



Planning and Transportation Committee

Date: TUESDAY, 1 NOVEMBER 2022

Time: 10.30 am

Venue: LIVERY HALL - GUILDHALL

Members:

Deputy Shravan Joshi (Chairman)	Alderman Ian David Luder
Deputy Alastair Moss (Deputy Chairman)	Antony Manchester
Deputy Randall Anderson	Alderman Bronek Masojada
Brendan Barns	Andrew Mayer
Emily Benn	Deputy Brian Mooney
Ian Bishop-Laggett	Deborah Oliver
Deputy Keith Bottomley	Deputy Graham Packham
Deputy Michael Cassidy	Judith Pleasance
John Edwards	Deputy Henry Pollard
Anthony David Fitzpatrick	Ian Seaton
Deputy John Fletcher	Alethea Silk
Deputy Marianne Fredericks	Luis Felipe Tilleria
Martha Grekos	Shailendra Umradia
Jaspreet Hodgson	William Upton KC
Alderman and Sheriff Alastair King DL	Alderman Sir David Wootton
Deputy Edward Lord	Amy Horscroft
Deputy Natasha Maria Cabrera Lloyd-Owen	

Lunch will be served in Guildhall Club at 1PM

**John Barradell
Town Clerk and Chief Executive**

SUPPLEMENTARY AGENDA

4. **CRIPPLEGATE HOUSE 1 GOLDEN LANE LONDON EC1Y 0RR**
Report of the Planning & Development Director.

For Decision
(Pages 3 - 26)

Committee:	Date:
Planning and Transportation	1 st November 2022
Subject: Addendum Report no.1 for Agenda item 4. Cripplegate House 1 Golden Lane London EC1Y 0RR	Public

Stopping Up

A revised ground floor plan has been submitted (drawing ref: GLD-HBA-XX-00-DR-A-080150 RevP03) to rationalise the columns on the Brackley Street frontage which would reduce the requirement for stopping up on this footway and therefore maintain the width of the public highway which is welcomed.

A revised stopping up plan has been submitted (drawing ref: GLD-HBA-ZZ-00-SK-A-405541 RevP02) which identifies the areas of publicly maintained highway which will still require stopping up. These areas are considered acceptable and would not unduly impact upon pedestrian movement or safety. The applicant has confirmed that a total area of 5.096m would be proposed to be stopped up (predominantly on Cripplegate Street), and 10.571m is proposed to be dedicated as public highway. As such, Officers consider the net gain of public highway of 5.475 sq m to be a welcome benefit.

Amendments to Condition 39

As with the existing building, the proposed alterations include an element of oversailing of the public highway and an additional bullet point is therefore proposed to Condition 39 requiring the submission and approval of details of the ground floor façade to demonstrate that any oversailing is at an acceptable height above the highway.

The following addition (in bold) to condition 39 is proposed and would be revised as such:

Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

(y) details of the ground floor façade to demonstrate that any oversailing of the public highway is at an acceptable height.

Sustainability

The proposed development has been assessed against Part L TER by modelling the building as a whole. The updated London Plan Guidance requires that for building which comprises an extension to the existing building of this size a separated assessment looking at the refurbished building and the proposed new build extension is modelled separately. In this instance the modelling of the whole building that has been carried out is very robust in setting the Development a higher requirement than if the two elements were considered separately, therefore, officers are content that the assessment is acceptable in this instance, subject to the inclusion of a condition to ensure both elements of the building are modelled for monitoring and reporting.

A pre-commencement condition requiring calculations separately for both the refurbishment of the existing building and the new extension is proposed below for inclusion if planning permission were to be granted.

Proposed additional Condition 47

Prior to the commencement of development an updated Energy Assessment shall be submitted. The updated Energy Assessment shall model the existing refurbished building and the new build extension separately to ensure that both would pass the requirements of the London Plan and Guidance independently.

Reason: To ensure that the building would achieve a better than Part L requirement and accord with the London Plan and its associated guidance.

The Greater London Authority (GLA) Embodied Carbon standard benchmark figures need to be updated within the table at paragraph 255 to reflect the updated figures adopted by guidance published by the GLA in 2022.

The updated table:

255. Embodied carbon emissions at planning application stage:

Scope	Proposed Redevelopment	Benchmark	Benchmark Source
RICS Components	kgCO2/m2	kgCO2/m2	
A1-A5	291	950	GLA Standard
		600	GLA Aspirational
		600	LETI 2020 Design
		350	LETI 2030 Design
A-C (excluding B6-B7)	660	1400	GLA Standard
		1400	RIBA Business as Usual
		1180	RIBA 2021 Good
		970	RIBA 2025
		970	GLA Aspirational
		750	RIBA 2030
A-C (including B6-B7)	1,648		

This does not materially affect the consideration of the scheme as it falls below these benchmark figures still.

Uses

The proposal seeks a flexible use at the ground floor north-eastern corner between office use and café use, both of which fall within Use Class E, therefore Condition 41 is not required to allow flexibility of the use within Class E.

Fact Sheet

The accompanying fact sheet at the start of the committee report has also been updated to reflect the updated figures set out within the committee report. The updated version is appended to this addendum report and the changes concern rows 12, 13 and 14 to align with the final figures in the Officers committee report.

Additional Documents:

Ground Floor Plan – GLD-HBA-XX-00-DR-A-080150 RevP03

Updated Stopping Up Plan - GLD-HBA-ZZ-00-SK-A-405541 RevP02

Updated Fact Sheet

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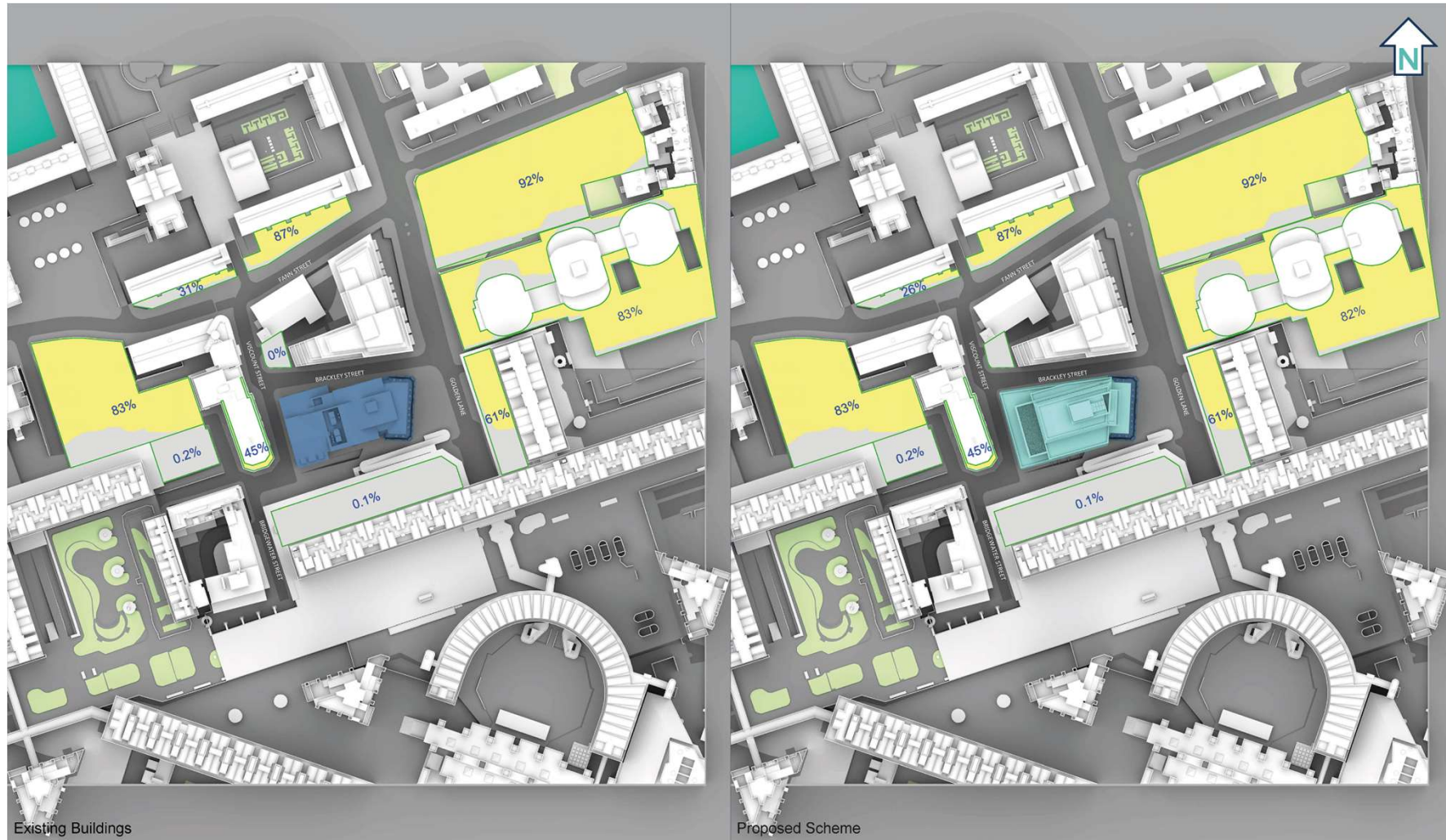
1 Golden Lane, EC1Y 0RR
Planning & Transportation Committee
Supplementary Drawing Pack
01.11.2022

1 Golden Lane

Address	Total No. of Windows	Fully VSC Compliant?	Total No. of Rooms	Fully NSL Compliant?	Fully APSH Compliant?
Tudor Rose Court	39	Yes	22	Yes	Yes
Ben Jonson House	181	Yes	181	Yes	Yes
Breton House	60	Yes	54	Yes	Yes
The Prior Weston Primary School	17	Yes	7	1 Isolated anomaly due to overhang	Yes
The Welsh Presbyterian Church	206	3 Isolated anomalies due to overhangs	36	Yes	Yes
Chubbert Harrowing House	76	4 Isolated anomalies due to overhangs	49	3 Isolated anomalies due to overhangs	Yes
Bowater House	116	7 Isolated anomalies due to overhangs	76	Yes	Yes
The Cobalt Building	149	7 Minor Adverse	106	Bedrooms less important, 3 LKDs Minor Adverse	Yes
The Denizen	145	30 Minor Adverse, 13 Moderate Adverse	61	Bedrooms less important, 1 LKD Moderate Adverse	All but 2
Total	989		592		

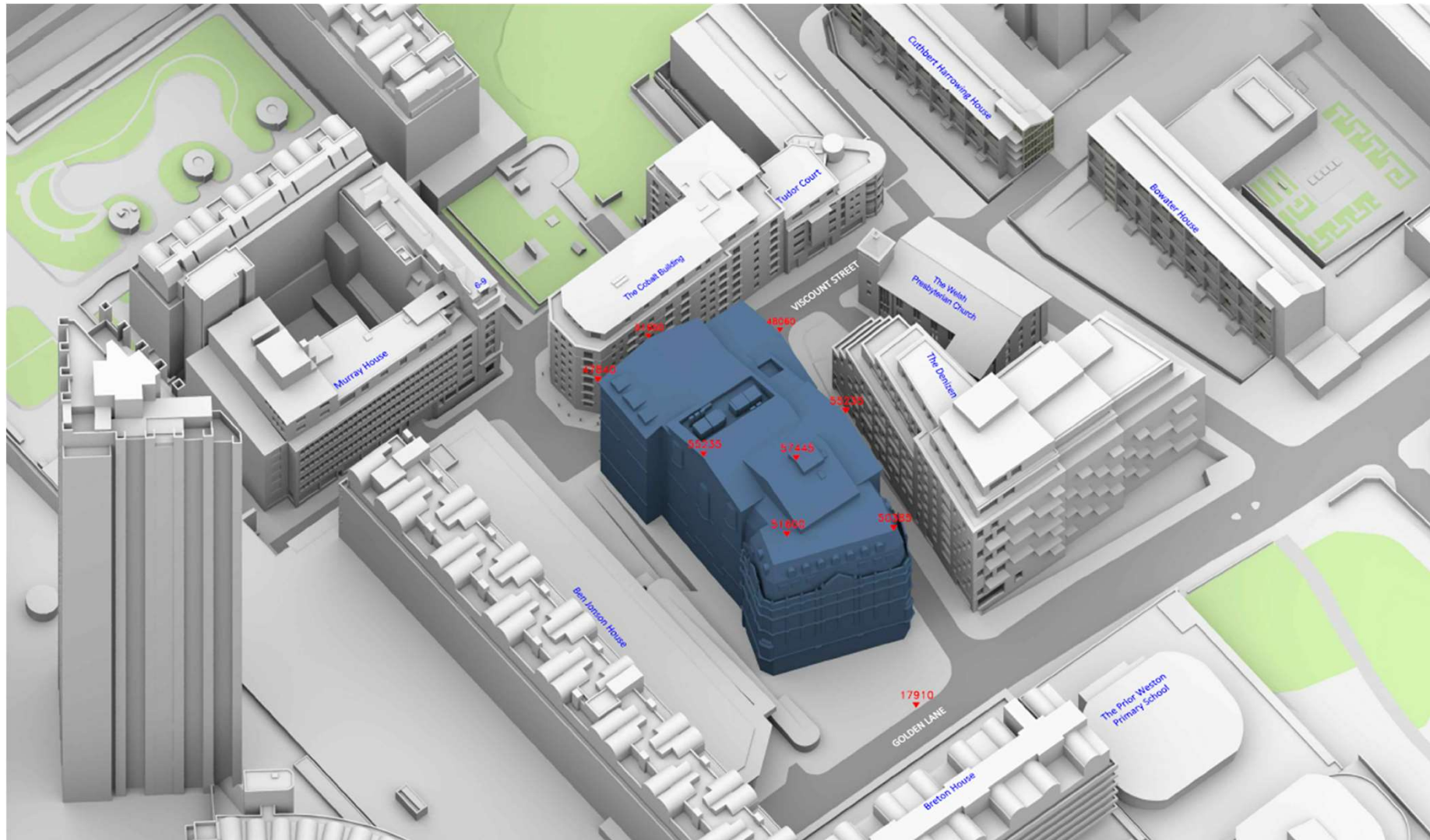
1 Golden Lane

Page 9



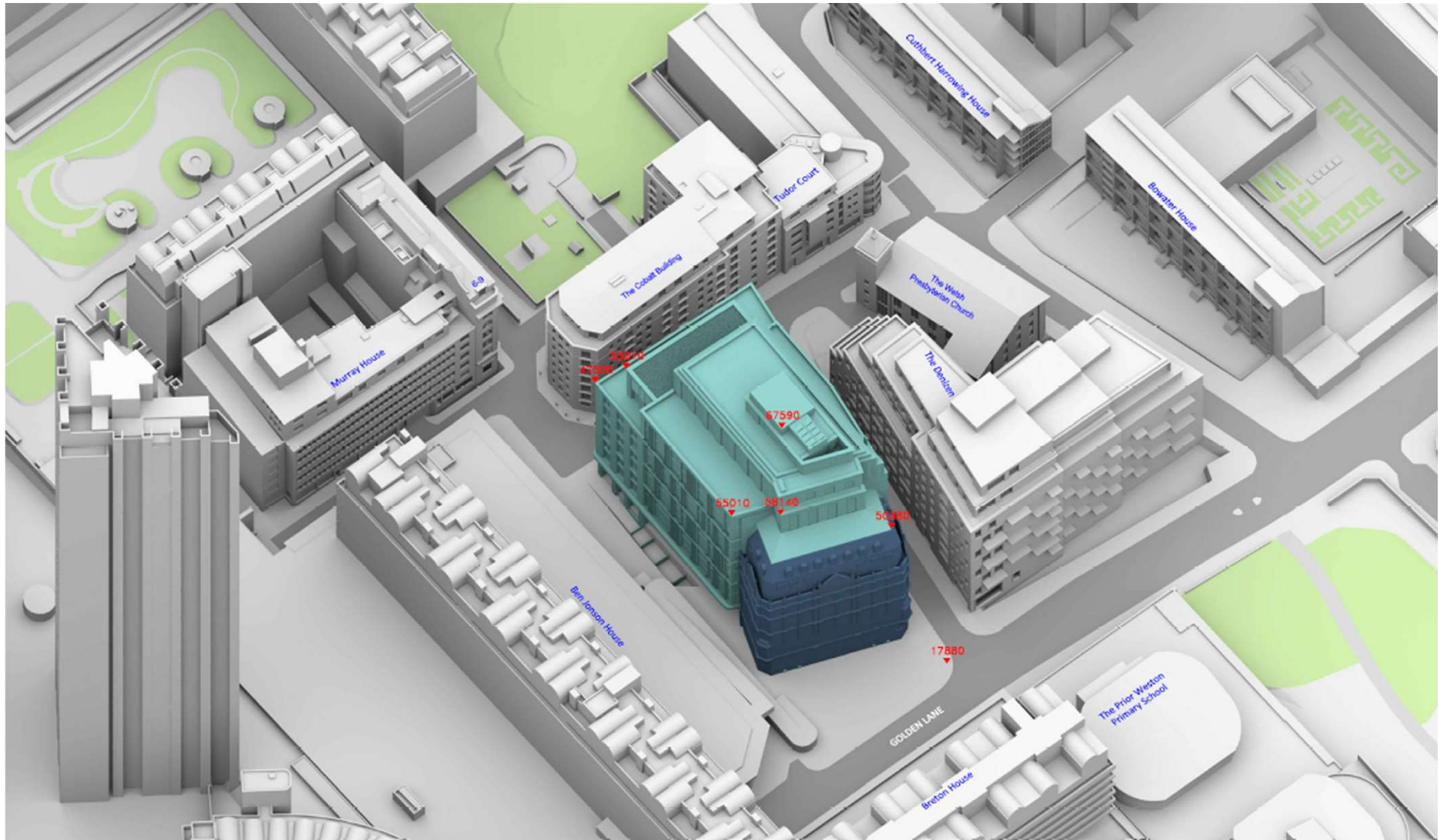
BRE 2hr Overshadowing Assessment – March 21st

1 Golden Lane



Existing AOD's

1 Golden Lane

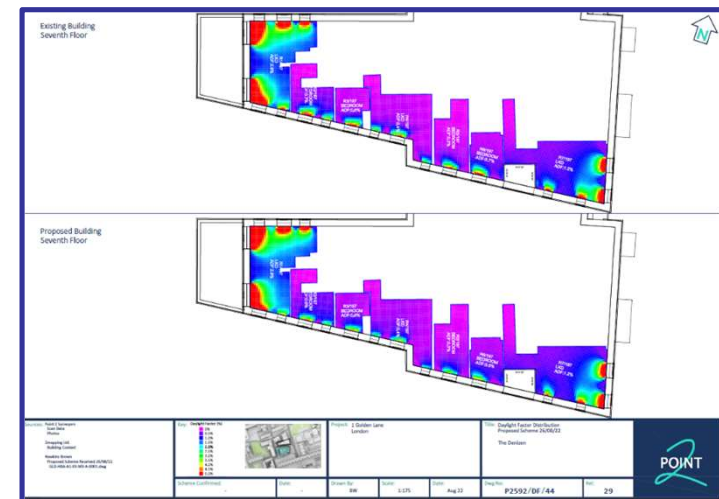
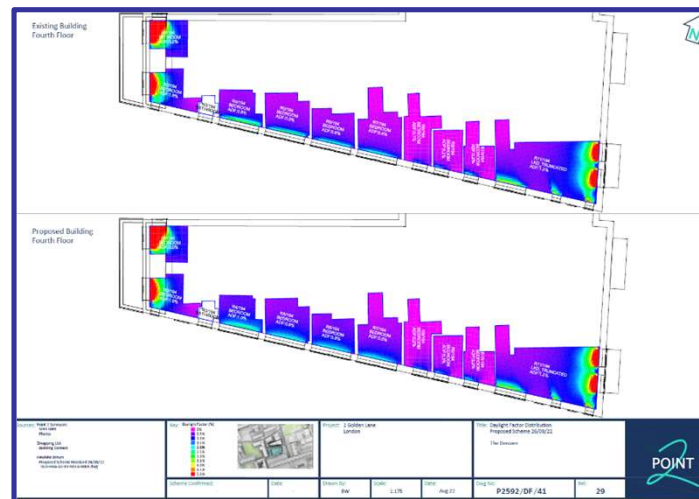
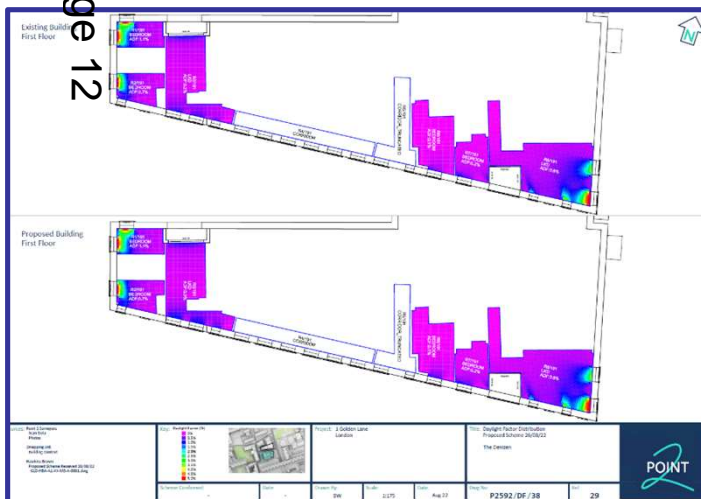


Proposed AOD's

1 Golden Lane



Figure 06: The Denizen – Proportional changes in VSC



BRE Assessment – The Denizen

1 Golden Lane



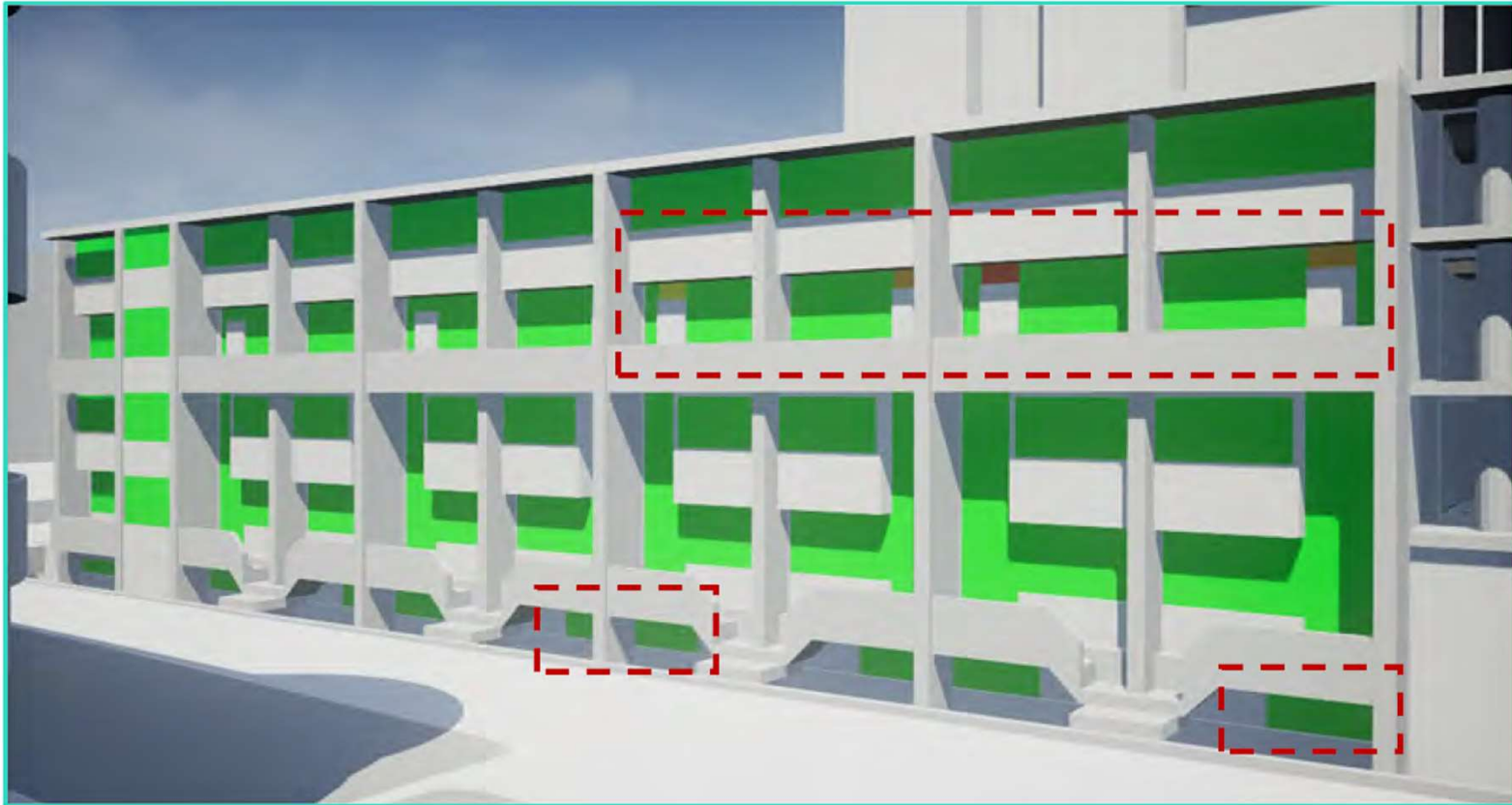
Bowater House - Proportional changes in VSC

1 Golden Lane

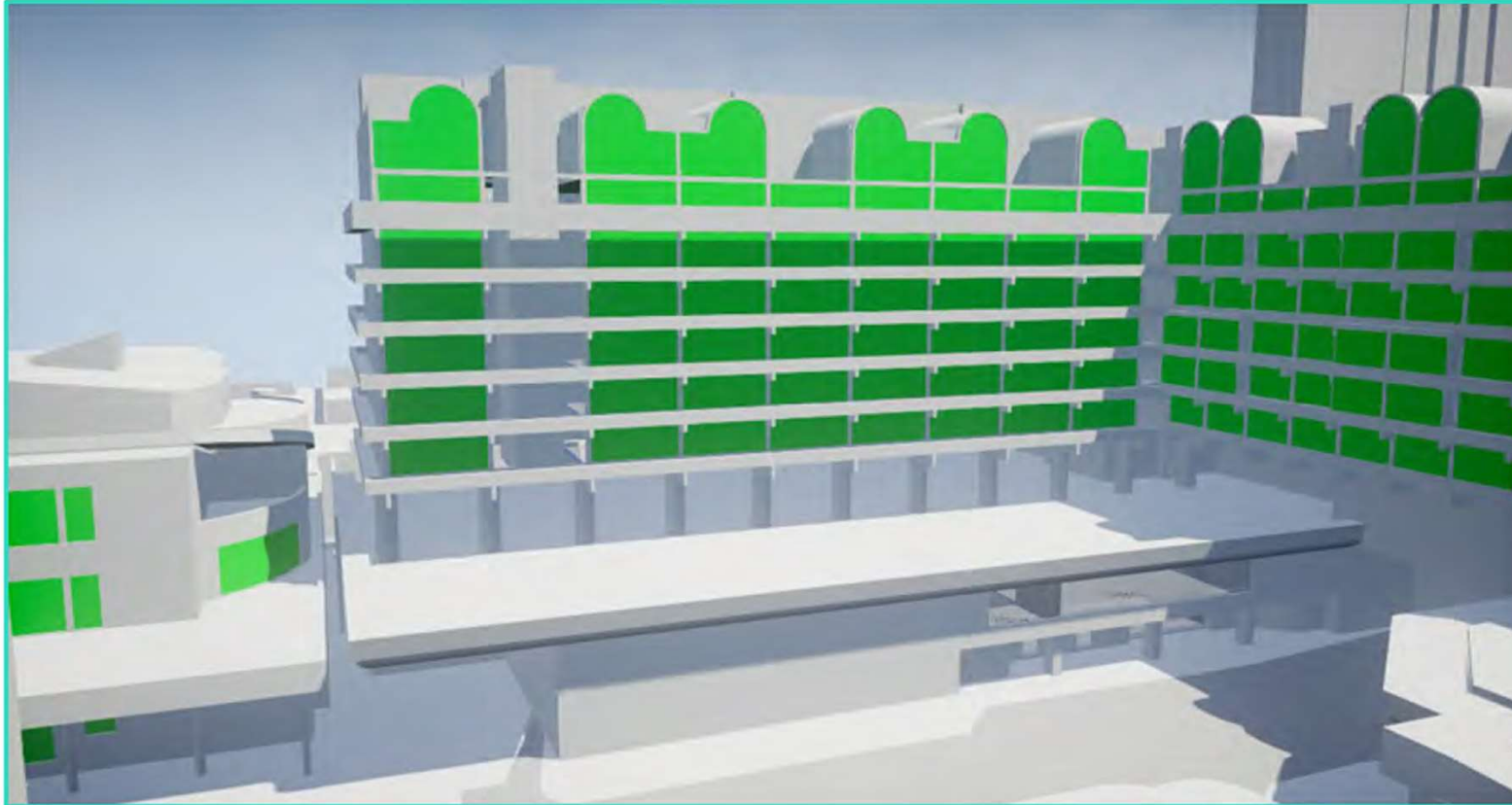


The Cobalt Building - Proportional changes in VSC

1 Golden Lane

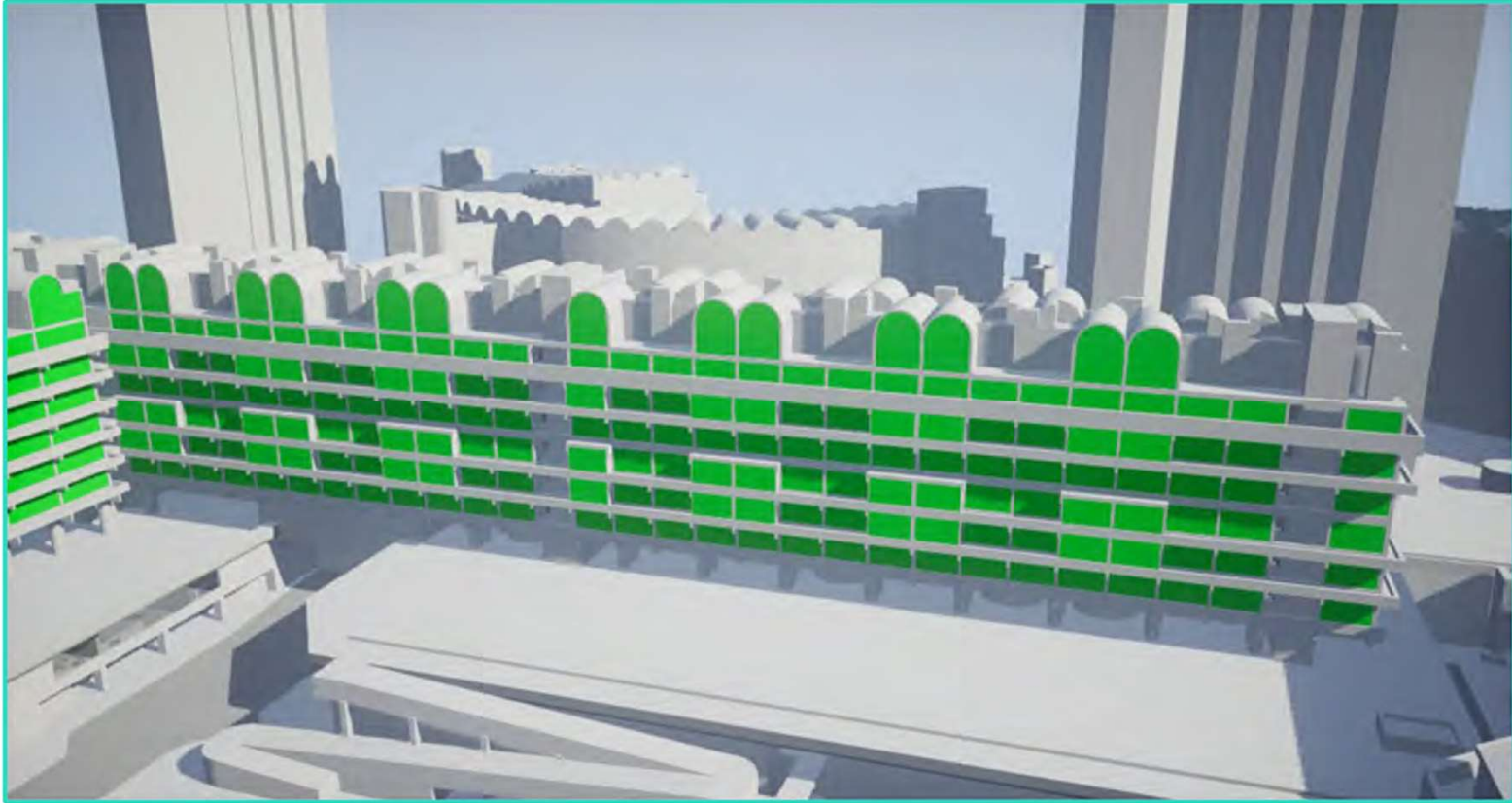


1 Golden Lane

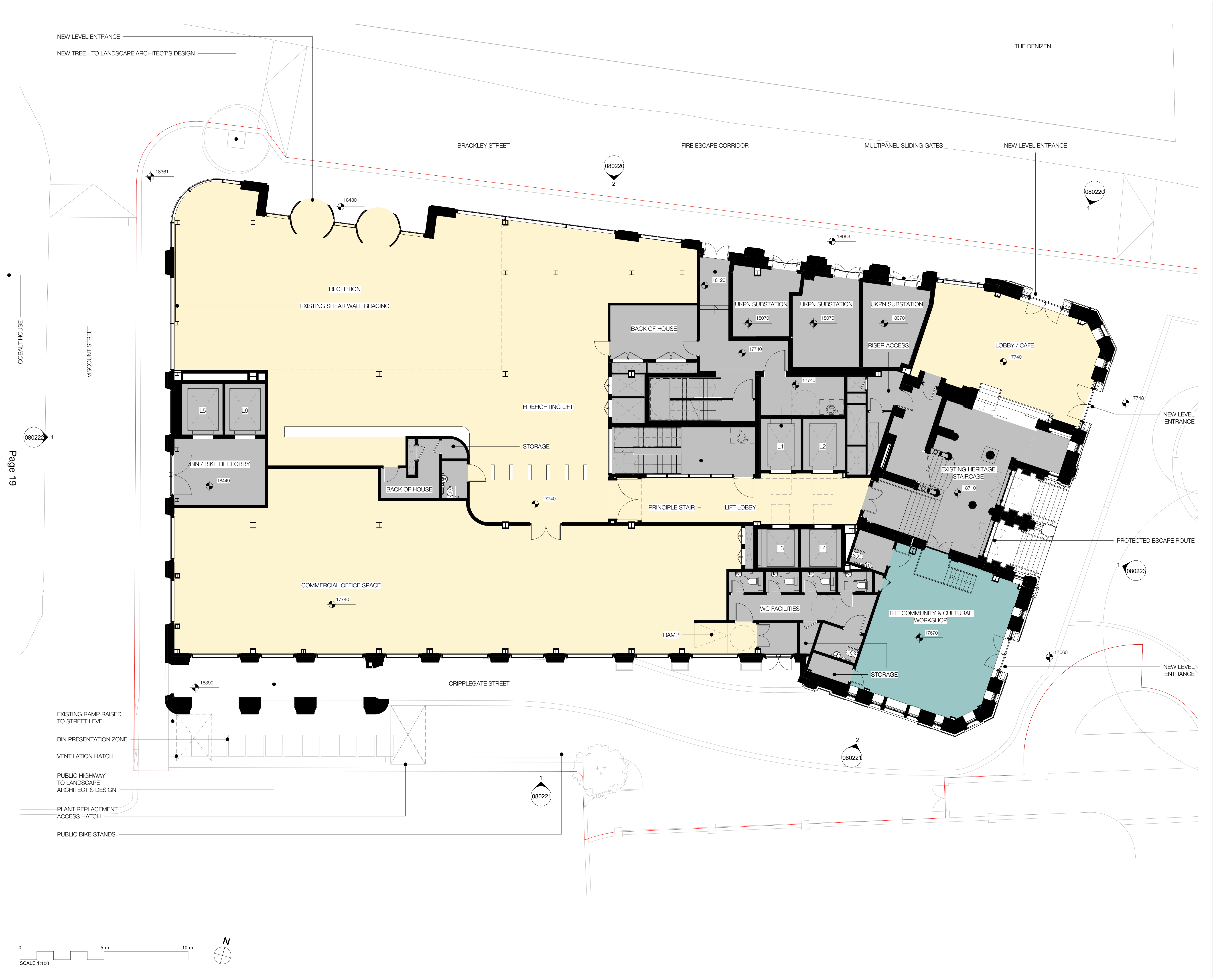


Breton House - Proportional changes in VSC

1 Golden Lane

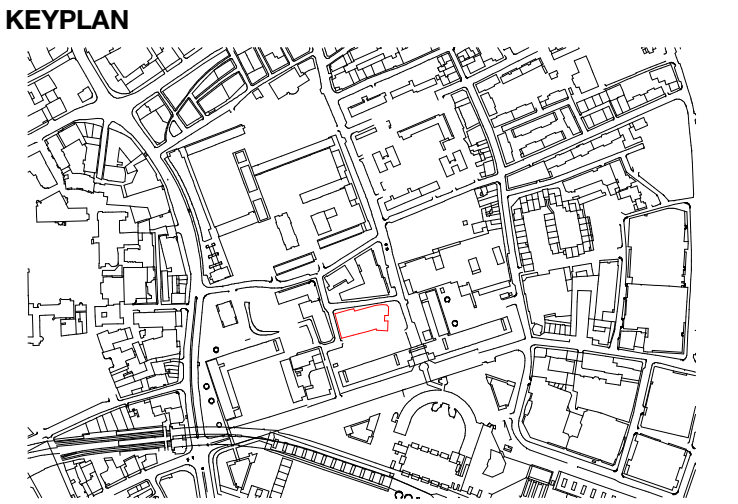






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NOTES

This drawing is based on the following survey and record drawings:

Point 2 Site Elevations & Topographic Survey
Michael Gallie 3D Point Cloud Post Strip-out Survey

Hawkins\Brown is unable to verify the accuracy of these drawings, so this information should be considered illustrative only. Do not scale off this drawing.

Accommodation Key		
	Commercial Space	
	Ancillary Space	
	Community Space	
	Application Boundary Line	

Rev	Description	Date
P03	Amendments to Brackley St facade	25.10.22
P02	Planning Addendum	02.09.22
P01	Planning Submission	04.03.22

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London EC1V 4QJ

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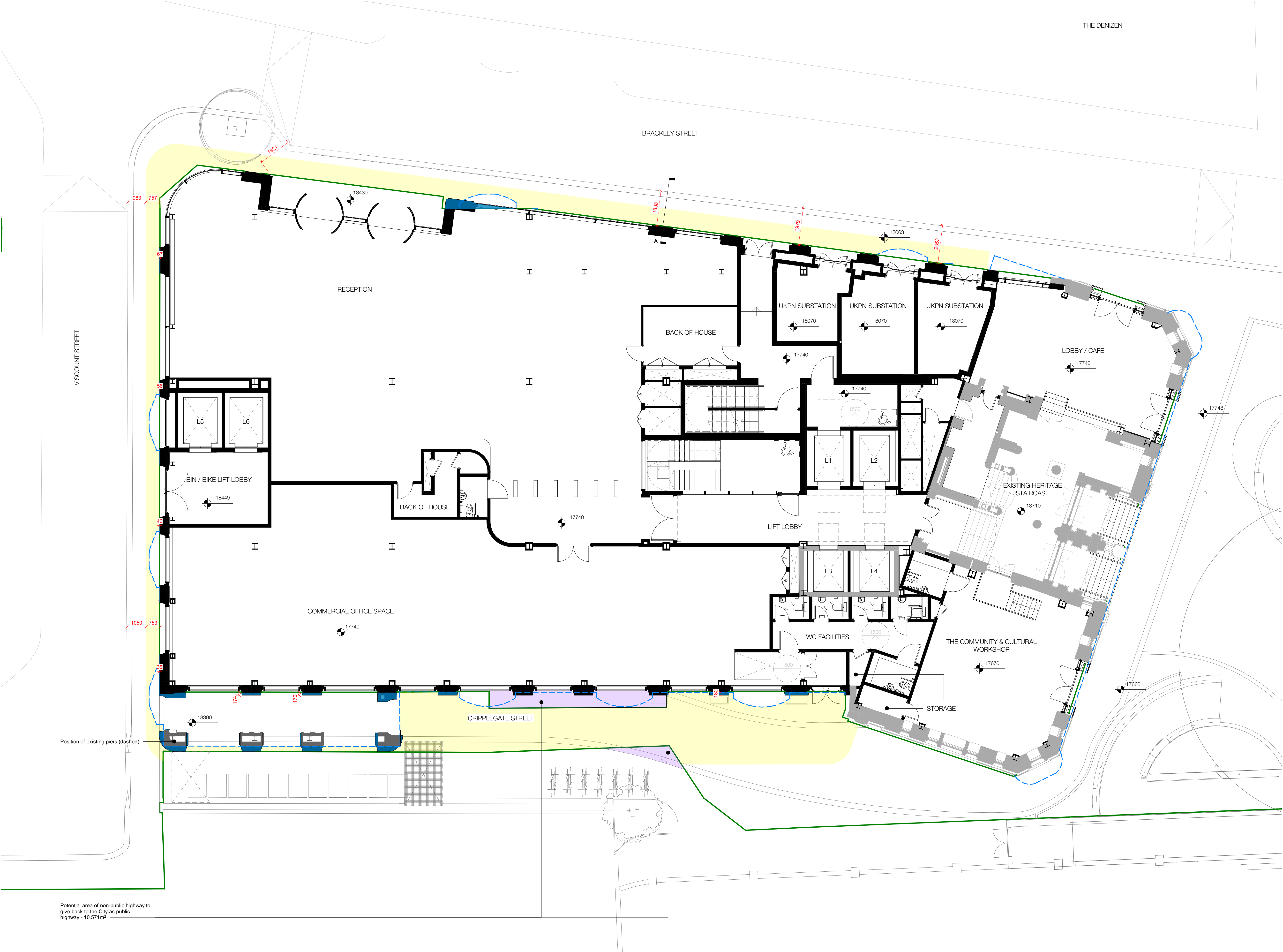
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Project
1 Golden Lane
1 Golden Ln, Barbican, London
EC1Y 0RR

Drawing
Proposed - Ground Floor Plan

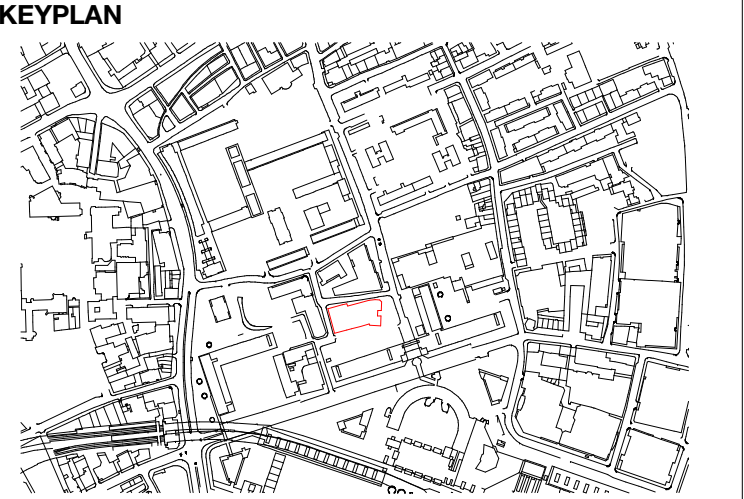
Scale @ A1 1 : 100		Date 25/10/22	
Drawn By HBA		Checked By BBG	
Job Number 210211	Status S2	Purpose of Issue For Approval	
Drawing No. GLD-HBA-XX-00-DR-A-080150			Rev P03

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- NOTES
- Existing Highway Boundary
 - Extent of Existing Oversailing of Public Highway
 - Extent of New Oversailing Required
 - Stopping Up
 - New Highway to be Adopted

Stopping Up Area - m²

North	1.202m ²
West	0.689m ²
South	3.205m ²
Total	5.096m ²

New Adopted Highway Area - m²

Total	10.571m ²
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P02	Amendments to Brackley St facade	25.10.22
P01	Oversailing & Stopping Up Issue	20.10.22
Rev	Description	Date

159 St John Street
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Project
1 Golden Lane
1 Golden Ln, Barbican, London
EC1Y 0RR

Drawing
Stopping Up & Oversailing Scope
with CoL Highway Boundary

Scale @ A1 1 : 100		Date 20/10/22
Drawn By HBA		Checked By BBG
Job Number 210211	Status S2	Purpose of Issue For Information
Drawing No. GLD-HBA-ZZ-00-SK-A-405541		Rev P02

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TOPIC	INFORMATION			
1. SITE PHOTOS VISUALS			 <p><i>* a proposed CGI</i></p>	
2. HEIGHT	EXISTING		PROPOSED	
	54.830m AOD		67.300m AOD	
3. FLOORSPACE/ GIA (SQM)	USES		EXISTING	PROPOSED
	Class E (g) (i) Office		13,067sqm	15,471sqm
	Sui Generis Local Community / Cultural		0sqm	71sqm
	TOTAL		13,067sqm	15,542sqm
			TOTAL UPLIFT:	18.3%
4. EMPLOY- MENT NUMBERS	EXISTING		PROPOSED	
	<ul style="list-style-type: none"> 0 (hypothetical approx. 790FTE) 		<ul style="list-style-type: none"> Approx. 1,150FTE 	
5. VEHICLE/ CYCLE PARKING	EXISTING		PROPOSED	
	Car parking spaces	3	Car parking spaces	0
	Accessible car parking	0	Accessible car parking	0
	Cycle long stay	22	Cycle long stay	233 (222 plus 11 folding bike lockers)
	Cycle short stay	0	Cycle short stay	14
	Lockers	0	Lockers	176
	Showers	0	Showers	23
6. HIGHWAY LOSS / GAIN	5.096m proposed stopping up. 10.571m is proposed to be dedicated as public highway 5.475m net-gain of public highway.			

7. PUBLIC REALM GAIN	<ul style="list-style-type: none">Improvements to Cripplegate StreetImprovements to 1 Golden LaneFootway improvements to Brackley Street / Viscount Street.	
8. STREET TREES	EXISTING	PROPOSED
	2no. existing trees to Golden Lane be retained (Lime Street, Hazel Tree). Both to be subject to routine maintenance.	1no street tree (Silver birch) to be planted.
	1no Category C Elder tree to be removed.	
9. SERVICING VEHICLE TRIPS	EXISTING	PROPOSED
	Estimated 31	Maximum 17 with consolidation
10. VOLUME OF RETAINED FABRIC	<ul style="list-style-type: none">Structure (substructure and superstructure): 95%Fabric (external envelope inc. walls and roof): 77%Internal assemblies (all internal materials inc. non-load bearing walls, ceilings etc): 40%.	
11. OPERATIONAL CARBON EMISSION SAVINGS	<ul style="list-style-type: none">45% improvement against Part L 2013 using SAP 10 carbon factors (policy target 35% improvement) – offset to net zero carbon. <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>45%</div></div>	
12. OPERATIONAL CARBON EMISSIONS	<div>257,286 kgCO2e/annum</div> <div>16 kgCO2e/m2/annum</div> <div>986 kgCO2e/m2 over 60 years</div> <div>(Covers Module B6 only. Based on current status of electricity grid)</div>	
13. EMBODIED CARBON EMISSIONS	PROJECT LIFE CYCLE EMISSIONS COMPARED TO GLA BENCHMARKS	
	<div><div><div>WLC Benchmark by stage kgCo2e/sqm GIA</div><div><div></div><div></div><div></div></div><div><div>1500</div><div>1000</div><div>500</div><div>0</div></div><div><div>450</div><div>950</div><div>370</div><div>600</div><div>310</div><div>291</div></div><div><div>WLC benchmark</div><div>Aspirational WLC</div><div>Proposed</div></div><div><div>Modules A1-A5</div><div>Modules B-C (excluding B6 and B7)</div></div></div></div> <div>TOTAL: 10, 283 tonnesCO2eq/60 years</div>	

14. WHOLE LIFE CYCLE CARBON EMISSIONS (kgCo2e/m2 GIA)	<div> <div> 291 306 988 4 </div> <div> Product and construc- tion A1-A5 Use B1-B5 Operational energy and water use B6-B7 End of Life C1-C4 </div> </div> <p>TOTAL: 25,749 tonnesCO2eq/60 years (based on current status of electricity grid)</p>
15. TARGET BREEAM RATING	Policy target Excellent or Outstanding <div> G VG EXC OUT </div>
16. URBAN GREENING FACTOR	<ul style="list-style-type: none"> 0.301 (Policy target 0.3)
17. DAYLIGHT & SUNLIGHT	BRE Compliance to Ben Jonson House and Breton House, minor adverse impacts to properties in Cobalt Building, Tudor Rose Court, Prior Weston Primary School, Cuthbert Harrowing House, Bowater House and Jewin Chapel that are considered negligible overall. Minor adverse impact to daylight to the Denizen but acceptable in context.
18. AIR QUALITY	Air Quality Neutral for building emissions. All-electric building in day-to-day operation.

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