 Rev P01, 674.CT.02.003 Rev P02, FSE-EPA-PB-B2-PL-A-052070 Rev P01, FSE-EPA-PB-B1-PL-A-052080 Rev P01, FSE-EPA-PB-LG-PL-A-052090 Rev P01, FSE-EPA-PB-LG-PL-A-052091 Rev P01, FSE-EPA-PB-GF-PL-A-052100 Rev P01, FSE-EPA-PB-01-PL-A-052110 Rev P01, FSE-EPA-PB-02-PL-A-052120 Rev P01, FSE-EPA-PB-03-PL-A-052130 Rev P01, FSE-EPA-PB-04-PL-A-052140 Rev P01, FSE-EPA-PB-05-PL-A-052150 Rev P01, FSE-EPA-PB-06-PL-A-052160 Rev P01, FSE-EPA-PB-07-PL-A-052170 Rev P01, FSE-EPA-PB-08-PL-A-052180 Rev P01, FSE-EPA-PB-09-PL-A-052190 Rev P01, FSE-EPA-PB-10-PL-A-052200 Rev P01, FSE-EPA-PB-RF-PL-A-052210 Rev P01, FSE-EPA-PB-ZZ-EL-A-052300 Rev P01, FSE-EPA-PB-ZZ-EL-A-052320 Rev P01, FSE-EPA-PB-ZZ-EL-A-052340 Rev P01, FSE-

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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.

City of London Planning Department  
Guildhall  
London EC2

April 13<sup>th</sup> 2021

Dear Sir or Madam  
Ref Planning Application 20/00997/FULEIA-The Salisbury Square Development

As Chair of the City Architecture Forum a body steeped in the built environment of the City of London I write to express my support for the planning application for the aforementioned Salisbury Square development.

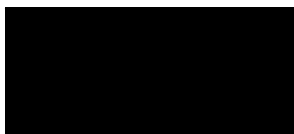
The proposed scheme to provide a new combined development incorporating a new cyber courts complex alongside a new HQ for the City Police together with an accompanying commercial block demonstrates high quality design combined with pragmatism and will act to cohesively continue the transformation of this key area of the City.

A considered quality of design and materials choice which embraces key design tenets of permeability, sustainability and greening will help drive long term change to the public realm in this important civic site which will deliver significant public benefits for future generations on the south side of this major City thoroughfare.

I hope that the City will support and approve the application.

Yours faithfully

Andrew Reynolds  
Chair, City Architecture Forum



Dear Sir or Madam,

**Planning Application: 20/00997/FULEIA**

**Salisbury Square Development**

On behalf of the Fleet Street Quarter, a business-led Partnership which represents a number of businesses within the Fleet Street area, we would like to express our support for the planning application for the Salisbury Square Development.

The proposed new courts complex and Police HQ aid in cementing the City's reputation as an international legal centre, offering a renewed and definitive identity to the Fleet Street area. The development demonstrates a commitment to counteract the insular nature of the proposed law courts through the inclusion of better permeability around the development with enhanced public spaces and greening prospects. The additionally of the commercial space also offers exciting economic opportunities, including ground floor potential.

The scheme fits with the common goals of the Fleet Street Quarter; harnessing growth opportunities to reinvigorate and enhance the Fleet Street area into a vibrant district. Beyond this, the scheme demonstrates strong ESG ambitions through exhibiting sustainable practices, a commitment to cultural activation and accessibility. The emphasis on greening, air quality and sustainability for the scheme plays an important role in driving regeneration and investment for the area, which is particularly supported by the Partnership.

Concerns around construction management were also addressed, with the developers attending the Fleet Street Quarter December Board meeting, offering reassurance that this had been carefully considered and would be managed in an appropriate way. Carefully considered architectural design also ensures the new development blends coherently alongside the historic landscape across Fleet Street.

The various improvements to the public realm, additional greening and economic prospects that the scheme presents are welcomed and celebrated by the Partnership, particularly as we look towards a recovery from the recent pandemic. We hope the City Corporation will approve this application and continue to support the ongoing regeneration and enhancement of the wider Fleet Street area

Kind Regards,

Martha Grekos

Chair, FSQ Public Realm & Environment Steering Group

**Fleet Street Quarter Partnership**



**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Salisbury Square Development  
**Date:** 17 April 2021 09:53:11  
**Attachments:** [image001.png](#)

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Dear Catherine,

Re: 20/00997/FULEIA

I was grateful to receive the letter from Gerald Eve LLP on 8<sup>th</sup> March, responding to the issues that we raised in our submission relating to this project.

We would strongly encourage the establishment of a consultancy committee as a contractual obligation, to ensure that good lines of communication are established and maintained throughout the proposed works.

Vehicular access to St Bride's, particularly for weddings, funerals and memorial services, is only possible via Salisbury Square. For this reason, were it to prove necessary at any point during the building work to suspend through access from Fleet Street for safety reasons, we would request that access is made possible from the south side of Salisbury Square. We would also request that disabled parking and parking for deliveries is temporarily repositioned in Salisbury Square, should the need arise for the existing parking provision to be suspended at any time during the works.

Subject to these considerations being upheld by contractual obligations, we are broadly supportive of this development, recognising that it will bring significant gains to the Fleet Street area, and we are grateful that a number of our concerns have already been addressed.

Best wishes,

Alison Joyce

The Revd Canon Dr Alison Joyce  
Rector  
St Bride's Church  
Fleet Street  
London  
EC4Y 8AU

[REDACTED]



Hi Tim,

Thanks very much for your and your team's time in presenting the Salisbury Square development at CoLAG's last meeting on 31 March.

I wanted to confirm in writing the main points from the consultation and particularly to bring to your attention some points which there was insufficient time to raise on the day, or which have subsequently been communicated to me.

I realise that the planning committee meeting which you are targeting is imminent, but hope it will not be too late for the points below to be taken into account when finalising the design of the Salisbury Square development. Unfortunately I haven't been able to get back to you before now, having been flat out with another CoLAG consultation and other commitments, whilst I didn't initially have your email address.

### **Points made at consultation**

Some of the key points previously raised at the consultation itself were as follows:

#### **External:**

- concerns about particularly security, but also aesthetics trumping accessibility
- availability of sufficient disabled parking bays sufficiently close to - i.e. within a manageable walking distance of - the Salisbury Square development
- the net change in the number of disabled parking bays, taking into account that those in the court basement will not routinely be available to the public
- trying to ensure that the current GP parking bay becomes an accessible parking bay
- availability of sufficient taxi and other drop-off spaces sufficiently close to the development, where pavements are sufficiently wide to allow a ramp to be deployed
- the non-accessibility and potential trip hazard of the envisaged tapered steps, notwithstanding the point that these are intended as an aesthetic, rather than functional feature
- accessible lifts being of a sufficient size to accommodate mobility scooters
- tactile / blistered paving being restricted to pedestrian crossings

#### **Internal:**

- possibility of a second Changing Places toilet in the police station.

### **Other points**

Other issues of concern, but which either may not have been (where my memory and / or notes fail me) or were definitely not raised on the day, include the following:

#### **External:**

- distance of relocated bus stop to east of development in view of hostile vehicle mitigation (HVM) should not extend walking distance so as to preclude access for those with mobility impairments

- ensuring sufficient width between bollards and planters at pedestrian access points to enable use of mobility scooters and adapted bicycles and to facilitate easy wheelchair access, without the need to be very accurate in navigating between obstructions
- making more obvious / easy to identify accessible parking bays (in terms of logo on tarmac and demarcation edging)
- making sure that any access gates on scissor / platform lifts open automatically / controls are easy to locate, reach and operate
- provision of some extra wide cycle parking spaces for adapted bicycles, given that none are visible on the plans
- limiting use of tactile paving to only where necessary in order not to restrict accessibility for people with proprioceptive, as well as general mobility impairment
- use specific guided rather than tactile paving to navigate people around bicycle parking spaces, so as to maximise accessibility for those with mobility and / or proprioceptive impairments

Internal / External:

- all accessible lifts feature controls which are easy to locate, reach and operate

Internal:

- increasing the number of accessible entrances into the court building
- consider providing a safe wheelchair refuge on the ground floor of the court, police and commercial buildings (beyond legal requirements) and in Salisbury Court in the event of designated escape routes being blocked
- could the number of ramps on the first and third floors of the court building be reduced without contravening the regulations concerning the location of judges on raised podia and without compromising accessibility to the crown court hearing rooms, given that it could be quite exhausting for a wheelchair user to navigate so many ramps on a regular basis?

If the team responsible for designing the Salisbury Square development were to be able to take on board the above comments, including those which were not made at the time of the consultation meeting on 31 March, I would be extremely grateful.

I am also attaching this email as a Word document for ease of reference.

Many thanks,

Amanda

Amanda Jacobs  
Chair, City of London Access Group (CoLAG)

-----Original Message-----

From: Mahon, Christopher [REDACTED]

Sent: 20 April 2021 14:46

To: Stokley, Gemma [REDACTED]

Subject: Demolitions on Fleet Street

Hi Gemma,

I do not know if you are the appropriate person to contact but I just saw the plans to demolish some of the wonderful heritage buildings on Fleet Street, that I gather is due to be decided on Thursday.

Please, as a worker in the area, can I register my objection to destroy the fabric of a world famous street. Imagine trying to do this in Paris or Prague? It is a scandal that the City of London is even thinking about demolishing some of these frontages. Surely with a bit of imagination you would be able to at least retain the exteriors.

May I ask you to kindly record my strong objection and ask for City of London to reconsider their application.

Thank you,  
Christopher.

**To:** [Stokley, Gemma](#); [Evans, Catherine](#)

**From:** [REDACTED]

**Subject:** Demolitions on Fleet Street

**Date:** 20 April 2021 17:49:15

Hi Gemma and Catherine,

I have seen the plans to demolish some of the historic and culturally rich buildings on Fleet Street.

This feels incredibly short sighted and I would like to register a strong objection to the plans. With abit more innovation and effort a solution that gives you what you need but retains at least the exterior must be possible - look at the fabulous recent example at park crescent regents park. Please turn this into a positive rather than a loss and reconsider this application.

Kind regards,

Claire Mahon

Aviva: Public

Aviva plc, registered Office: St. Helen's, 1 Undershaft, London EC3P 3DQ. Registered in England No.

02468686. [https://gbr01.safelinks.protection.outlook.com/?](https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.aviva.com%2F&data=04%7C01%7C%7Ce3c9f2a52604432f899408d9041c3ac2%7C9fe658cdb3cd405685193222ffa96be8%7C1%7C0%7C637545341548614351%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IklhaWwiLCJXVCI6Mn0%3D%7C1000&sdata=HwgSUKN%2FOa4h%2BQPgxe9QBVD2GnBRTSAt7ryKqrD7g3I%3D&reserved=0)

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**Chief Planning Officer and Development Director  
Department of the Built Environment  
City of London  
PO Box 270,  
Guildhall,  
London EC2P 2EJ**

20 April 2021

**FAO Catherine Evans**

Dear Sirs,

**Applications 20/00997/FULEIA, 20/00996/LBC and 20/00998/LBC  
The Salisbury Square Development, London, EC4**

We write with reference to the above site and to the above application which are being considered by the Special Sub Committee of the Planning and Transportation Committee at its meeting on Thursday, 22nd April, 2021. We are writing on behalf of our clients, the owners of 8 Salisbury Square which adjoins the application site.

We previously wrote letters expressing concern at the impacts of the scheme upon our client's property. These related to closing off Primrose Hill, compelling the use of shared servicing facilities, reducing the accessibility of the property, and the position of building lines to the south west corner of Salisbury Square and Primrose Hill which reduced the development potential of our client's site.

The applicants have produced revisions to the scheme which we have been shown and which have been discussed with us. These revisions address our client's principal concerns and providing they are not diluted or removed by subsequent applications, are constructed on site, form part of the finished scheme and are subject to an agreed management process, then our client is able to support the application in its revised form.

I would be grateful if you could draw this letter to the attention of the Sub-Committee so it may form part of their consideration of the application. In the meantime, should you have any queries or would like to discuss matters further, please do not hesitate to contact

Yours sincerely,



**Greg Dowden  
Planning Director**

**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** 20/00997/FULEIA - The Salisbury Square Development  
**Date:** 20 April 2021 23:11:42

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Dear Ms Evans

I wish to write in support of this development.

I am Chairman of the Temple Bar Trust, Curator-in-Chief of New London Architecture, Chairman of the London Society, an Hon Fellow of the RIBA, an Academician of the Academy of Urbanism and Fellow of the Royal Society of Arts. I was a member of the previous Mayor of London's Design Advisory Group and I am one of the current Mayor's Design Advocates. I am a Past Master of the Worshipful Company of Chartered Architects.

Since Temple Bar was once a key Fleet Street landmark I feel it is appropriate for me to suggest that this project reflects the best of the tradition of development of the City of London where high quality new architecture respects historic form and character while delivering buildings suited to their time.

Fleet Street has been a sad place since the newspapers left. Occupiers turned their back on this important civic thoroughfare. The Law Courts Building will create a civic presence on Fleet Street and will give the area a much needed sense of purpose. Its hinterland will be further activated by the rest of the development with its characteristic, pedestrianised streets and open space. That this centre for justice is located close to the Temple, where there have been lawyers for 700 years, has great resonance.

Eric Parry's increasingly varied portfolio of work in the City of London is well deserved. He exhibits an uncanny understanding of the genius loci, his buildings are of their time but also have a timeless quality. I believe these new buildings will enhance the distinctive character of the area and I trust the Committee will concur.

Yours sincerely

Peter Murray

## **TO WHOM IT MAY CONCERN**

21 April 2021

**Ref: Planning Application: 20/00997/FULEIA - The Salisbury Square Development**

I am writing in support of the proposals submitted to the City of London for the redevelopment of the Salisbury Square site which has been designed by Eric Parry Architects.

I am a Professor of Urban Studies at the London School of Economics and Political Science (LSE) and have been an adviser on architecture and urbanism to the Mayor of London and other public and private organisations internationally.

The LSE is very close to the Salisbury Square development site and I am extremely familiar with the area. In particular, I have studied the urban character of the wider neighbourhood and regularly take graduate students to visit the network of spaces from Whitefriars Street through Hanging Sword Alley to Salisbury Square and Salisbury Court as an example of extremely low quality of public space in this part of the City of London.

The experience of these labyrinthine, blank, soulless spaces with no relationship between buildings and open spaces stand out as the negative examples of post-war development. Despite the presence of some historic structures, the immediate environs of Fleetbank House are unfriendly and aggressive despite their location in the midst of some of the finest pieces of urbanism anywhere in London – from the rich texture of Middle Temple to the intimate scale of the spaces around St Bride’s Church.

The proposed redevelopment is a carefully judged and sophisticated design that will transform the area for the better. It will create a legible, permeable and familiar pattern of pedestrian routes that connect with the surroundings. It will completely change the relationship between the new buildings and their immediate open spaces, re-establishing the traditional interface between building occupiers and the public realm which is such a distinctive quality of the City of London.

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and Political Science  
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London  
WC2A 2AE  
United Kingdom

LSE Cities

**Professor Ricky Burdett**  
Professor of Urban Studies  
Director, LSE Cities

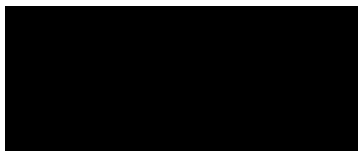


The co-location of the Courts with the City of London Police headquarters makes intelligent use of the site's natural contours without impacting negatively of the ground floor. In fact, the new uses will open up Fleet Street, Salisbury Square and surrounding streets to a new (and much-needed) dynamic that will enliven and animate the urban experience at different times of day. It will give this part of Fleet Street a civic purpose since its demise as London's press and media hub.

Importantly, the design by Eric Parry Architects has maintained the appropriate scale and texture by breaking down the scheme into three distinct buildings – each with their own architectural expression - linked by public open spaces, rather than one monolithic groundscraper. As a result Salisbury Square returns to being a proper urban square, with clear access routes through and across it and strong relationship to its building entrances. The retention of the only listed building on the site as a public house reflects the architectural sensitivity of the design approach.

Having studied the proposals in depth, I am convinced that Eric Parry Architects have responded in imaginative, pragmatic and urbanistically sensitive way to the complex development brief. They have made the most of a complicated site with enormous potential. As in other projects in the City of London and across the capital, they have crafted a design approach that is intelligent and robust. This approach is to be welcomed and encouraged in the City of London.

Yours sincerely



Ricky Burdett CBE  
Professor of Urban Studies  
Director, LSE Cities  
London School of Economics and Political Science

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Ref Planning Application: 20/00997/FULEIA - The Salisbury Square Development.  
**Date:** 21 April 2021 11:15:48

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**From:** President [REDACTED]  
**Sent:** 21 April 2021 11:13  
**To:** Evans, Catherine [REDACTED]  
**Cc:** Richards, Gwyn [REDACTED]  
**Subject:** Ref Planning Application: 20/00997/FULEIA - The Salisbury Square Development.

Dear Ms Evans,

I am writing in support of the proposed development for Salisbury Square, the public art benefit and civic design. Fleet Street is a major artery and it is particularly important that the design for this façade of the building includes a significant public art commission on two levels. The artwork will work sensitively with the scale of the building and the proposed materials to preserve the city character while developing a building for the future.

With my kind regards,

Rebecca Salter PRA

**Rebecca Salter**  
President

Royal Academy of Arts

[REDACTED]

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**From:** [PlnComments@cityoflondon.gov.uk](mailto:PlnComments@cityoflondon.gov.uk)  
**To:** [PLN - Comments](#)  
**Subject:** Comments for Planning Application 20/00997/FULEIA  
**Date:** 21 April 2021 14:00:00

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

Comments were submitted at 1:59 PM on 21 Apr 2021 from Mrs Anna Hart.

## Application Summary

**Address:** Land Bounded By Fleet Street, Salisbury Court, Salisbury Square, Primrose Hill & Whitefriars Street, London, EC4Y

**Proposal:** a) Demolition of existing buildings, comprising 69-71 Fleet Street, 72-78 Fleet Street (Chronicle House), 80-81 Fleet Street, 8 Salisbury Court, 1 Salisbury Square, 35 Whitefriars Street (Hack and Hop public house), 36-38 Whitefriars Street, and 2-6 Salisbury Square (Fleetbank House); b) Part demolition of 2-7 Salisbury Court (Grade II) and carrying out of works including remodelling at roof level, formation of new facade to south elevation, part new facade to west elevation and new core and part new floors. Part replacement fenestration, new plant and other works associated with change of use to drinking establishment with expanded food provision (sui generis); c) Erection of three new buildings: 1). A combined court building (Class F1), 2). A police headquarters building (sui generis), and 3). A commercial building including offices, retail and cycle hub (Class E); d) Creation of shared basement for emergency response vehicles, parking, mechanical, electrical and plumbing (MEP), and ancillary functions associated with the three new buildings, with ingress and egress from Whitefriars Street; e) Public realm and highway works, including enlarged Salisbury Square, landscaping, access and servicing arrangements, new pedestrian routes, hostile vehicle mitigation (HVM) measures, and bicycle and vehicle parking; f) Dismantling, relocation and reconstruction of Grade II listed Waithman obelisk within Salisbury Square; g) Other associated and ancillary works and structures.  
This application has been submitted alongside two applications for listed building consent (20/00996/LBC and 20/00998/LBC). (Full Proposal can be viewed here: [https://www.planning2.cityoflondon.gov.uk/online-applications/files/D884AE456F4EE5B5985AB871870383F3/pdf/20\\_00997\\_FULEIA-FULL\\_APPLICATION\\_PROPOSAL-494132.pdf](https://www.planning2.cityoflondon.gov.uk/online-applications/files/D884AE456F4EE5B5985AB871870383F3/pdf/20_00997_FULEIA-FULL_APPLICATION_PROPOSAL-494132.pdf))

**Case Officer:** Catherine Evans

[Click for further information](#)

## Customer Details

**Name:** Mrs Anna Hart

**Email:** [REDACTED]

**Address:** 7-9 Northgate Buildings BATH

## Comments Details

**Commenter Type:** Other

**Stance:** Customer objects to the Planning Application

**Reasons for comment:** - Other

**Comments:** Please note: The views expressed in this response reflect those of the author and are written on behalf of the Art Deco Society UK. They in no way represent the views of any other

organisations that might be associated with the author, either present or past.

Having considered the impact of the application in question, the Art Deco Society UK (ADSUK) wish to object to the proposal for the following reasons.

The bar for national listing, or designation, is high; not least for twentieth century buildings and structures. The decision by the Secretary of State to issue Certificate's of Immunity in respect of several of the buildings identified as part of this application, must not be seen as a green light for their demolition. The buildings in question are considered to be non-designated heritage assets, which possess historic and architectural merit in their own right, have significant embodied energy as well as making an important and positive contribution to the prevailing character and appearance of the Fleet Street Conservation Area, and wider setting of the Whitefriars Conservation Area.

On the subject of the impact of the proposals on the significance of these locally important non-designated heritage assets, the applicant's own heritage statement is clear.

We are told that the proposal would have a major adverse, permanent impact on the non-designated heritage assets identified and that the resulting impact on the Fleet Street Conservation Area would be 'Permanent (significant) moderate-adverse'.

The resulting harm cannot be mitigated. There is scope here to identify an alternative solution which retains the existing locally important buildings and integrates them into a creative and sustainable scheme, which respects and enhances the character of the Conservation Area. In its current form, the proposal misses this opportunity and should be resisted in the interest of preserving the historic environment for this and future generations and sustainability.