



Planning Applications Sub-Committee

ADDENDUM

Date: TUESDAY, 11 FEBRUARY 2025

Time: 9.00 am

Venue: LIVERY HALL - GUILDHALL

4. **XL HOUSE, 70 GRACECHURCH STREET, LONDON, EC3V 0HR**

Report of the Director of Planning & Development.

For Decision
(Pages 3 - 66)

5. **RIVER FORESHORE ADJACENT TO RIVERBANK HOUSE SWAN LANE EC4R 3BF**

Report of the Director of Planning & Development.

For Decision
(Pages 67 - 72)

This page is intentionally left blank

Addendum to Committee Report: Application No. 24/00825/FULEIA	
Committee	Date
Planning Applications Sub Committee – Agenda Item 4	11 February 2025
Subject: XL House, 70 Gracechurch Street, EC3V 0HR Partial demolition of the existing building, partial infilling of the existing basements and refurbishment and extension of the building comprising basement levels and ground floor plus 32 storeys (149.67m AOD, 132.47m AGL) to provide a mixed use office (Class E(g)) and culture/public viewing gallery (Sui Generis), retail/food and beverage (Class E(a)-(b)) development, with soft and hard landscaping, pedestrian and vehicle access, cycle parking, flexible public realm including street market with associated highway works and other works associated with the development.	Public

1. Additional Representations

Following further discussions with TfL, a further consultation response was received on 27th January 2025.

‘The applicant has agreed a design in principle for Section 278 works on the Transport for London Road Network (TLRN) at the junction of A10 Bishopsgate and Fenchurch Street, along with a backstop clause under which £450,000 may be potentially paid instead to TfL for TfL themselves to implement the TLRN junction improvements, and £100,000 separately to part-fund a new TfL Cycle Hire docking station in Rood Lane. These contributions would be index linked to BCIS inflation, and the applicant has acknowledged in writing that the £450,000 backstop is not a cap on the potential total cost of TLRN works if they proceed under a Section 278 agreement.’

In addition to the above, a further five consultation responses were received as a result of the second round of consultation made on 19 December 2024 after the publication of the main report. These are summarised as follows:

Consultation Response	
Royal Borough of Kensington and Chelsea	No objection.
London Borough of Hackney	No objection.
Surveyor to the Fabric of St Paul’s Cathedral	No further comments – link to previous letter.
Natural England	No further comments.

London City Airport	Further letter suggesting change to wording of condition, which has been reflected in the schedule.
---------------------	---

2. Report amendments (changes/additions in red) and clarifications:

- Summary Paragraph 5 (Page 2): "...connecting into Leadenhall Market, and would **be** open to the public 24 hours a day **subject to security and management arrangements.**"
- Summary Paragraph 7 (Page 2): "The scheme would provide 720sqm of publicly accessible space at combined basement and ground floor levels, and an elevated public space at level 32, consisting of an internal area of **489sq.m** with a **347sq.m** external terrace. **The total combined internal and external publicly accessible space would be 1,556sqm.**
- Recommendation – the application is not referable to the Mayor of London, and as such the recommendation is to be **amended** to read as follows:
 - (1) That the Planning and Development Director be authorised to issue a decision notice granting planning permission for the above proposal in accordance with the details set out in the attached schedule subject to:
 - (a) Planning obligations under Section 106 of the Town and Country Planning Act 1990 and Section 278 of the Highway Act 1980 and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until the relevant agreements have been executed.
 - (2) That your Officers be instructed to negotiate and execute obligations and other agreements in respect of those matters set out under "CIL, Planning Obligations and Related Agreements" including under Section 106 and Section 278.
- Paragraph 33 (Page 20): After "possible – the existing basement level", **insert "2"**.
- Paragraph 118 (Page 60): **Add** new sentence at end of paragraph "**The affordable workspace would be fully self-contained with a separate private entrance from ground level.**"
- Paragraph 149 (Page 67): Delete paragraph 149 (duplicate of paragraph 148).

- Paragraph 162 (Page 68): After "...Figure N of the 2015 Plan." **add** "There would be some very minor overlap of the red line boundary with the Leadenhall Conservation Area at basement level only; this is due to the basement undersailing the pavement in this location. Some basement works are proposed, but no works are proposed above ground level within the conservation area which would have the potential to have a direct impact on its significance, character and appearance."
- Paragraph 199 (Page 77): Delete "terrace" and **replace** with "Street"
- Paragraph 205 (Page 79): Delete ", occupiable"
- Paragraph 208 (Page 79): Insert "The content and management of the digital screen would be controlled by a S106 obligation" at the end of the paragraph.
- Paragraph 210 (Page 79): Delete "Bishopsgate" and **replace** with "Gracechurch Street"
- Paragraph 239 (Page 85): "The scheme would provide 720sqm of publicly accessible space at combined basement and ground floor levels, and an elevated public space at level 32 consisting of an internal area of 489sq.m with a 347sq.m external terrace. The total combined internal and external publicly accessible space would be 1,556sqm."
- Paragraph 246 (Page 87): After "one minute", **insert**, "egress from the public viewing gallery would take place at ground floor level and visitors would leave the building onto Ship Tavern Passage."
- Paragraph 246 (Page 87): **Insert** "capacity to accommodate up to 333 members of the public"
- Paragraph 264 (Page 89): Delete "and there is no need for a booking system for users and would not be closed for private events during those hours" and **replace** with "the details of management and operation of the terrace would be agreed through the section 106 agreement, as set out in paragraph 147, the number of people the space could accommodate at any one time would be carefully managed (and secured via a management plan) to ensure evacuation and safety of all those visiting, with tickets bookable including 35% walk-ups."
- Paragraph 265 (Page 90): Delete "to 1,251sqm"
- Paragraph 277 (Page 92): Delete "Additional works include signaling the Lime Street/Fenchurch Street/Philpot Lane junction, subject to a feasibility

study” and **replace** with “Additional works include alterations to the junction of Lime Street, Fenchurch Street and Philpot Lane Junction, subject to a feasibility study.”

- Paragraph 407, page 115: After “...within a conservation area” **add** “, part of the red line boundary extends into the Leadenhall Conservation Area at basement level only; this is due to the basement undersailing the pavement in this location. Some basement works are proposed, but no works are proposed above ground level within the conservation area which would have the potential to have a direct impact on its significance, character and appearance.”
- Paragraph 544 (Page 115): Clarification that the Changing Places facility is located at LG floor only but would serve the culture/viewing gallery use at LG, Ground, and L32. There is a public toilet at L32. Details of the changing places facility would remain to be secured by condition.
- Paragraph 675 (page 162): “Temporary mitigation measures have been identified which could be implemented for **the majority** of these off-site comfort exceedances...”
- **Add** new paragraph after paragraph 675 (page 162) as follows: “Additional wind mitigation measures were not proposed for the entrances to 159 Fenchurch Street and Alpha House. Localised measures on Lime Street would be required to alleviate the one category windier than required conditions at these entrances. The originally consented trees or an equal element are no longer possible due to the restriction on space. On-Site measures which would be required would need to be extremely large (and visually intrusive) elements which may also need to sail over the red line boundary. As these elements would be extreme in comparison to the wind conditions these measures have not been developed.”
- Paragraph 695 (page 166): **Reword** as follows “Where there have been on-site and off-site exceedances identified (locations 101, 103, 121, 124, 345 and 355) which would have windier than suitable conditions in the context of the existing surrounding buildings which are windier than the baseline scenario, **locations 101, 121 345 and 355** would be alleviated with the inclusion of the **tier 1** cumulative schemes. **Off-Site entrances at locations 103 and 124 would also become suitable for the intended use with the inclusion of the Tier 2 (consented and non-consented) schemes.** However, it should be noted that many of the non-consented schemes have now been granted and classed as Tier 1; therefore, this latter scenario is likely to be more applicable. There would be one on-Site thoroughfare (location 355) which would have windier than suitable conditions as well as strong winds with a potential to be a safety concern

due to the removal of the lack of shelter from 55 Gracechurch Street in the context of Tier 1 cumulative schemes. It is recommended that, due to the ever changing context of the City at the time of this assessment, that a future assessment is conducted of the most suitable wind mitigation (if required) and secured via conditions and the Section 106 Agreement when the cumulative context is more certain regarding potential wind effects.”

- Paragraph 731 (Page 172): “For sunlight, of the 192 relevant windows tested, 175 (91.1%) would meet the BRE guidelines.”
- Paragraph 757 (Page 175): “Consequently, the existing VSC values for these windows range from 2.4% to 9.3%, which are well below the BRE Guidelines (2022) recommendation of 27%. Similarly, the rooms served by these windows have existing NSL values ranging from 11.4% to 50.6%, far below the recommended 80%.
- Paragraph 780 (Page 178): “Despite these changes, the affected rooms retain APSH values of 19% or more, with two rooms retaining 30% or more, exceeding the BRE Guidelines (2022) recommendation of 25%.”
- Paragraph 960 (Page 206): Delete paragraph and **replace** with “Heat Pumps are proposed as Low and Zero Carbon (LZC) technology solutions. The proposed heating and cooling plant is comprised of 2-pipe reversible air source heat pumps and air-cooled chillers. The heat pumps have been sized to meet the building space heating and domestic hot water demand for showers. PV panels are not proposed due to limited roof space which is required to fulfil several functions (plant area for ventilation systems and air source heat pumps), safe access for maintenance and replacement, urban greening and the public terraces. Testing suggested that PVs could generate a total of 8.24kWh of electricity annually, approximately 0.13% of the landlord electrical energy (based on a NABERS 5* rating scheme). Due to the minimal impact on operational energy, it was determined the roof space would be better utilised for the delivery of further urban greening. A condition for an updated Energy Strategy is recommended that would require the exploration of further opportunities for PV panels and other low carbon technologies.”
- Paragraph 962 (Page 206): “The estimated EUI from the offices of the proposed development is 89.4 kWh/m2/year and for the space heating demand 0.81 kWh/m2/year, the latter being low due to enhanced performance targets.”
- Paragraph 1033 (Page 222): **Replace** “and publicly accessible garden, learning space” with “publicly accessible viewing gallery and terrace, affordable workspace and pop-up market space”.

3. Conditions:

The schedule of conditions has been rationalised and is reproduced as a full, clean copy. Please see the updated schedule appended to this addendum report.

4. Sustainability SPD:

The Supplementary Planning Document (SPD) 'Planning for Sustainability' was approved for adoption at committee on the 21st of January 2025 and will be formally adopted in the coming weeks. The purpose of the SPD is to provide guidance on how applicants should approach environmental sustainability in their developments through the application process. It has been prepared to provide additional detail and guidance on how to fulfil policies of the London Plan, adopted Local Plan 2015, as well as emerging policies within the City Plan 2040. Once adopted the SPD will be a material consideration in determining planning applications, however as set out in the SPD, the requirements will only be applied to applications submitted after its adoption. Although the requirements of the SPD do not apply to the proposed development at 70 Gracechurch Street, the application has been reviewed with the emerging guidance in mind (and in accordance with existing local plan policies relating to sustainability) to ensure the scheme delivers the best outcome possible in terms of sustainability. As such, the scheme is considered to be in general compliance with the actions recommended in the SPD.

5. Additional Background Papers:

Email, Gavin McLaughlin, Transport for London, 27 January 2025.
Letter, Royal Borough of Kensington and Chelsea, 29 January 2025.
Email, Natural England, 30 January 2025.
Letter, London Borough of Hackney, 3 February 2025.
Email, Surveyor to the Fabric of St Paul's Cathedral, 6 February 2025.
Letter, London City Airport, 7 February 2025.

SCHEDULE

APPLICATION: 24/00825/FULEIA

70 Gracechurch Street, London EC2M 3XD

Partial demolition of the existing building, partial infilling of the existing basements and refurbishment and extension of the building comprising basement levels and ground floor plus 32 storeys (149.67m AOD, 132.47m AGL) to provide a mixed use office (Class E(g)) and culture/public viewing gallery (Sui Generis), retail/food and beverage (Class E(a)-(b)) development, with soft and hard landscaping, pedestrian and vehicle access, cycle parking, flexible public realm including street market with associated highway works and other works associated with the development.

CONDITIONS

SEE OVERLEAF

Compliance	
1.	<p>Time Limit</p> <p>The development hereby permitted shall be begun before the expiration of five years from the date of this permission.</p> <p>REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.</p>
2.	<p>Approved Drawings</p> <p>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:</p> <p>PA-005 EXISTING SITE LOCATION PLAN Rev 00 PA-006 PROPOSED SITE LOCATION PLAN Rev 00 PA-007 LAND OWNERSHIP PLAN REV 00 PA-008 GROUND FLOOR BLOCK PLAN Rev 00</p> <p>PA-039 DEMOLITION PLANS BASEMENT 3, B2, B1 AND LG Rev 00 PA-040 DEMOLITION PLANS GROUND FLOOR Rev 00 PA-041 DEMOLITION PLANS LEVEL 01, L01MEZZ, L02 AND L03 Rev 00 PA-044 DEMOLITION PLANS LEVEL 4, L05, L06 AND L07 Rev 00 PA-048 DEMOLITION PLANS LEVEL 08 AND ROOF PLAN Rev 00</p> <p>PA-050 DEMOLITION ELEVATIONS NORTH AND SOUTH Rev 00 PA-051 DEMOLITION ELEVATIONS EAST AND WEST Rev 00</p> <p>PA-097 PROPOSED PLANS BASEMENT 03 Rev 00 PA-098 PROPOSED PLANS BASEMENT 02 Rev 00 PA-099 PROPOSED PLANS BASEMENT 01 Rev 01 PA-100 PROPOSED PLANS GROUND FLOOR Rev 00 PA-101 PROPOSED PLANS LEVEL 01, 02, 03-04 AND 05 Rev 02 PA-106 PROPOSED PLANS LEVEL 06, 07, 08-09 AND 10 Rev 01 PA-111 PROPOSED PLANS LEVEL 11-15, 16-17, 18 AND 19-22 Rev 01 PA-123 PROPOSED PLANS LEVEL 23, 24-25, 26 AND 27 Rev 00 PA-128 PROPOSED PLANS LEVEL 28, 29, 30 AND 31 Rev 00 PA-132 PROPOSED PLANS LEVEL 32 AND ROOF PLAN Rev 01</p> <p>PA-200 PROPOSED NORTH AND SOUTH ELEVATION CONTEXT Rev 00 PA-201 PROPOSED EAST AND WEST ELEVATION CONTEXT Rev 00</p> <p>PA-220 PROPOSED NORTH ELEVATION Rev 01 PA-221 PROPOSED SOUTH ELEVATION Rev 01 PA-222 PROPOSED EAST ELEVATION Rev 01 PA-223 PROPOSED WEST ELEVATION Rev 01</p>

	<p>PA-250 PROPOSED SECTION AA Rev 01 PA-251 PROPOSED SECTION BB Rev 01 PA-252 PROPOSED SECTION CC Rev 01</p> <p>PA-301 PROPOSED WALL TYPE 1A Rev 00 PA-302 PROPOSED WALL TYPE 1B Rev 00 PA-303 PROPOSED WALL TYPE 1C Rev 00 PA-310 PROPOSED WALL TYPE 2A Rev 00 PA-320 PROPOSED WALL TYPE 3A Rev 00</p> <p>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.</p>
3.	<p>Car Parking</p> <p>A minimum of one car parking space suitable for use by people with disabilities shall be provided on the premises in accordance with the approved details prior to occupation of the development, and shall be maintained throughout the life of the building and be readily available for use by disabled occupiers and visitors without charge to the individual end users of the parking. Passive Electric Vehicle charging facilities shall be provided for the space, as well as a plan to make it active, when it is safe to do so.</p> <p>REASON: To ensure provision of suitable parking for people with disabilities in accordance with the following policy of the Local Plan: DM16.5.</p>
4.	<p>Servicing</p> <p>Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building.</p> <p>REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM16.1, DM16.5, DM21.3.</p>
5.	<p>Public Realm Levels</p> <p>The threshold of all vehicular and pedestrian access points shall be at the same level as the rear of the adjoining footway.</p> <p>REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.</p>
6.	<p>Refuse Facilities</p> <p>Refuse and recycling, storage and collection facilities shall:</p>

	<p>(a) be provided within the curtilage of the site to serve each part of the development in accordance with details, which must be submitted to and approved in writing by the Local Planning Authority prior to work commencing; and</p> <p>(b) thereafter be maintained as approved throughout the life of the building.</p> <p>REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.</p>
7.	<p>No doors over public highway</p> <p>No doors, gates or windows at ground floor level shall open over the public highway.</p> <p>REASON: In the interests of public safety and to accord with Section 153 of the Highways Act 1900.</p>
8.	<p>GPDO Telecoms</p> <p>Unless otherwise approved by the Local Planning Authority, no plant or telecommunications equipment shall be installed on the exterior of the building (to the roof above the building line), including any plant or telecommunications equipment permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.</p> <p>REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.</p>
9.	<p>BMU</p> <p>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.</p> <p>REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.</p>
Air Quality	
10.	<p>Generators</p> <p>Prior to the installation of any generator a report shall be submitted to show what alternatives have been considered including a secondary electrical power supply, battery backup or alternatively fuelled generators such as gas fired or hydrogen. The details of the proposed generator shall be submitted for approval. Where it is not possible to deploy alternatives, any diesel generators must comply with guidance within the City of London Air Quality SPD. The generator shall be used solely on brief intermittent and exceptional occasions when required in response to a life-threatening</p>

	<p>emergency and for the testing necessary to meet that purpose and shall not be used at any other time.</p> <p>REASON: In accordance with the following policy of the Local Plan: DM15.6 and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10, in accordance with the City of London Air Quality Strategy 2019 and the London Plan Policies SI1 and SD4 D.</p>
11.	<p>AQ Report</p> <p>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 operation of the building.</p> <p>REASON: In order to ensure the proposed development does not have a detrimental impact on air quality and reduces exposure to poor air quality in accordance with the following policies: Local Plan policy DM15.6, London Plan policies SI1, SI3 D, and SD4 D</p>
12.	<p>AQNA</p> <p>Prior to the installation of any generator(s) to be used for any purpose outside of emergency life-safety, a revised air quality neutral assessment that considers the building emissions must be submitted and approved in writing by the Local Planning Authority. The air quality neutral assessment must follow the latest air quality neutral guidance.</p> <p>REASON: In order to ensure the proposed development does not have a detrimental impact on air quality and reduces exposure to poor air quality in accordance with the following policies: Local Plan policy DM15.6, Policy HL2 of the draft City Plan, Policies SI1 Improving Air Quality Part B(2)(a) and E of the London Plan.</p>
13.	<p>Air Quality Positive Assessment</p> <p>Prior to the installation of any generator(s) a revised air quality positive assessment that maximises the developments benefits to air quality must be submitted. The air quality positive assessment must follow the latest air quality positive guidance.</p> <p>REASON: In order to ensure the proposed development does not have a detrimental impact on air quality and reduces exposure to poor air quality in accordance with the following policies: Local Plan policy DM15.6, Policy HL2 of the draft City Plan, Policies SI1 Improving Air Quality Part B(2)(a) and E of the London Plan.</p>

14.	<p>NRMM</p> <p>Prior to the commencement of the 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.</p> <p>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 (or any updates thereof), Local Plan Policy DM15.6 and London Plan Policy SI1D. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction.</p>
Environmental Health	
15.	<p>Roof Terrace Hours</p> <p>The roof terraces hereby permitted (save for those with public access to be managed as part of the S106 agreement) shall not be used or accessed between the hours of 23:00 on one day and 07:00 on the following day, other than in the case of emergency or for maintenance.</p> <p>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.</p>
16.	<p>Roof Terrace Music</p> <p>No amplified music shall be played on the roof terraces unless otherwise agreed by the Local Planning Authority.</p> <p>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.</p>
17.	<p>No Promoted Events</p> <p>There shall be no promoted events on the premises (save for those which may be approved as part of the Cultural Implementation Plan controlled via the accompanying S106 Agreement). 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.</p>

	<p>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.</p>
18.	<p>Sound insulation</p> <p>The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter. A test shall be carried out after completion but prior to occupation to show the criterion above has been met and the results shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.</p>
19.	<p>Scheme of Protective Works - Demolition</p> <p>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).</p> <p>REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.</p>
20.	<p>Scheme of Protective Works - Construction</p> <p>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</p>

	<p>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).</p> <p>REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that the construction starts.</p>
21.	<p>Fume extract arrangements</p> <p>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 restaurant use. Flues should terminate at roof level or an agreed high-level location and must be located away from ventilation intakes and accessible roof gardens and terraces, which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the commercial kitchen use takes place.</p> <p>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.</p>
22.	<p>Extract and ventilation</p> <p>No cooking shall take place within any commercial kitchen 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 shall 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.</p> <p>REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.</p>
23.	<p>Ventilation Maintenance</p> <p>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</p>

	<p>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.</p> <p>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</p>
24.	<p>Plant Noise</p> <p>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 most affected 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. Noise sensitive premises includes office accommodation. Emergency plant will be expected to meet this criterion.</p> <p>(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. Noise levels should be measured adjacent to the plant where possible and the levels at the receptor extrapolated from the measured data.</p> <p>(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.</p> <p>REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.</p>
25.	<p>Vibration</p> <p>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.</p> <p>REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.</p>
26.	<p>Contaminated Land</p> <p>Before the development hereby permitted shall commence, unless otherwise agreed with the Local Planning Authority, the following works shall be undertaken in accordance with the requirements of DEFRA and the Environment Agency's Land Contamination Risk Management (LCRM) guidance and be submitted to City of London for approval with due consideration given to impact of development works (including remediation) on off-site receptors, sustainable development, and future foreseeable</p>

	<p>events within the development lifespan (e.g., climate change and extreme weather events):</p> <p>a) a preliminary risk assessment (PRA) shall be completed to identify the potential for contamination at the site, define the conceptual site model (CSM), and to identify and assess potential contaminant linkages associated with the proposed development.</p> <p>b) an intrusive site investigation shall be carried out followed by an appropriate level of risk assessment to establish if the site is affected by contamination and to determine the potential for harm to human health and non-human receptors and pollution of controlled waters and the wider environment (e.g., groundwater dependent terrestrial ecosystems and statutory ecological receptors) associated with the development. The method and extent of this site investigation shall be based on the findings of the preliminary risk assessment (PRA), formulated in accordance with relevant British Standards, and be agreed in writing with the Local Planning Authority prior to commencement of the work.</p> <p>c) A remediation strategy to include details of measures to prevent identified unacceptable risk to receptors from gross contamination (e.g. non aqueous phase liquid, asbestos containing material), soil contamination, pollution of controlled waters, and to bring the site to a condition suitable for the intended use including provisions for long term monitoring where required, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences. The remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation and that the site is suitable for its intended use. The development shall proceed in strict accordance with the measures approved.</p> <p>REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, to prevent pollution of the water environment, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.</p>
27.	<p>Piling – Sewer Vents</p> <p>Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.</p> <p>REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or</p>

	<p>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.</p>
Flooding/Water	
28.	<p>Thames Water – foul water capacity</p> <p>No development shall be occupied until confirmation has been provided that either:</p> <ol style="list-style-type: none"> 1. Foul water 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 Foul water network upgrades required to accommodate the additional flows from the development have been completed. <p>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.</p>
29.	<p>Thames Water – Surface water capacity</p> <p>No development shall be occupied until confirmation has been provided that either:</p> <ol style="list-style-type: none"> 1. Surface water 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 Surface water network upgrades required to accommodate the additional flows from the development have been completed. <p>Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents</p>
30.	<p>Thames Water – Piling Method Statement</p> <p>No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and Piling Layout Plan including all Thames Water wastewater assets, the local topography and clearance between the</p>

	<p>face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved Piling Method Statement and Piling Layout Plan.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure</p>
31.	<p>Thames Water – Network upgrades</p> <p>No development shall be occupied until confirmation has been provided that either:</p> <ol style="list-style-type: none"> 1) all water network upgrades required to accommodate the additional demand to serve the development have been completed; or 2) 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. <p>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</p>
32.	<p>Thames Water – Construction within 5m of water main</p> <p>No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.</p> <p>REASON: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure</p>
33.	<p>SuDS Design</p> <p>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:</p> <ol style="list-style-type: none"> (a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: attenuation systems, rainwater

	<p>pipework, flow control devices, design for system exceedance, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 3 l/s from one outfall, provision should be made for an attenuation volume capacity capable of achieving this, which should be no less than 287.08 m³;</p> <p>(b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.(c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.</p> <p>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.</p>
34.	<p>SuDS Maintenance</p> <p>Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:</p> <p>(a) A Lifetime Maintenance Plan for the SuDS system to include:</p> <ul style="list-style-type: none"> - 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. <p>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.</p>
Archaeology	
35.	<p>Written Scheme of Investigation</p> <p>No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and</p> <ul style="list-style-type: none"> A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works B. details of the foundation design, demolition and construction method, fencing, signage and other control measures to protect the archaeological remains currently preserved in-situ. C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of

	<p>resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI</p> <p>REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.</p>
Aviation	
36.	<p>Aviation – Construction Methodology</p> <p>No cranes or scaffolding shall be erected above 126m Above Ground Level (AGL) / 143.2m Above Ordnance Datum (AOD), 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 cranes during the Development has been submitted to and approved by the Local Planning Authority, the Local Planning Authority having consulted London City Airport. It should be noted that no construction equipment shall be permitted to infringe any Instrument Flight Procedures or critical obstacle limitation surfaces, without further agreement with London City Airport.</p> <p>REASON: The use of cranes or tall equipment in this area has the potential to impact London City Airport operations and Instrument Flight Procedures, therefore they must be assessed before construction.</p>
Sustainability	
37.	<p>Circular Economy</p> <p>(a) Prior to commencement of development (excluding demolition, piling and enabling works), a re-use strategy of the façade stone shall be submitted to and approved in writing by the Local Planning Authority. The strategy must detail how the existing façade stone (in part or full) will be integrated into the new façade system, or justify alternative opportunities for reuse.</p> <p>(b) If the reuse of the assigned 120 tonnes of deconstructed structural steel onsite identified in the pre-demolition audit is not feasible, a detailed justification shall be submitted to and approved in writing by the Local Planning Authority before any demolition or construction works are begun. To help mitigate the carbon impact of this change in specification, exemplary initiatives to reduce embodied carbon emissions associated with the new building structure and for the reuse of the existing steel, shall be developed and agreed with the Local Planning Authority as above and implemented during the demolition and construction phases, and documented as a case study.</p>

	<p>Reason: To ensure whole life-cycle carbon is reduced to demonstrate compliance with Policy SI 2 of the London Plan and emerging City Plan 2040 policy DE1. To satisfy the Local Planning authority that the proposed development has prioritised re-use and the reduction of waste in accordance with London Plan policies D3, SI 7, SI 8, Local Plan policies CS17 and DM 17.2, and emerging City Plan 2040 policy DE1.</p>
38.	<p>Post-Construction Circular Economy</p> <p>No later than 3 months after completion of the building, a post-construction Circular Economy Statement and material passport details 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. The statement shall also be submitted to the GLA at: circulareconomystatements@london.gov.uk.</p> <p>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 London Plan.</p>
39.	<p>Whole Life Cycle Carbon Emissions</p> <p>Prior to the commencement of the development, excluding demolition, after RIBA stage 4, an update to the approved detailed Whole Life-Cycle Carbon assessment shall be submitted to and approved in writing by the Local Planning Authority, demonstrating that the whole life-cycle carbon emissions of the development are on track to achieve at least the GLA's Standard Benchmark (as current at the time of planning decision and to the same methodology) 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.</p> <p>REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development in accordance with London Plan policies SI 2, SI 7; Local Plan policies CS 17, DM 15.2, and emerging City Plan 2040 policies S8 and DE1.</p>
40.	<p>Whole Life Cycle Carbon Emissions</p> <p>Prior to commencement of development (excluding demolition, piling and enabling works), if less than 50% of the existing substructure is retained - for the purpose of supporting the new development, thereby avoiding</p>

	<p>emissions associated with new construction - a detailed justification for substructure demolition and replacement shall be submitted to and approved in writing by the Local Planning Authority. To help mitigate the associated impact of substructure demolition and replacement on carbon emissions and construction waste, exemplar initiatives to reuse any materials from the existing building shall be developed and agreed in writing with the Local Planning Authority and implemented during the demolition and construction phases, and documented as a case study.</p> <p>REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development in accordance with London Plan policies SI 2, SI 7; Local Plan policies CS 17, DM 15.2, and emerging City Plan 2040 policies S8 and DE1.</p>
41.	<p>Post-construction whole-life cycle carbon emissions</p> <p>Once the as-built design has been completed (upon commencement of RIBA Stage 6 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. The post-construction assessment should provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the whole life-cycle 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, unless otherwise agreed. The assessment shall also be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk</p> <p>REASON: To ensure whole life-cycle carbon emissions are calculated and reduced and to demonstrate compliance with Policy SI 2 of the London Plan.</p>
42.	<p>Façade System</p> <p>Prior to the commencement of the development, excluding demolition and piling, details of the façade system confirming the detailed design in relation to reducing the embodied carbon impact and waste across all life-cycle stages that would result from the proposed facade type, materials, construction method and replacement cycles, is required to be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved drawings.</p> <p>REASON: To demonstrate that embodied carbon emissions have been minimised and that the development is sustainable in accordance with the Local Plan policies: CS15, DM15.1, DM15.2 and emerging City Plan 2040 policies DE1.</p>
43.	<p>District Heating Network Connection</p>

	<p>The development shall be designed to enable connection into a district heating network if this becomes available during the lifetime of the development. If feasible, before the network comes into operation, a strategy shall be submitted to and approved in writing by the Local Planning Authority which includes relevant plan drawings for: equipment, allocation of plant space and a protected route for connection in and out of the site.</p> <p>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 and emerging City Plan 2040 policy DE1.</p>
44.	<p>Climate Change Resilience Sustainability Statement</p> <p>Prior to the commencement of the development (other than demolition) a Climate Change Resilience Sustainability Statement (CCRSS) shall be 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 flooding, 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 and managed in accordance with the approved CCRSS for the life of the development.</p> <p>REASON: To comply with Local Plan Policy DM 15.5 Climate change resilience and adaptation and emerging City Plan 2040 policies CR1, CR2, CR3, CR4.</p>
45.	<p>Climate Change Resilience Measures – completion details</p> <p>Within 6 months of completion details of climate change resilience measures 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 building. This should include details of the climate risks that the site faces</p>

	<p>(flood, heat stress, water stress, natural capital, pests and diseases) and the climate resilience solutions that have been implemented.</p> <p>REASON: To comply with Local Plan Policy DM 15.5 Climate change resilience and adaptation and emerging City Plan 2040 policies CR1, CR2, CR3, CR4.</p>
46.	<p>BREEAM</p> <p>A post construction BREEAM assessment for each of (a) office use, (b) retail use and (c) Sui Generis use, demonstrating that a target rating of at least 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve a minimum 'Excellent' rating) shall be submitted as soon as practicable after practical completion.</p> <p>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 and emerging City Plan 2040 policy DE1.</p>
47.	<p>Updated Biodiversity Net Gain</p> <p>Prior to the commencement of development excluding demolition, an updated Biodiversity Net Gain Assessment should be submitted to and approved to the Local Planning Authority to reflect any changes to landscaping proposals at detailed stage.</p> <p>REASON: To comply with Local Plan Policy DM 19.2 Biodiversity and urban greening and emerging City Plan 2040 policy OS4. These details are required prior to construction work commencing in order to establish the updated figure from the time that construction starts.</p>
48.	<p>Greening and Biodiversity</p> <p>Before any works hereby affected are begun, details of a holistic urban greening and landscaping strategy, including hard landscaping, materials and an appropriate maintenance regime for the following shall be submitted to and approved in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> (a) planters, trees and other amenity planting, biodiverse habitats and of a rainwater harvesting system to support high quality urban greening; (b) the incorporation of green roofs into roof surfaces; and (c) the landscaping of the public realm; <p>During design development stage the strategy shall identify further opportunities to improve the greening and biodiversity contribution (at ground level and on buildings) with a set of enhancement measures to be agreed with the Local Planning Authority. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.</p>

	<p>REASON: To ensure the development delivers the highest quality public realm with the highest feasible levels of greening and biodiversity and supports wellbeing, and climate resilience including minimising the urban heat island, and reducing heat stress and flood risk in line with the following policies in the Development Plan and draft Development Plans: London Plan policies GG2, G5 and G6, Local Plan policies DM15.5, DM 18.3 and DM19.2, emerging City Plan 2040 policies DE1, OS2, OS3 and OS4.</p>
49.	<p>Ecological Management Plan</p> <p>Prior the commencement of the development, excluding demolition, an Ecological Management Plan shall be submitted and approved by the Local Planning Authority to provide details on the proposed ecological enhancement actions in relation to habitat creations and management. This shall include the following:</p> <ul style="list-style-type: none"> • details of ecological landscaping, along with associated management and monitoring • detailed locations/specifications of boxes for swift/house sparrow/bats shall be provided • details of habitat created for solitary bees • details of habitat created for stag beetles (or robust justification for its exclusion) shall be provided • Build up, specifies mix and layout of green roofs (wildflower turf and sedum roof types should be avoided where possible). <p>The measures as set out in the plan shall be carried out and so maintained.</p> <p>REASON: To comply with Local Plan Policy DM 19.2 Biodiversity and urban greening and emerging City Plan 2040 policy OS3 Biodiversity. This is required to be prior to commencement of development in order to ensure that the ecological sites are not disturbed prior to development.</p>
50.	<p>Post Construction UGF</p> <p>Within 6 months of completion details of the measures to meet the approved minimum Urban Greening Factor of 0.33, to include plant and habitat species and scaled drawings identifying the measures and maintenance plans, shall be submitted to and approved in writing by the Local Planning Authority. Landscaping and biodiversity measures shall be maintained to ensure the approved standard is preserved for the lifetime of the development.</p> <p>REASON: To comply with Local Plan Policy DM 19.2 Biodiversity and urban greening and emerging City Plan 2040 policy OS2 and OS4.</p>
51.	<p>Energy Strategy</p> <p>Prior to the commencement of development, excluding demolition, an updated Energy Assessment confirming the detailed design stage opportunities for operational carbon reduction from the building to</p>

	<p>futureproof the development for low carbon operation is required to be submitted to and approved in writing by the Local Planning Authority. These opportunities should include:</p> <ul style="list-style-type: none"> a. Further exploration of passive measures to reduce cooling demand b. Further exploration of opportunities to incorporate/maximise green/low carbon technologies e.g. PV panels <p>The development shall be carried out in accordance with the approved Energy Assessment and the carbon reduction measures contained with the approved Energy Assessment shall remain in place for the lifetime of the development.</p> <p>REASON: To ensure that the development is sustainable and that operational greenhouse gas emissions have been minimised as far as possible including minimising both annual and peak energy demand and maximising opportunities for renewable energy, improving performance against the GLA target of a 35% emissions reduction over Part L. Also to ensure optimal climate resilience (overheating, heat stress, resource efficiency) including that the risk of overheating has been reduced as far as practical and that all passive measures have been explored in line with the following policies in the Development Plan and draft Development Plans: London Plan policies GG6, SI 2, SI 3 and SI 4 - Local Plan 2015 policies DM 15.2, 15.5 - emerging City Plan 2040 policies DE1 and CR1.</p>
52.	<p>Green/Blue Roofs</p> <p>Details of the position and size of the green/blue roof(s), the type of planting and the contribution of the green/blue roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.</p> <p>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.</p>
Design and Public Realm	
53.	<p>Maximum Heights</p> <p>The maximum heights of the approved building shall be 149.67m AOD to the uppermost point of the Tower (including lift overrun).</p> <p>REASON: In the interests of visual amenity and heritage protection in accordance with the following policies of the Local Plan: CS10, DM10.1, CS12 and CS14.</p>
54.	Design Details

	<p>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:</p> <ul style="list-style-type: none"> (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 external ground and upper level surfaces, including details of compliance with the Circular Economy Strategy; (b) details of the proposed new facades including details of a typical bay of the development for each facade and fenestration, including materials with samples to be reviewed on site; (c) details of canopies; (d) typical masonry details, including jointing and any necessary expansion/movement joints; (e) details of ground and first floor elevations including all entrances, facades/shopfront, soffits, the pedestrian route through the building, the columns and the interface at ground level, the market space/servicing bay, signage and the digital screen; (f) full details of the public viewing gallery and winter garden, including all elevations, entrances, fenestration, planters, seating, lighting, soffit, drainage, irrigation and any infrastructure required to deliver programmed and varied uses; (g) details of soffits, hand rails and balustrades, including those soffits on the terraces (h) details all party wall treatments; (i) details of junctions with adjoining premises; (j) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, and other excrescences at roof level including within the plant room; (k) details of all drainage and irrigation; (l) details of the integration of M&E in all external and semi-external public elevations; (m) details of wind mitigation; and (n) details of the improvement works on Fenchurch Street, Gracechurch Street and at the junction of Lime Street and Fenchurch Street. <p>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.</p>
55.	<p>Masonry Facades</p> <p>Before the works thereby affected are begun, sample panels of agreed sections of the masonry facades shall be built, agreed 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.</p>

	<p>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.</p>
56.	<p>Balustrades and Suicide Prevention</p> <p>Before any works thereby affected are begun, details of all balustrades and other measures deemed necessary for all external terrace areas and other raised areas along with the associated risk assessment shall be submitted to and approved in writing by the Local Planning Authority and retained for the life of the building.</p> <p>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, DM 10.1, DM10.3</p>
57.	<p>Hard Landscaping Details</p> <p>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:</p> <ul style="list-style-type: none"> (a) full details of the of the public spaces, including flooring, street furniture, boundary treatments, seating, lighting, soffits, bollards; (b) particulars and sample of the materials to be used on all external surface treatments in areas where the public would have access; (c) details of handrails and balustrades and staircases and steps; (d) details of all drainage, irrigation and rainwater harvesting; (e) details of bollards and integrated HVM; and (f) details of gradients and levels. <p>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: CS3, DM3.2, CS10, DM10.1, DM10.4, DM10.8.</p>
58.	<p>Unbuilt Surfaces</p> <p>All unbuilt surfaces, including the podium, terraces, balconies, roof terrace, tenant garden, undercroft, new public route and trees approved for wind mitigation, shall be treated in accordance with a landscaping scheme, including details of:</p> <ul style="list-style-type: none"> a) Irrigation; b) Provision for harvesting rainwater run-off from road to supplement irrigation; c) Spot heights for ground levels around planting pit; d) Soil; e) Planting pit size and construction;

	<p>f) Tree guards; and</p> <p>g) Species and selection of trees including details of its age, growing habit, girth of trunk, how many times transplanted and root development. to be submitted to and approved in writing by the Local Planning Authority before any landscaping works are commenced. All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development and prior to occupation. 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 the lifetime of the development shall be replaced with trees and shrubs of the same size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.</p> <p>REASON: In the interests of visual amenity in accordance with the following policies of the Local Plan: DM10.1, DM19.2.</p>
59.	<p>Lighting Strategy</p> <p>Prior to the commencement of the relevant works, a final Lighting Strategy and a Technical Lighting Design in accordance with the adopted City of London Lighting Strategy SPD shall be submitted to and approved in writing by the Local Planning Authority, which should include details of:</p> <ul style="list-style-type: none"> (a) lighting layout/s; (b) details of all functional and decorative luminaires (including associated accessories, bracketry and related infrastructure as well as impact on decorative soffits); (c) a lighting control methodology; (d) proposed operational timings and associated design and management measures to reduce the impact on the local environment and residential amenity including light pollution, light spill, and potential harm to local ecologies; (e) all external, semi-external and public-facing parts of the building and of any internal lighting in so far that it creates visual or actual physical impact on the lit context to show how the facade and/or the lighting has been designed to help reduce glare, excessive visual brightness, and light trespass; (f) details for impact on the public realm, including typical illuminance levels, uniformity, colour appearance and colour rendering; and (g) details of aviation lights including locations. <p>All works and management measures pursuant to this consent shall be carried out and maintained in accordance with the approved details and lighting strategy.</p> <p>REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and the measures for environmental impacts, and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, 15.7, CS15 and DM15.7.</p>

60.	<p>Street Lighting</p> <p>Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details and comply with the adopted Lighting Strategy SPD.</p> <p>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, and DM15.7</p>
61.	<p>Wind Mitigation</p> <p>No development other than demolition shall take place until the detailed design of all wind mitigation measures on-site 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.</p> <p>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.</p>
62.	<p>Signage Strategy</p> <p>Prior to occupation of the relevant building, the following details relating to wayfinding and signage strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall address the following:</p> <ul style="list-style-type: none"> (a) Key access points for the office and retail uses; (b) Key access points for and routes to the publicly accessible spaces and facilities including the public viewing gallery, winter garden and Leadenhall Market; (c) Cycle parking; (d) Publicly accessible WC's and Changing Places Facilities; (e) Accessible Car Parking; and

	<p>(f) Servicing and Delivery</p> <p>Each of the above must highlight accessible routes.</p> <p>All signage placed on the development site shall be in accordance with the approved strategy and shall be installed prior to occupation of each relevant use and retained as such for the life of the uses.</p> <p>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: DM 10.1, DM10.5, DM10.6, DM10.8, and DM15.7.</p>
Accessibility	
63.	<p>Inclusion and accessibility</p> <p>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:</p> <ul style="list-style-type: none"> (a) management of the accessible parking including siting of controlled entry system at a scale of no less than 1:20 (b) all surface materials including slip resistance, contrast, glare analysis, colour and texture as appropriate (c) security measures including provision of wider aisle gates at all controlled points of entry (d) Planting to all public landscape areas including path widths and seating (e) An inclusive entrances strategy including details of doors, opening mechanisms, surface contrast and any control points (f) Public Realm at grade details including: recesses in seating for wheelchair users and buggies and assistance animals; seating at a range of heights; seating should allow for wheelchair users to transfer; back rest and arm rests for support when rising; and single and group seating. (g) Lifts showing internal fit out, size, capacity and that they can accommodate people using larger motorised wheelchairs and Class C mobility scooters and stair access. (h) Horizontal movement through the building demonstrating that there is sufficient space for wheelchair users to pass, rest points, colour contrast of 30 LRV and clear wayfinding through the building. (i) Inclusive Toilet Strategy including details of the fit-out of the Changing Places, facilities, wheelchair accessible, ambulant accessible and larger toilets, single sex toilets, and baby changing facilities. <p>REASON: To ensure the development proposals provides a fully accessible and inclusive facility in accordance with Policy DM10.8 and Policy D5 of the London Plan.</p>
64.	Access Management Plan

	<p>Prior to occupation, an Access Management Plan 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, which shall provide specific details on how the development will be constructed, operated and managed to ensure that the highest possible standard of accessibility is provided. This management plan shall include accessibility details for:</p> <p>1) Website information including photos and an easy read version with information on:</p> <ul style="list-style-type: none"> a) Travel distances from key points of arrival and rest points b) Location of dropped kerbs c) Facilities available on-site including dimensions and photos for (as appropriate): <ul style="list-style-type: none"> i) Entrance to accessible parking and details of how to reserve spaces ii) entrances, lift access and queues and how these will be managed iii) controlled entry points (showing wider gates) iv) accessible toilets including access to keys for operation including at ground floor v) Changing Places toilets provision including but not exclusively at lower ground floor and for the other publicly accessible areas vi) Baby changing facilities including at ground floor and for the other publicly accessible areas vii) 'universal', female and male toilet provision at ground floor and for the other publicly accessible areas viii) facilities for assistance animals ix) equipment loan x) assistive listening system and other assistive technology xi) rest and recovery facilities xii) room for reflection/quiet room xiii) culture space <p>2) Inclusive cultural provision with reference to relevant guidance including opportunities for inclusive procurement, interpretation, co-curation, mentoring and volunteering.</p> <p>3) Inclusive Entrances Strategy</p> <p>The agreed scheme shall be implemented before the development hereby permitted is brought into use and retained as such for the lifetime of the development.</p> <p>REASON: To ensure the development proposals provides a fully accessible and inclusive facility in accordance with Policy DM10.8 and Policy D5 of the London Plan.</p>
Highways and Transportation	
65.	Site Condition Survey

	<p>Prior to the commencement of works including demolition, a site condition survey of the adjacent highways and other land at the perimeter of the site shall be carried out and detailed report of the findings must be submitted to and approved in writing by the local planning authority. Proposed threshold levels at finished floor levels (highways boundary) and levels at basement in relation to existing Ordnance Datum levels of the adjoining streets and open spaces, must be submitted and agreed with the Highways Authority. The development shall be carried out in accordance with the approved levels unless otherwise agreed in writing by the local planning authority.</p> <p>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, 16.1 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.</p>
66.	<p>Gradients</p> <p>Before any works thereby affected are begun, details of the proposed gradient levels for the dual-use space at ground level must be submitted to and approved in writing by the Local Planning Authority to confirm the gradients for the accessible parking space and the surrounding area to ensure level thresholds.</p> <p>REASON: To ensure continuity between the level of the proposed ground floor levels in accordance with the following policies of the Local Plan: DM10.8, DM16.2, 16.1 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.</p>
67.	<p>Demolition Logistics and Management Plan</p> <p>Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the demolition of the building(s) hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The details shall be completed in accordance with the latest guidance, 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. No demolition shall be carried out other than in accordance with the approved details and methods. The Demolition Management Plan to include:</p>

	<ul style="list-style-type: none"> • Detailed information will be required relating to how potential conflicts / complaints with adjacent stakeholders would be recorded, reported, and dealt with. • Details specific to the demolition phase should be captured within the overarching DLP document; this will ensure that a Principal Contractor is appointed early and prior to any demolition commencing. • Deconstruction vehicle routes to and from the site to be approved with CoL Highways • Various highways licences would need to be obtained from the CoL prior to works commencing on site (e.g. temporary parking bay suspensions, scaffolding licence, hoarding licence, crane licence etc). • Deconstruction vehicle movements to be scheduled and must avoid peak hours. Records to be kept of timings of such deliveries and presented to the LPA upon request. • encouraging the use of cargo bike deliveries throughout the deconstruction process. • Details on how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman arrangements. • A commitment to the use of FORS Silver vehicles (or above) throughout deconstruction will be required. • The site should be registered with the Considerate Constructors Scheme. We will also expect the proposed works to be undertaken in accordance with the best practice guidelines in TfL's Standard for Construction Logistics and Cyclist Safety (CLOCS) scheme: http://www.clocs.org.uk/standard-for-clocs/. <p>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.</p>
68.	<p>Construction Logistics and Management Plan</p> <p>Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the construction of the building(s) hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The details shall be completed in accordance with the latest guidance, 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. No construction shall be carried out other than in accordance with the approved details and methods. The Construction Management Plan to include:</p>

	<ul style="list-style-type: none"> • Detailed information will be required relating to how potential conflicts / complaints with adjacent stakeholders would be recorded, reported, and dealt with. • Details specific to the construction phase should be captured within the overarching CLP document; this will ensure that a Principal Contractor is appointed early and prior to any construction commencing. • Construction vehicle routes to and from the site to be approved with CoL Highways • Various highways licences would need to be obtained from the CoL prior to works commencing on site (e.g. temporary parking bay suspensions, scaffolding licence, hoarding licence, crane licence etc). • Construction vehicle movements to be scheduled and must avoid peak hours. Records to be kept of timings of such deliveries and presented to the LPA upon request. • Encouraging the use of cargo bike deliveries throughout the construction process. • Details on how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman arrangements. • A commitment to the use of FORS Silver vehicles (or above) throughout construction will be required. • The site should be registered with the Considerate Constructors Scheme. We will also expect the proposed works to be undertaken in accordance with the best practice guidelines in TfL's Standard for Construction Logistics and Cyclist Safety (CLOCS) scheme: http://www.clocs.org.uk/standard-for-clocs/. <p>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.</p>
69.	<p>Changing Facilities and Showers</p> <p>Notwithstanding the details shown on the approved drawings, details of the changing facilities, showers and lockers shall be submitted and approved by the Local Planning Authority. This shall include a minimum of 56 showers and 739 lockers to be provided adjacent to the bicycle parking areas. The areas shall be implemented in full and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.</p> <p>REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.3.</p>

70.	<p>HVM</p> <p>The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works excluding demolition hereby permitted are begun.</p> <p>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.</p>
71.	<p>Paving and drainage</p> <p>Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.</p> <p>REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.1, DM10.8, DM16.2.</p>
72.	<p>Cycle Parking</p> <p>Details of the cycle parking shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the buildings hereby permitted. The cycle parking and facilities shall be designed in accordance with the London Cycling Design Standards. Details, to the following, shall be provided in a drawing (scale of no less than 1:20):</p> <ul style="list-style-type: none"> (a) Full layout of long stay and short stay cycle parking; (b) of the accessible routes to the parking areas; (c) The cycle lifts to be shared at times with goods delivered. Further details are required to ensure that this solution does not interfere with functions of each, as proposed; (d) Assessment on the numbers of cyclists arriving/departing at peak periods. It must be shown that there is sufficient capacity for cyclists to move from the cycle entrance to get to/from the cycle parking areas. List the security measures, if any, required to open the door; (e) Provide details on the cycle rail channels, including the cycle parking journey from on-street to the parking space, showing full dimensions and gradients. <p>The details shall further comprise of long stay cycle parking of 1,106 spaces and short stay cycle parking of 65 spaces unless otherwise agreed in</p>

	<p>writing. 5% of cycle parking spaces shall be provided for larger accessible cycles/adapted cycles, and suitable cycle lifts and other associated facilities provided.</p> <p>The cyclist facilities shall thereafter be retained and operated in accordance with the approved details for the life of the building. The cycle parking provided within the buildings must remain ancillary to the use of the buildings and must be available at all times throughout the life of the buildings for the sole use of the occupiers thereof and their visitors without charge to the individual end users.</p> <p>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, DM 16.3.</p>
Fire	
73.	<p>Fire Safety</p> <p>The development shall be carried out in accordance with the approved details within the Fire Statement prepared by Arup dated July 2024.</p> <p>REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with London Plan policies D5 and D12.</p>
Land Use	
74.	<p>Uses</p> <p>The development shall provide (all figures GIA excluding plant):</p> <ul style="list-style-type: none"> • Office (Class E(g)(i)) – 78,711sq.m • Retail/Food and Beverage (City Market) (Class E (a/b)) – 195sq.m • Cultural Space/Public Viewing Gallery (Sui Generis) – 1,273sq.m <p>REASON: To ensure the development is carried out in accordance with the approved plans.</p>
75.	<p>Offices</p> <p>The areas within the development marked as Office (Class E(g)(i)) on the floorplans hereby approved, shall be used for those purposes only 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).</p> <p>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</p>

	development are secured for the life of the development, and in accordance with policy CS1 of the Local Plan 2015.
76.	<p>Retail/Food and Beverage</p> <p>The areas within the development marked as Retail/Food and Beverage on the floorplans hereby approved, shall be used for retail purposes within Class E (a)/(b) (shops or café/restaurant) 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.</p> <p>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, and to ensure that active uses are retained on the ground floor in accordance with Local Plan Policy DM20.2.</p>
77.	<p>Cultural/Public Viewing Gallery</p> <p>The areas within the development marked as Cultural/Public Viewing Gallery (Sui Generis) on the floorplans hereby approved, shall be used only for the purposes of providing a public viewing gallery and cultural use and for no other purpose (including any other purpose in Class E or Class F 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.</p> <p>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, and to ensure that the public benefits of the cultural offer are provided and retained throughout the Pavilion Building in accordance with Local Plan Policy CS11.</p>
Other	
78.	<p>Plaques</p> <p>All Parish Markers and commemorative plaques on the existing building shall be carefully removed prior to demolition commencing, stored for the duration of building works, reinstated and retained for the life of the building on the new building in accordance with detailed specifications including fixing details which shall be submitted to and approved in writing by the</p>

	<p>Local Planning Authority prior to commencement of the works affected thereby.</p> <p>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.</p>
--	---

Informatives	
1.	<p>Archaeology – Written Scheme of Investigation</p> <p>The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. The land to be included in the WSI should cover all areas of potential archaeological survival but exclude the existing triple basement. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015</p>
2.	<p>CAA Crane Notification</p> <p>Where a crane is 100m or higher, crane operators are advised to notify the CAA (arops@caa.co.uk) and Defence Geographic Centre (dvof@mod.gov.uk). The following details should be provided before the crane is erected:</p> <ul style="list-style-type: none"> • the crane's precise location • an accurate maximum height • start and completion dates
3.	<p>Access for Disabled People</p> <p>Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, Chief Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.</p> <p>Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning</p>

	permission to ensure that physical barriers to access premises are minimised in any works carried out.
4.	<p>Grease Trap Requirements</p> <p>Any building proposal which includes catering facilities will be required to be constructed with adequate grease traps to the satisfaction of Thames Water Utilities Ltd or their contractors.</p>
5.	<p>City Operations</p> <p>The City Operations (City Streets & Spaces) must be consulted on the following matters which require specific approval:</p> <ul style="list-style-type: none"> a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme. b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting. c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway). <p>You are advised that highway projection licences do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. Please contact the Corporate Property Officer, City Surveyor's Department.</p> <ul style="list-style-type: none"> d) Bridges over highways.

	<ul style="list-style-type: none"> e) Permanent Highway Stopping-Up Orders and dedication of land for highway purposes. f) Declaration, alteration and discontinuance of City and Riverside Walkways. g) The provision of City Walkway drainage facilities and maintenance arrangements thereof. h) Connections to the local sewerage and surface water system. i) Carriageway crossovers. j) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London"
6.	<p>Roof Gardens</p> <p>The developer should be aware that, in creating a roof terrace, and therefore access to the roof, users of the roof could be exposed to emissions of air pollutants from any chimneys that extract on the roof e.g. from gas boilers / generators / CHP. In order to minimise risk, as a rule of thumb, we would suggest a design that places a minimum of 3 metres from the point of efflux of any chimney serving combustion plant, to any person using the roof terrace. This distance should allow the gases to disperse adequately at that height, minimising the risk to health.</p>
7.	<p>Compliance with the Clean Air Act 1993</p> <p>Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires chimney height approval. Use of such a furnace without chimney height approval is an offence. The calculated chimney height can conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.</p>
8.	<p>Generators and Combustion Plant</p> <p>Please be aware that backup/emergency generators may require permitting under the MCP directive and require a permit by the appropriate deadline. Further advice can be obtained from here: Medium combustion plant and specified generators: environmental permits - GOV.UK (www.gov.uk)</p>

9.	<p>Thames Water</p> <p>Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>
10.	<p>Environmental Agency (Water Resources)</p> <p>Increased water efficiency for all new developments potentially enables more growth with the same water resources. Developers can highlight positive corporate social responsibility messages and the use of technology to help sell their homes. For the homeowner lower water usage also reduces water and energy bills. We endorse the use of water efficiency measures especially in new developments. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments. We recommend that all new non-residential development of 1000sqm gross floor area or more should meet the BREEAM 'excellent' standards for water consumption. We also recommend you contact your local planning authority for more information.</p>
11.	<p>CIL</p> <p>The Mayor of London has adopted a new charging schedule for Community Infrastructure Levy ("the Mayoral CIL charge or MCIL2") on 1st April 2019.</p> <p>The Mayoral Community Levy 2 Levy is set at the following differential rates within the central activity zone:</p> <ul style="list-style-type: none"> • Office 185GBP per sq.m • Retail 165GBP per sq.m Hotel 140GBP per sq.m • All other uses 80GBP per sq.m <p>These rates are applied to "chargeable development" over 100sq.m (GIA) or developments where a new dwelling is created.</p> <p>The City of London Community Infrastructure Levy is set at a rate of 75GBP per sq.m for offices, 150GBP per sq.m for Riverside Residential, 95GBP per sq.m for Rest of City Residential and 75GBP for all other uses.</p> <p>The CIL will be recorded on the Register of Local Land Charges as a legal charge upon "chargeable development" when planning permission is granted. The Mayoral CIL will be passed to Transport for London to help</p>

	<p>fund Crossrail and Crossrail 2. The City CIL will be used to meet the infrastructure needs of the City.</p> <p>Relevant persons, persons liable to pay and interested parties will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Where a liable party is not identified the owners of the land will be liable to pay the levy. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: www.planningportal.gov.uk/cil).</p> <p>Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.</p>
12.	<p>NPPF</p> <p>In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways: detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available:</p> <ul style="list-style-type: none"> • A full pre application advice service has been offered. • Where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed

This page is intentionally left blank

From: Gavin McLaughlin <[REDACTED]>
Sent: Monday, January 27, 2025 10:23:46 AM
To: Ben Stutman <[REDACTED]>; Nick Jarman <[REDACTED]>; John Mulhaire <[REDACTED]>
Cc: Nicole King <[REDACTED]>; Patricio, Taluana <[REDACTED]>; Begolli, Nora <[REDACTED]>; Oscar Mansfield Jones <[REDACTED]>; [REDACTED] <[REDACTED]>; Flynn, James <[REDACTED]>; Chua, Cecily <[REDACTED]>; Sehmi, Amrith <[REDACTED]>
Subject: Re: 70 Gracechurch Street (24/00825/FULEIA) Transport S106

THIS IS AN EXTERNAL EMAIL

Hi Amrith (& all),

As discussed this morning, I agree with Ben's email below on behalf of TfL, for your Committee report.

This is the most important text:

Applicant would be willing to agree to a backstop clause totaling £550,000 to TfL (£450k for TLRN junction improvement, £100k for cycle hire). It is accepted that this will be index linked to BCIS inflation, and that this is not a cap on the total cost of the S278 works.

Therefore your Committee report should perhaps say something like:

The applicant has agreed a design in principle for Section 278 works on the Transport for London Road Network (TLRN) at the junction of A10 Bishopsgate and Fenchurch Street, along with a backstop clause under which £450,000 may be potentially paid instead to TfL for TfL themselves to implement the TLRN junction improvements, and £100,000 separately to part-fund a new TfL Cycle Hire docking station in Rood Street. These contributions will be index linked to BCIS inflation, and the applicant has acknowledged in writing that the £450,000 backstop is not a cap on the potential total cost of TLRN works if they proceed under a Section 278 agreement.

What we discussed this morning is/was:

Due to the potential interrelationship in design and signalling terms between the adjacent TLRN and local Fenchurch/Lime St junctions - the feasibility study to clarify the preferred option for Fenchurch/Lime St should be completed prior to or by completion of Demolition.

I understand the latter above may not be directly referenced in your Committee Report but will feature in our detailed Section 106 negotiations subsequently.

I would appreciate if Momentum and DP9 can acknowledge receipt of this message as closing our pre-Committee negotiations here.

Best regards,

Gavin McLaughlin MSc; MA; MRTPI

Spatial Planning | City Planning

Construction Logistics Planning (CLP) - Advanced, CIHT/TfL-accredited course

M: [REDACTED]

[REDACTED]

PLEASE CONFIRM ALL MEETINGS BY CALENDAR

TfL Spatial Planning is committed to equity, diversity and inclusion and we strive to ensure that Londoners are fully represented in the planning process.



For more information regarding TfL Spatial Planning, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-services>

From: Ben Stutman <[REDACTED]>
Sent: 23 January 2025 11:22 AM
To: Gavin McLaughlin <[REDACTED]>; Nick Jarman <[REDACTED]>; John Mulhaire <[REDACTED]>
Cc: Nicole King <[REDACTED]>; Patricio, Taluana <[REDACTED]>; Begolli, Nora <[REDACTED]>; Oscar Mansfield Jones <[REDACTED]>; [REDACTED] <[REDACTED]>; Flynn, James <[REDACTED]>; Chua, Cecily <[REDACTED]>; Sehmi, Amrith <[REDACTED]>
Subject: RE: 70 Gracechurch Street (24/00825/FULEIA) Transport S106

Hi Gavin,

Thank you for your email.

We are pleased that the latest designs are acceptable in principle. As per our conversation on Tuesday evening, the Applicant would be willing to agree to a backstop clause totaling £550,000 to TfL (£450k for TLRN junction improvement, £100k for cycle hire). It is accepted that this will be index linked to BCIS inflation, and that this is not a cap on the total cost of the S278 works.

In line with the consented scheme, the Applicant is willing to commit to crossing improvements at the junctions of Fenchurch Street, Philpot Lane and Lime Street commensurate with the outcome of the feasibility study. The point on signalization being specifically referenced is acknowledged, however it is felt as though the S106 wording should also make reference to the other options presented within the previously approved Transport Assessment (unsignalized pedestrian crossing with new zebra crossing, unsignalized pedestrian crossing with two new zebra crossings, unsignalized crossing with refuge island, informal crossing with raised table).

Hopefully this is sufficient for the meeting to go ahead on Monday to discuss final wording/triggers etc, without the need for a prior technical meeting.

We have attached our responses to the remainder of your comments as previously issued. If you have any further comments or points of clarification on these please let us know.

Kind regards,
Ben

Ben Stutman
Principal Consultant



Clerkenwell House
23-27 Hatton Wall
London
EC1N 8JJ



t



m
w

www.momentum-transport.com

Momentum is proud to be certified with **Great Places to Work UK®**, **ESGmark®**, BSI:
ISO 14001:2015 (**EMS**), ISO 9001:2015 (**QMS**) and ISO 19650 (**BIM**). [View all accreditations.](#)

This message contains confidential information and is intended only for the individual named. Momentum Transport Consultancy, LLC accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. If you have received this email in error please notify the system manager or the sender immediately and delete this e-mail from your system.

Momentum Transport Planning Limited Registered in England No. 8234059 Registered Office: 27 Mortimer Street London W1T 3BL

From: Gavin McLaughlin <[REDACTED]>
Sent: 21 January 2025 17:27
To: Ben Stutman <[REDACTED]>; Nick Jarman <[REDACTED]>; John Mulhaire <[REDACTED]>
Cc: Nicole King <[REDACTED]>; Patricio, Taluana <[REDACTED]>; Begolli, Nora <[REDACTED]>; Oscar Mansfield Jones <[REDACTED]>; [REDACTED] Flynn, James <[REDACTED]>; Chua, Cecily <[REDACTED]>; Sehmi, Amrith <[REDACTED]>
Subject: Re: 70 Gracechurch Street (24/00825/FULEIA) Transport S106

Hi All

Further to our call yesterday, I can confirm in principle your latest designs are acceptable to us, and it would be acceptable to TfL Spatial Planning if the backstop contributions were £500,000 for TLRN junction improvements and £100,000 to Cycle Hire totalling £600,000 potential total to TfL.

However we also support the City's request for explicit acknowledgement in the Section 278 scope secured for local highway works that potential signalisation of their Fenchurch Street / Lime Street junction may be required to support the improvements proposed to the TLRN. If that junction is eventually signalised by the development, it is likely that works to physically link the 2 junctions in our signals network would also be required.

It would be good if you can confirm by return email these points are agreed? This may mean we don't need a technical meeting before next Monday when we could discuss final wording / triggers / etc.

I remind you that the backstop figure is not a cap on the total cost of Section 278 (S278) works, and their design, modelling, technical assurance by relevant highway authorities, etc. Also the contribution must be index linked to BCIS inflation.

Thanks,

Gavin McLaughlin MSc; MA; MRTPI

Spatial Planning I City Planning

Construction Logistics Planning (CLP) - Advanced, CIHT/TfL-accredited course

M: [REDACTED]

PLEASE CONFIRM ALL MEETINGS BY CALENDAR

TfL Spatial Planning is committed to equity, diversity and inclusion and we strive to ensure that Londoners are fully represented in the planning process.



For more information regarding TfL Spatial Planning, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-services>

From: Ben Stutman

Sent: 16 January 2025 9:12 AM

To: Ben Stutman <[REDACTED]>; Nick Jarman <[REDACTED]>; Gavin McLaughlin <[REDACTED]>; John Mulhaire <[REDACTED]>
Cc: Nicole King <[REDACTED]>; Patricio, Taluana <[REDACTED]>; Begolli, Nora <[REDACTED]>; Oscar Mansfield Jones <[REDACTED]>; <[REDACTED]>; Flynn, James <[REDACTED]>; Chua, Cecily <[REDACTED]>; Sehmi, Amrith <[REDACTED]>

Subject: 70 Gracechurch Street (24/00825/FULEIA) Transport S106

When: 20 January 2025 11:10-11:55.

Where: Microsoft Teams Meeting

All – rescheduled from 15/01 to discuss TfL junction works

Microsoft Teams [Need help?](#)

Meeting ID: [REDACTED]

Passcode: [REDACTED]

For organizers: [REDACTED]

This message has been scanned for malware by Forcepoint. www.forcepoint.com

Planning and Place

Kensington Town Hall, Hornton Street, LONDON, W8 7NX

Director of Planning and Place

Amanda Reid



THE ROYAL BOROUGH OF
**KENSINGTON
AND CHELSEA**

Amrith Sehmi
City of London
Environment Department
PO Box 270 Guildhall
LONDON
EC2P 2EJ

Date: 29/01/2025
My Ref: OB/25/00185

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT 1990

70 Gracechurch Street, LONDON, EC3V 0HR

I refer to your recent letter requesting observations from this Council on the proposal set out in the schedule below. The proposal has been considered and I would like to inform you that there are NO OBJECTIONS to the proposal.

SCHEDULE

Development:

This Council is asked for its observations on an application submitted to the City of London for: Partial demolition of the existing building, partial infilling of the existing basements and refurbishment and extension of the building comprising basement levels and ground floor plus 32 storeys (149.67m AOD, 132.47m AGL) to provide a mixed use office (Class E(g)) and culture/public viewing gallery (Sui Generis), retail/food and beverage (Class E(a)-(b)) development, with soft and hard landscaping, pedestrian and vehicle access, cycle parking, flexible public realm including street market with associated highway works and other works associated with the development

Site Address:

70 Gracechurch Street, LONDON, EC3V 0HR

RBKC Drawing Nos:

OB/25/00185

Applicant's Drawing Nos:

N/A

Application Dated:

08/01/2025

Application Completed:

08/01/2025

**FULL CONDITION(S), REASON(S) FOR THEIR IMPOSITION AND INFORMATIVE(S)
ATTACHED OVERLEAF**

INFORMATIVE(S)

1. You are reminded that, if not properly managed, construction works can lead to significant negative impacts on the local environment, reducing residential amenity and the safe function of the highway. No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under Section 137 of the Highways Act 1980. The Council can prosecute developers and their contractors if work is not managed properly. For advice on how to manage construction works in the Royal Borough please see [Advice for Builders](#) on the Council's website; from this page you will also find guidance on what to include in Construction Traffic Management Plans (where these are required) which are very valuable instruments in limiting the impact of large scale building work. (I.40)

The full report is available for public inspection on the Council's website at <http://www.rbkc.gov.uk/OB/25/00185> . If you do not have access to the internet you can view the application electronically on the ground floor of the Town Hall, Hornton Street, London, W8 7NX.

Yours faithfully,

Amanda Reid
Director of Planning and Place

From:
To:
Subject: NE Consultation Response - Re-Consultation - 70 Gracechurch Street - 24/00825/FULEIA
Date: 30 January 2025 10:06:41
Attachments: [image002.png](#)
[24-00825-FULEIA - Re-Consultation Letter.pdf](#)
[24_00825_FULEIA-COMMENTS-NATURAL_ENGLAND-1572369.pdf](#)

THIS IS AN EXTERNAL EMAIL

Mr Amrith Sehmi
City of London

Dear Mr Semhi,

Our ref: **498856**

Your ref: **24/00825/FULEIA**

Natural England has previously commented on this proposal and made comments to the authority in our response dated **19 September 2024**, our reference number **487074** (attached).

The advice provided in our previous response applies equally to this **amendment**. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which **significantly** affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

Yours sincerely

Nikki Smart

Officer

Natural England

Consultation Service

Natural England, County Hall, Spetchley Road, Worcester, U.K., WR5 2NP

Email: consultations@naturalengland.org.uk

www.gov.uk/natural-england



We strongly recommend using the SSSI Impact Risk Zones (SSSI IRZs) to decide when to consult Natural England on development proposals that might affect a SSSI. The SSSI IRZs tool is quick and simple to use and gives instant planning advice as a formal consultation response in certain circumstances and can reduce unnecessary delays in the planning process.

Natural England offers two chargeable services - the Discretionary Advice Service, which provides pre-application and post-consent advice on planning/licensing proposals to developers and consultants, and the Pre-submission Screening Service for European Protected Species mitigation licence applications. These services help applicants take appropriate account of environmental considerations at an early stage of project development, reduce uncertainty, the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.

For further information on the Discretionary Advice Service see [here](#)

For further information on the Pre-submission Screening Service see [here](#)

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>

Sent: 08 January 2025 15:26

Subject: Re-Consultation - 70 Gracechurch Street - 24/00825/FULEIA

Dear Sir or Madam,

Please see the attached letter relating to the re-consultation for the 70 Gracechurch Street planning application.

Kind regards,

Planning Administration Team

THIS E-MAIL AND ANY ATTACHED FILES ARE CONFIDENTIAL AND MAY BE LEGALLY PRIVILEGED. If you are not the addressee, any disclosure, reproduction, copying, distribution or other dissemination or use of this communication is strictly prohibited. If you have received this transmission in error please notify the sender immediately and then delete this e-mail. Opinions, advice or facts included in this message are given without any warranties or intention to enter into a contractual relationship with the City of London unless specifically indicated otherwise by agreement, letter or facsimile signed by a City of London authorised signatory. Any part of this e-mail which is purely personal in nature is not authorised by the City of London. All e-mail through the City of London's gateway is potentially the subject of monitoring. All liability for errors and viruses is excluded. Please note that in so far as the City of London falls within the scope of the Freedom of Information Act 2000 or the Environmental Information Regulations 2004, it may need to disclose this e-mail.

Website: <http://www.cityoflondon.gov.uk>

This message has been sent using TLS 1.2 This email and any attachments is intended for the named recipient only. If you have received it in error you have no authority to use, disclose, store or copy any of its contents and you should destroy it and inform the sender. Whilst this email and associated attachments will have been checked for known viruses

whilst within the Natural England systems, we can accept no responsibility once it has left our systems. Communications on Natural England systems may be monitored and/or recorded to secure the effective operation of the system and for other lawful purposes.

□

Hackney Council
Planning Service
1 Hillman Street
London E8 1DY
www.hackney.gov.uk
Hackney Reference:2024/1904
03-02-2025

Amrith Sehmi
Po Box 270 Guildhall

London
EC2P 2EJ

Dear Sir/Madam

Town and Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management Procedure) (England) Order 2015

Application Number: 2024/1904

Site Address: XL House, 70 Gracechurch Street, London, EC3V 0HR

Development Description: Notification from City of London of application 24/00825/FULEIA for Partial demolition of the existing building, partial infilling of the existing basements and refurbishment and extension of the building comprising basement levels and ground floor plus 32 storeys (149.67m AOD, 132.47m AGL) to provide a mixed use office (Class E(g)) and culture/public viewing gallery (Sui Generis), retail/food and beverage (Class E(a)-(b)) development, with soft and hard landscaping, pedestrian and vehicle access, cycle parking, flexible public realm including street market with associated highway works and other works associated with the development. This application is accompanied by an Environmental Statement which is available for inspection with the planning application.

Thank you for your recent application for the above address on which a decision has now been made. The decision on your application is attached. Please carefully read all of the information contained in these documents.

Please quote your application reference number in any correspondence with the Council, either by post to the Hackney Planning Service, 1 Hillman Street, London, E8 1DY, by email to planning@hackney.gov.uk, or by phone to 020 8356 8062.

Yours sincerely



Natalie Broughton

Assistant Director Planning and Building Control
Climate, Homes and Economy

PLANNING DECISION NOTICE

Town and Country Planning (Development Management Procedure) (England) Order 2015

Agent:**Applicant:** Amrith Sehmi

Po Box 270 Guildhall
London
EC2P 2EJ

Part 1- Particulars of the Application

Application No: 2024/1904**Date of Application:** 29-08-2024**Date Validated:** 29-08-2024**Application Type:** Adjoining Borough Observations

Proposal: Notification from City of London of application 24/00825/FULEIA for Partial demolition of the existing building, partial infilling of the existing basements and refurbishment and extension of the building comprising basement levels and ground floor plus 32 storeys (149.67m AOD, 132.47m AGL) to provide a mixed use office (Class E(g)) and culture/public viewing gallery (Sui Generis), retail/food and beverage (Class E(a)-(b)) development, with soft and hard landscaping, pedestrian and vehicle access, cycle parking, flexible public realm including street market with associated highway works and other works associated with the development. This application is accompanied by an Environmental Statement which is available for inspection with the planning application.

Location: XL House, 70 Gracechurch Street, London, EC3V 0HR

Part 2 – Particulars of Decision: **No Objection****Date of Decision:** 03-02-2025

Yours sincerely



Natalie Broughton

Assistant Director Planning and Building Control
Climate, Homes and Economy

From: Gregory Barrett [REDACTED]
Sent: Thursday, February 6, 2025 9:48:07 AM
To: Sehmi, Amrith <[REDACTED]>
Cc: Oliver Caroe <[REDACTED]>; Rebecca Thompson <[REDACTED]>
Subject: XL House 70 Gracechurch Street London EC3V 0HR (ref: 24/00825/FULEIA)

THIS IS AN EXTERNAL EMAIL

Dear Amrith,

I write on behalf of Oliver Caroe, Surveyor to the Fabric of St Paul's Cathedral, regarding updated information on live planning application for proposals at 70 Gracechurch Street.

Many thanks for consulting us on these updated proposals. The Cathedral does not wish to offer any further comment on the scheme, but would refer you to our previous letter of response.

Kind regards,

Greg

Gregory Barrett

BA (Hons) MPhil (Cantab) FRSA IHBC

Lead Heritage Consultant and Clerk to the Surveyor

Mobile: [REDACTED]

on behalf of Caroe Architecture Ltd

I may send email outside normal working hours from time to time.

Please be assured I do not expect a reply outside normal working hours.

For our **COVID-19 Business Continuity** arrangements please click [here](#)



Cambridge Office:

Office 5, Unit 8; 23-25 Gwydir Street

Cambridge CB1 2LG

Tel: 01223 472237

London Office:

The Surveyor's Office, The Chapter House, St Paul's Churchyard

London EC4M 8AD

Tel: [REDACTED]

Visit our website: caroe.com

It is the responsibility of the recipient to protect its own systems from viruses and other harmful codes or programmes. We have endeavoured to eliminate such viruses, codes and programmes from e-mails and we accept no liability for any that remain.

This document, and any attachment to it, is intended for the addressee only. It may contain information that is confidential and/or copyright material. If you are not the intended recipient of this e-mail, any disclosure, copying or distribution is prohibited.

No responsibility is accepted for any action taken or not taken in reliance on the contents. If this message was received in error please use the 'reply' facility to inform us of the misdirection.

LPA Ref: 24/00825/FULEIA

London City Airport Ref: 2025/LCY/005 amended

Date: 07/02/2025

Dear Amy Williams,

Thank you for consulting London City Airport. This proposal has been assessed from an aerodrome safeguarding perspective. Accordingly, it was found **to have the potential to conflict** with London City Airport's safeguarding criteria. If the local planning authority are of a mind to approve this application, then London City Airport suggests the condition contained in this letter is added to any future approval.

LPA Reference	24/00825/FULEIA
Proposal	Partial demolition of the existing building, partial infilling of the existing basements and refurbishment and extension of the building comprising basement levels and ground floor plus 32 storeys (149.67m AOD, 132.47m AGL) to provide a mixed use office (Class E(g)) and culture/public viewing gallery (Sui Generis), retail/food and beverage (Class E(a)-(b)) development, with soft and hard landscaping, pedestrian and vehicle access, cycle parking, flexible public realm including street market with associated highway works and other works associated with the development. This application is accompanied by an Environmental Statement
Location	XL House 70 Gracechurch Street London EC3V 0HR
Borough	City of London
Case Officer	Amy Williams

In our previous response, under reference number 2024/LCY/198, an aviation obstacle lighting condition was applied to this development. However, on further review of the proposed elevation, we now realise that the building will not infringe any safeguarding surfaces associated to London City Airport. Therefore, as the building will no longer be classed as an obstacle, there is no requirement for aviation obstacle lights to be applied and the previous condition can now be removed.

Based on the latest consultation, we have the following comments to make.

London City Airport's response must change to an objection unless the following condition is applied to this planning permission.

Construction Methodology Condition

No cranes or scaffolding shall be erected above 126m Above Ground Level (AGL) / 143.2m Above Ordnance Datum (AOD), 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 cranes during the Development has been submitted to and approved by the Local Planning Authority, the Local Planning Authority having consulted London City Airport. It should be noted that no construction equipment shall be permitted to infringe any Instrument Flight Procedures or critical obstacle limitation surfaces, without further agreement with London City Airport.

Reason: The use of cranes or tall equipment in this area has the potential to impact London City Airport operations and Instrument Flight Procedures, therefore they must be assessed before construction.

We would also like to make you aware of the following:

CAA Building Notification

As the proposed development exceeds 91.4m AGL, upon grant of permission, City of London Council are required to notify the Civil Aviation Authority (CAA) as required under Annex 2 paras 30 – 32 of DfT/ODPM Circular 01/2003 'Safeguarding of Aerodromes & Military Explosives Storage Areas'.

CAA Crane Notification:

Where a building or crane is 100m or higher, developers and crane operators are advised to notify the CAA (arops@caa.co.uk) and Defence Geographic Centre (dvof@mod.gov.uk).

The following details should be provided before the crane is erected:

- the crane's precise location
- an accurate maximum height
- start and completion dates

This response represents the view of London City Airport Ltd as of the date of this letter and applies solely to the above stated application. This letter does not provide any indication of the position of any other party, whether they are an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to London City Airport in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee London City Airport Ltd requires that it be further consulted on any such changes prior to any planning permission, or any consent being granted.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of London City Airport or not to attach conditions which London City Airport has advised, it shall notify London City Airport and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Kind regards,

Simon Vince

On behalf of London City Airport

This page is intentionally left blank

Addendum to Agenda Item 5 – River Foreshore Adjacent to Riverbank House, EC4R 3BF – Planning Application Sub-Committee, 11th February 2025

Committee:	Date:
Planning Applications Sub Committee	11th February 2025
Subject: River Foreshore Adjacent to Riverbank House Swan Lane EC4R 3BF Proposed removal/cutting down to bed level of the existing campshed timbers. Removal of gabion baskets and steel tie rods between the existing campshed and anchor posts. Installation of new sloped revetment formed from imported granular fill and rock mattresses. Installation of Rock Bags in the gap that has formed between two of the sheet pile campshed retaining walls at the western end of the site. Reinstatement of the bed level behind the installed rock bags to match the top level of the sheet piles.	Public
Ward: Dowgate	For Decision
Registered No: 24/00938/FULLR3	Registered on: 11 September 2024
Conservation Area: No	Listed Building: No

Amendments to the Committee Report

The table as copied below and referenced within Paragraph 38 of the Report should read as follows overleaf:

Principal Themes	Nature of representations (Sample)	Number of comments on this theme	Response
Impact on Archaeological and Historic matters	<p>Example 1 (extract): This area is of significant archaeological importance. Developing on this site would cause a huge loss of artifacts currently being found at this site of the foreshore which are important to understanding London's history and public knowledge.</p> <p>2. The narrow alley ways would become a thoroughfare and a place to loiter, for the venue's customers which would make it unbearable for the residents of Bolt Court given the layout of the courtyard. Such a venue should not be located near residential buildings.</p> <p>Example 2 (extract): I object to the destruction of this historical site known as Rome without further research and investigation.</p> <p>Example 3 (extract): This MUST NOT go ahead. This particular spot is of archaeological importance and is a sacred site of Roman and many other historical relics at this area in particular. Doing so would be losing history forever</p>	61	<p>An Archaeological Desk Based Assessment has been submitted to accompany the application and Historic England are satisfied with the outcome subject to a condition.</p> <p>Please refer to the Archaeology section of the report (Para: 72).</p> <p>The example responses provided also elude the potential use of the pier (i.e. for the mooring of a vessel) however this application solely relates to works to the river foreshore. These elements of the responses are therefore not relevant to the application.</p>

	<p>and also damaging the foreshore beyond repair. There is already signs that it is eroding and this will hasten the issue. Please think this through properly. It isn't wanted or needed when there are so many other places for people to enjoy themselves. Please don't ruin the environment. Thank you for your time.</p>		
Noise and Light Pollution	<p>Example 1 (extract): Object to the noise, the light pollution and because it's an archaeological site that must be protected. The foreshore is a sensitive ecological and historic site and this would be detrimental to its survival.</p>	2	<p>An Intertidal Phase 1 Biotope Survey and Water Framework Directive Assessment have been submitted in support of the application. A proposed Construction Environment Management Plan is proposed to be secured (Condition 5) to secure appropriate construction methods and prevent impact on ecology.</p>
Impact on Natural Habitats	<p>Example 1 (extract): ...Suggested works from Planning Application detail would cause irreversible damage to the natural fabric and habitats of the foreshore which is significantly historically important and environmentally sensitive.</p> <p>There are a number of significant historical finds that have been recorded by the Finds Liaison Officer (Stuart Wyatt) from this stretch 'Roman' yielding foreshore which cannot be</p>	3	<p>As above. An Intertidal Phase 1 Biotope Survey and Water Framework Directive Assessment have been submitted in support of the application. A proposed Construction Environment Management Plan is proposed to be secured (Condition 5) to secure appropriate construction methods and prevent impact on ecology.</p> <p>Similar to the above the example responses</p>

	<p>ignored and once disturbed will be lost forever.</p> <p>Vast parts of the foreshore and old barge beds have been continually blown out along the course of the banks -both North and South due to the Thames Clippers persistently being used in the river, such Craft were used in Sydney Harbour until they were banned due to the environmentally and ecological damaged being caused by their wakes tearing the the Harbour bed to shreds, more damage is being caused by them day by day and as a PLA registered Thames Foreshore Permit Holding Mudlark I, plus hundreds more can vouch for seeing this continued destruction along the Thames foreshore.</p> <p>Until you put a stop the cause of this damage from continually happening it is pointless trying to haphazardly carrying out 'quick fixes' that have not been properly consulted by the correct authorities which is not solely governed by the Corporation of London who's interest in this is to put back a walkway down to an</p>	<p>provided also elude the potential use of the pier (i.e. for the mooring of a vessel) however this application solely relates to works to the river foreshore. These elements of the responses are therefore not relevant to the application.</p>
--	--	---

	intended mooring for a boat to be permanently moored as another unwanted Drinks/Party/Club for which the Corporation of London can claim licences to and have other funds made available to themselves...		
--	---	--	--

