

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	29 January 2019
<b>Subject:</b> Stonecutter Court 1 Stonecutter Street London EC4A 4TR Demolition of 1 Stonecutter Street and 81 Farringdon Street, and associated works to retain the Hoop and Grapes Public House; the erection of a new building constructed on the retained lower basement and basement of 1 Stonecutter Street providing ground, podium, and 13 upper stories; The use of the building for offices (Class B1) at part ground and first to thirteenth floors, retail /offices (Class B1, A1, A3) at podium level, retail at part ground floor (Class A1/A3) and associated delivery bay, cycle parking facilities, together with ancillary plant at basement and lower basement levels; the laying out of a replacement private open space, associated pavilion (Class A1/A3) and enclosure, along with hard and soft landscaping; and the erection of a screen to be attached to the south west flank of the Hoop and Grapes Public House to be planted to provide a green wall, along with the enclosure of the yard to the rear of the Public House with an access to the new open space for means of escape purposes (33,528sq.m GIA).	<b>Public</b>
<b>Ward:</b> Farringdon Within	<b>For Decision</b>
<b>Registered No:</b> 18/00878/FULMAJ	<b>Registered on:</b> 6 September 2018
<b>Conservation Area:</b>	<b>Listed Building:</b> Grade II

### Summary

Applications have been made for:

- Planning permission for: Demolition of 1 Stonecutter Street and 81 Farringdon Street, and associated works to retain the Hoop and Grapes Public House; the erection of a new building constructed on the retained lower basement and basement of 1 Stonecutter Street providing ground, podium, and 13 upper stories; The use of the

building for offices (Class B1) at part ground and first to thirteenth floors, retail /offices (Class B1, A1, A3) at podium level, retail at part ground floor (Class A1/A3) and associated delivery bay, cycle parking facilities, together with ancillary plant at basement and lower basement levels; the laying out of a replacement private open space, associated pavilion (Class A1/A3) and enclosure, along with hard and soft landscaping; and the erection of a screen to be attached to the south west flank of the Hoop and Grapes Public House to be planted to provide a green wall, along with the enclosure of the yard to the rear of the Public House with an access to the new open space for means of escape purposes (33,528sq.m GIA).

- Listed building consent for: Works of alteration incidental to the demolition of buildings immediately adjoining and adjacent to the Hoop and Grapes Public House, including new retaining walls, restraining fixings and works incidental to the laying out of a new open space as part of the construction of a new building above the retained basements of 1 Stonecutter Street.

This report deals with the considerations for both applications.

The development involves:

- The demolition of 1 Stonecutter Street and 81 Farringdon Street, and associated works to retain the Hoop and Grapes Public House;
- The erection of a new office building constructed on the retained lower basement of 1 Stonecutter Street providing ground, podium and 13 upper stories;
- The use of the building for offices (Class B1) at part ground and first to thirteenth floors; retail/offices (Class B1/A1/A3 at podium level; retail at part ground floor (Class A1/A3) and associated delivery bay and cycle parking facilities, together with ancillary plant at basement and lower basement levels;
- The laying out of a replacement open space, which would be accessible to the public, associated pavilion (Class A1/A3) and enclosure, along with hard and soft landscaping; and
- The erection of a screen to be attached to the south west flank wall of the Hoop and Grapes Public House to be planted to provide a green wall, along with the enclosure of the yard to the rear of the public house with an access to the new open space for means of escape purposes.

The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre.

The proposed retail floorspace accords with Local Plan Policy DM1.5 which encourages a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for businesses, workers and residents.

The design and increased height of the proposed building is considered to be acceptable and would form a coherent architectural composition with appropriate and high-quality facing materials. The design of the overall scheme allows for the incorporation of a generous amount of greening at ground level and on the terraces at the top of the building. The change to the location and configuration of the open space in terms of its appearance and character is acceptable and welcomed. The development would not have adverse impacts either on local or longer distance views or on the settings of the Hoop and Grapes, other nearby listed buildings, or the Fleet Street Conservation Area.

The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free. 421 long stay cycle parking spaces, 46 short stay cycle parking facilities, and associated facilities would be provided.

The scheme would not result in any significant adverse environmental impacts on daylight and sunlight, overshadowing, or wind on surrounding areas.

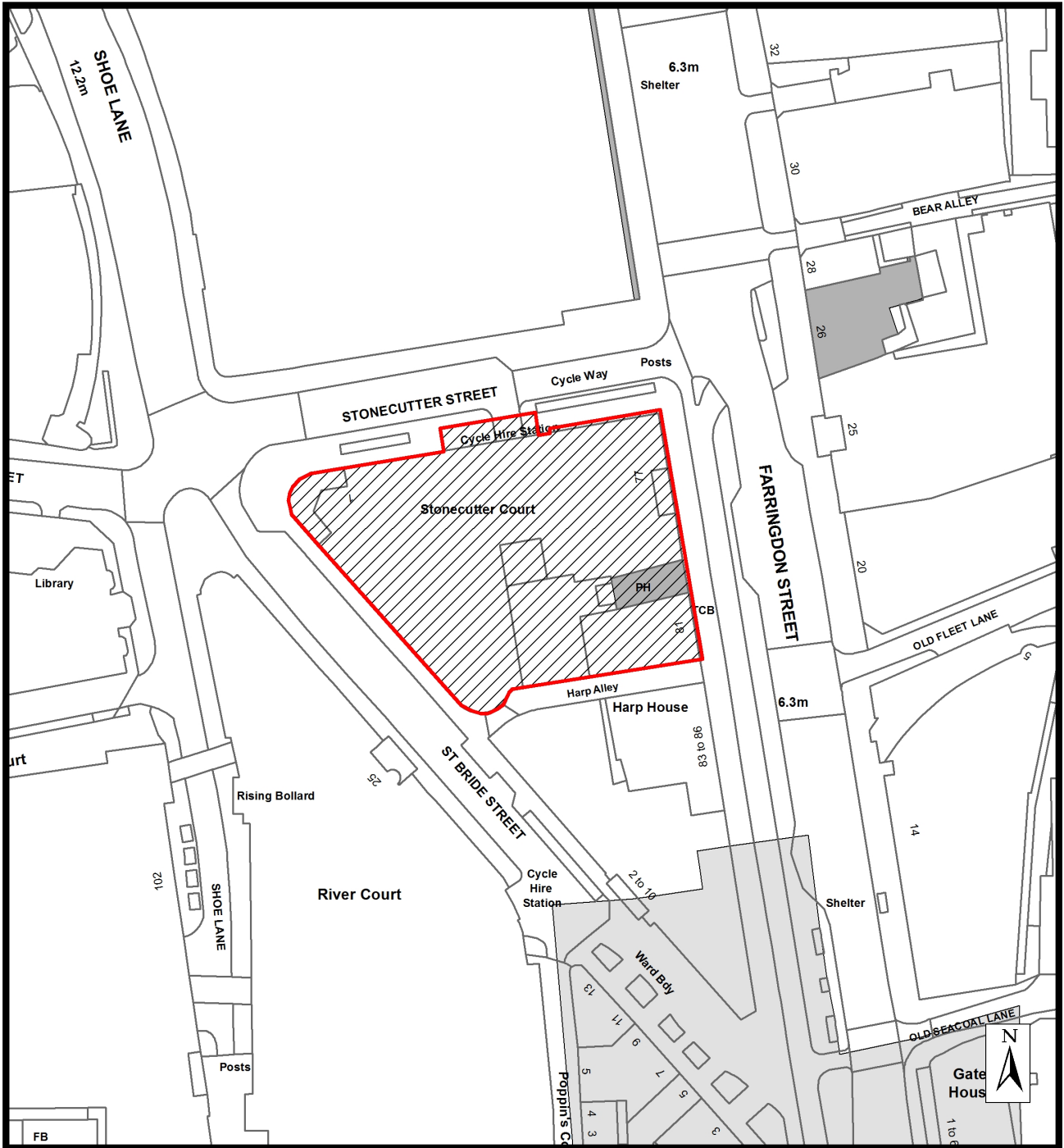
The scheme would provide significant benefits through the CIL and S106 for improvements to the public realm, housing and other local facilities and measures. The payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general payment there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.

In this case I am of the view that the proposal accords with the Development Plan as a whole and that having taken other material considerations and local finance considerations into account, it is recommended that planning permission is granted as set out in the recommendation and the schedules attached.

## **Recommendation**

- (a) Planning permission be GRANTED for the above proposal in accordance with the details set out in the attached schedule;
- (b) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

# Site Location Plan



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ADDRESS:  
Stonecutter Court, 1 Stonecutter Street

CASE No.  
18/00878/FULMAJ

- CITY BOUNDARY
- ▨ SITE LOCATION
- LISTED BUILDINGS
- CONSERVATION AREA BOUNDARY







## **Main Report**

### **Site Location and Current Buildings**

1. The site is enclosed by the recently pedestrianised Stonecutter Street to the north; Farringdon Street to the east, which is a designated red route and part of the cycle super highway; Harp Alley to the south; and St Bride Street to the west.
2. The site does not fall within a conservation area, but the Fleet Street conservation area is located close to the south. The Grade II listed Hoop and Grapes public house fronting Farringdon Street is included within the site boundary. 26-27 Farringdon Street (Grade II) is located directly across Farringdon Street from the site and is the only listed building within the vicinity, the setting of which would be directly affected by the proposed development.
3. The site is currently occupied by three buildings and an open space. Two of the buildings, 75-79 and 81-82 Farringdon Street date from 1990-1994 and occupy most of the street block bounded by Farringdon Street, Stonecutter Street, St Bride Street and Harp Alley. These buildings have a restrained post-modern appearance and are both faced in high quality materials. 75-79 Farringdon Street is the larger of the two with frontages to Farringdon Street, Stonecutter street and St Bride Street. The building is clad in limestone and is characterised by multiple punched windows set between giant order round-headed windows, with prominent cornices at its upper levels. 81-82 Farringdon Street is smaller and includes a banded brown brick facing above and below its stone base and upper stories and incorporates design motifs from its larger neighbour. Between these two buildings is the listed Hoop and Grapes public house and a small private publicly accessible open space behind accessed from Harp Alley that forms the southern boundary of the site. This was a former burial ground for St Bride's Church.
4. Immediately to the north of the site is the newly constructed Goldman Sachs headquarters building at Plumtree Court. To the south of the site is the Fleet Street Conservation Area.
5. The nearest stations are Farringdon, approximately 200m to the north; Chancery Lane, to the northwest; and Blackfriars, to the south. The site is highly accessible by public transport and has a Public Transport Accessibility Level of 6b.

### **Proposal**

6. Applications have been made for:
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### **Consultations**

9. The views of other City of London departments have been taken into account in considering the scheme and detailed matters will be covered under conditions and the Section 106 agreement. These include

matters relating to environmental controls such as noise, fume extract and ventilation, controls during construction activities, and security matters.

10. The GLA states that:

*I refer to your letter received on 2<sup>nd</sup> October 2018 consulting the Mayor of London on the above planning application, which is referable under Category 4(1) of the Schedule to the Order 2008 (in this case the City of London is required to consult the Mayor because the proposal exceeds the development threshold plane of the strategic views of St Paul's Cathedral from Primrose Hill, Greenwich Park and Blackheath Point). I have assessed the details of the application and given the scale and nature of the proposals, conclude that the proposal would not be discernible within the protected strategic viewing corridors. Therefore, it is concluded that the proposals does not raise any strategic planning issues.*

*I note that Transport for London's issues regarding the application have been addressed separately in a letter to the City of London.*

*Therefore, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA.*

11. TfL have stated that:

*The application is broadly acceptable to TfL Planning subject to:*

- TfL should be consulted on the discharge of the Construction Management Plan, Delivery Servicing Plan and any landscaping conditions due to the close proximity of the Transport for London Road Network (TLRN).
- Further details on landscaping proposals on Farringdon Street are required prior to determination, including impacts on existing trees which are TfL assets, and a S278 agreement with TfL.
- All 36 short stay cycle parking spaces proposed should be in the public realm. 10% of the long stay cycle parking should be suitable for larger vehicles. Cycle parking should be secured by condition and discharged in consultation with TfL.
- A cycling ramp should be added to the steps proposed in Harp Alley to address a level change there, as otherwise cycling access from the west will be difficult.
- The servicing vehicle entrance should also be made accessible to cyclists as another alternative access for those arriving from the west.
- Disabled parking should be provided on-site and the step free accessibility of local bus stops should be checked using TfL's Accessible Bus Stop guidance, to demonstrate how the journey of a

wheelchair user from those stops to the site would be safe and step free.

- The City of London should secure a S106 obligation to fund Cycle Hire memberships for the all employees of the first occupiers of the land uses proposed.
- Crossrail S106 contribution is required in accordance with the Crossrail SPG.

12. In response to the submitted Transport Assessment Addendum TfL have stated that:

- TfL welcomes the applicant's clarification that no TfL trees on Farringdon Street will be removed or impacted on.
- We request further information on the location and concept of design of the cycle ramp in accordance with London Cycling Design Standards (LCDS). Clarification on the number of cycle parking spaces for larger cycles should be provided.
- The principle of not providing alternative access for cyclists at the servicing vehicle entrance is comprehensible from a safety point of view. We therefore have no further comments in this regard.
- We note that construction vehicles will access the site from St Bride Street rather than Farringdon Street. The principle of construction vehicle activities taking place away from the TLRN is supported. Full details of construction logistics should be provided as part of the Construction Logistics Plan (CLP) secured by condition and to be discharged by the City of London in consultation with TfL.
- The applicant should ensure that the Travel Plan promotes the use of Cycle Hire and that Cycle Hire memberships should be offered to all employees of the first occupiers as a Travel Plan requirement, and thereafter as decided by the Travel Plan coordinator in accordance with Travel Plan targets, i.e. at least three years.

13. City Transportation have commented as follows:

Stonecutter Street Entrance levels

*The proposed design has been reviewed by officers working on the Shoe Lane area enhancements who have confirmed their acceptance of the proposals. Works to reprofile the highway would be undertaken as part of the S278 works.*

Servicing Arrangement

*A delivery and servicing plan (DSP) has been submitted to support the application.*

*The proposals involve the relocation of the servicing access from Stonecutter Street to St Bride Street. The principle of relocating the servicing entrance is welcomed in line with improvements to the Stonecutter Street streetscape*

*An addendum to the DSP has been submitted to demonstrate that smaller vehicles (<6m), which will account for the majority of vehicle movements, are able to enter and exit the service yard in a forward gear.*

*The DSP details how a goods in manager will be appointed to manage deliveries, and that all deliveries would be pre-booked. The submission of a DSP prior to occupation should be secured by planning obligation.*

*The measures to be included in the DSP are considered sufficient mitigation to ensure vehicles having to reverse into the loading area would not unduly impact highway safety.*

### Cycle Parking

*The proposed cycle parking provision is considered acceptable and the provision of space for adapted bicycles is welcomed. 421 long stay cycle parking spaces, and 46 visitors' spaces are proposed (36 internally and 10 within the open space). The proposed provision of cycle parking exceeds the existing London Plan standards. To ensure the cycle parking is truly accessible, all doors on the access to the parking area should be automated, push button or pressure pad operated as per the London Cycle Design Standards 8.2.1.*

*The provision of changing facilities is important in encouraging the uptake of active travel and more broadly to facilitate healthy lifestyles for people working in the City. The provision of 519 lockers (>1 per each cycle parking space) is acceptable. The provision of 35 showers for the 421 cycle parking spaces translates to one shower for each 12 spaces. We consider one shower for every ten the desired minimum which is supported by the Draft New London Plan. Overall, the proposed cycling and changing facilities have been well-thought-out and so the shortfall in shower provision is considered acceptable.*

### Section 278 Agreement

*The s278 agreement should cover the following;*

- Highway improvements to streets surrounding the site, including the continuation of improvements to Stonecutter Street in place of the existing crossover which is to be removed. A commuted sum for the maintenance of the materials in this area should be secured.*
- Kerbside survey to understand parking demand and potential options for relocation of motorcycle parking.*
- Improvements to Farringdon Street require a S278 signed with TfL.*

*Security – The applicant was made aware that all security measures, including HVM, must be included within the curtilage of the development in order to comply with local plan policy DM3.2 and this is reflected in the addendum to the Design and Access statement. Given that the occupier of the building, and therefore the required level of HVM, is unknown at this stage, detailed proposals have not been provided. A low-level*

*approach with the ability to incorporate high-level security measures in the future has been adopted.*

*Construction Logistics Plan (CLP) - An Outline CLP has been submitted in support of the application. The CLP has been reviewed by the City's Logistics Engineer who had no concerns in principle but was conscious of the fact the area will have undergone significant change before the project is likely to commence. Ongoing discussions with the City's highways team during the development of the DLP and CLP would be encouraged.*

*Subject to the conditions and obligations detailed herein being secured, I have no objection to the proposals.*

14. The Lead Local Flood Authority, Environmental Health and Thames Water have recommended conditions.
15. The London Boroughs of Tower Hamlets, Camden, Southwark, Lambeth, and the Royal Borough of Greenwich have responded to the consultation and do not wish to make any comments.
16. No comments have been received from Historic England.
17. A representation has been received on behalf of Farringdon Street Partners Limited and Farringdon Street (Nominee) Limited (attached). They have stated that *'Our clients are in support of the overall principle of the redevelopment of these buildings, however there are some elements of the proposed development which we would like to comment on. These include: traffic movements during construction and operational stages of development; building operations using the proposed loading bay on St Bride Street; relocation of motorcycle parking from St Bride Street to Stonecutter Street; cooling towers and plume abatement coils; the provision of terraces on floors 8, 10 and 12; and the provision of retail units on Stonecutter Street.'*

### **Policy Context**

18. The development plan consists of the London Plan and the Local Plan. The draft Local Plan is at consultation stage, and while it is a material consideration it has limited weight.
19. The Mayor of London has prepared a draft new London Plan which is a material consideration to be taken into account. The London Plan, draft London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report. Relatively little weight should be afforded to the Draft London Plan.
20. There is relevant supplementary planning guidance in respect of the City of London's "Protected Views" SPD of January 2012, Fleet Street Conservation Area SPD, and the Planning Obligations SPD. There is relevant Mayoral supplementary planning guidance in respect of Sustainable Design and Construction, London View Management

Framework, Accessible London, Control of Dust and Emissions during Construction and Demolition, and Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL.

21. Government Guidance is contained in the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG).

### **Considerations**

22. The Corporation, in determining the planning application has the following main statutory duties to perform:-  
  
To have regard to the provisions of the development plan, so far as material to the application, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990);  
  
To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
23. In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
24. In respect of sustainable development the NPPF states at paragraph 10 that 'at the heart of the Framework is a presumption in favour of sustainable development.' For decision-making this means 'approving development proposals that accord with an up-to-date development plan without delay...'.  
  
25. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

### **Principal Issues**

26. The principal issues in considering this application are:
  - The economic benefits of the scheme;
  - Impact on retail and the public realm;
  - The appropriateness of the bulk, massing and design of the proposals;
  - The impact of the proposals on the London skyline including on views in the London Views Management Framework;
  - The impact of the proposal on heritage assets;
  - Servicing, Transport and impact on public highways;
  - The impact of the proposal on nearby buildings and spaces, including environmental impacts such as daylight and sunlight, wind microclimate, solar glare, energy and sustainability; and

- The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.

### **Economic Issues and Need for the Development**

27. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating £45 billion in economic output (as measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 450,000 people.
28. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.
29. Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides a greater range of complementary facilities to meet workforce needs. There is increasing demand for smaller floor plates and tenant spaces, reflecting this trend and the fact that a majority of businesses in the City are classed as Small and Medium Sized Enterprises (SMEs).
30. The National Planning Policy Framework establishes a presumption in favour of sustainable development and places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
31. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.

32. The London Plan projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
33. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. The Local Plan, policy DM1.2 further encourages the provision of large office schemes, while DM1.3 encourages the provision of space suitable for SMEs. The Local Plan recognises the benefits that can accrue from a concentration of economic activity and seeks to strengthen the cluster of office activity.
34. The proposed development would provide 32,236sq.m GIA of B1(a) office floorspace (an increase of 13,342sq.m GIA), further consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ. The development would accommodate approximately 2000 office workers.
35. The proposed development includes large floor plates, which maximise internal usable areas, which addresses the needs of international business in accordance with Local Plan policy DM1.2.

#### **Provision of office accommodation**

36. The provision of a substantial office building in this location meets the aims of policy CS7 in delivering 32,236sq.m of office floorspace, which is an additional 13,342sq.m.
37. The proposed development would add a substantial amount of B1 office floorspace to the City's office stock, which is supported in accordance with Local Plan Policy CS1. This additional floorspace will make a significant contribution towards meeting the Local Plan's overall office floorspace targets to 2026 and the draft Local Plan's targets to 2036.

#### **Provision of retail accommodation**

38. The site is not within a designated Principal Shopping Centre (PSC) or Retail Link as defined in Local Plan policy DM20.1, but the Fleet Street PSC is located close by to the south of the site.
39. An additional 1292sq.m of retail floorspace (Class A1 or Class A3) in addition to the existing public house is proposed. This would be split over six units, with four units fronting Farringdon Street; one unit facing the proposed open space; and a pavilion on the corner of Harp Alley and Farringdon Street.



40. The retail units would help to enliven the public realm at street level and would be of benefit to workers, residents and visitors. The proposal would comply with Local Plan policy DM20.3, which supports retail outside of the PSCs where it would help form an active frontage, provide amenity to City workers, residents and visitors and enhance vibrancy.

### **Design of the New Building**

#### **Bulk, mass and Height**

41. The design responds to the significantly changed architectural context of the site's immediate surroundings since the construction of the neighbouring buildings. This context includes the River Court development at 120 Fleet Street that extends northwards along St Bride Street where it rises 10 storeys high; 1 New Street located immediately west of the site across Shoe Lane is 19 storeys tall; and the newly constructed Plumtree Court building on the north side of Stonecutter Street is 10 storeys high. The cumulative impact of these changes has been to raise the general scale of development in this locality. These developments are of a larger scale both in height and bulk when compared to the existing office buildings on the site. The proposals respond to this changed setting with a single large office building on the site with the Hoop and Grapes retained, and a new small pavilion building provided within a reconfigured open space.
42. The proposed 13 storey building responds to the scale of its recently constructed neighbours and its massing has been determined by the need to conform to the London View Management Framework (LVMF), which has required cut backs on the north eastern side, and to create an appropriate architectural response to its immediate surroundings. Further set-backs have been introduced to Farringdon Road to accord with the height of the neighbouring Plumtree Court building's street frontage and the presence of the Hoop and Grapes, and at the rear to respond to the comparative narrowness of St Bride Street. The building's overall height rises east to west and south-eastwards to north-westward to a peak opposite 1 New Street, the tallest building within the immediate locality.

#### **Architectural Treatments and Appearance**

43. The proposed building would have a consistent design language across all four of its elevations. The base treatment of the building varies in height from two to three storeys due to the fall in gradient from west to east across the site, the base being double height on the St Bride Street frontage and triple height on Farringdon Street. The main entrance would be located midway along Stonecutter Street with secondary entrances to the south from the open space, and at the north-west corner at the junction of Stonecutter Street and St Bride Street.

44. The ground floor would generally be treated in a combination of planar and shopfront glazing to Farringdon Street and diagrid glazing – a geometric, faceted arrangement of glazing panels – to Stonecutter Street intended to contribute towards a distinct identity for the building. This faceted diagrid theme would be extended to the pattern that would be used to embellish the piers that would frame the glazing. The carved appearance of these light-coloured reconstituted stone columns would reference the Stonecutter Street name. The quality and design of these elements would be secured by condition. An extended louvred screen along part of the St Bride Street frontage and Harp Alley concealing a bin store, a UKPN substation, and building ventilation systems would be enlivened with a three-dimensional geometric pattern laser cut into the arrangement of louvre blades. A reconstituted stone cornice would wrap around the perimeter of the building to create a clear visual demarcation between the base and the upper floors of the building.
45. Above this cornice an arrangement of glazing set between alternating stone mullions and narrower aluminium mullions would be employed to form the “middle” section of the facade. Stone transoms would provide visual divisions between floors. The glazing to the uppermost levels of the building, forming its “top” would have a plainer appearance comprising areas of unitised glazing set between vertical aluminium fins within a larger scale arrangement of brushed aluminium columns. The building would turn the acute corner at the junction of Stonecutter Street and St Bride Street with an arrangement of curved diagrid glazing rising full height above the cornice up to the 13th floor level, this feature responding to the tallest element of 1 New Street opposite. On the southern façade the diagrid glazing treatment would also be employed to create an upper level corner feature incorporating an open terrace from the 10th up to the 13th level. An extensive rooftop plant enclosure finished in brushed aluminium louvres would be located at the top of the building, set back sufficiently from the parapet of the 13th floor to be largely out of sight from street level.
46. The open terraces formed where the building sets back at its upper levels and the treatment of ground floor areas would provide an opportunity to introduce an extensive amount of greenery to the building to meet the Mayor of London’s Urban Greening Factor for a development of this size.
47. The proposed building seeks to ease the dramatic change in scale between it and the Hoop and Grapes by means of a subtle visual transition in the architecture of the base element of the new building. The height of the Farringdon Street cornice line has been made to coincide with the parapet level of the Hoop and Grapes to create an impression of the former terrace parapet line along the street. The glazing line of the new building also steps outward in the bays closest to the public house, to almost meet the building line of the public house to provide a gentler transition between the two buildings. Similarly, on its southern side where the buildings abut, the sub-parapet column spacing of the new building initially responds to the spacing of the windows of the Hoop and Grapes where the two buildings adjoin before

this spacing widens in increasing increments to a dimension more appropriate to its true scale. The projection of the public house slightly forward of 1 Stonecutter Street would also assist in highlighting the presence of the public house and accommodating the transition between the two buildings.

### **Hoop and Grapes, Open Space and Retail Pavilion.**

#### Significance of the Hoop and Grapes Public House

48. The Hoop and Grapes at 80 Farringdon Street, is a five storey Grade II listed building originally built around 1720 as part of a terrace of similar housing and was converted to public house use around 1832. Most of the terrace was damaged beyond repair in the war leaving the Hoop and Grapes as one of only three of these buildings to survive the war between Stonecutter Street and Harp Alley. By 1961 the Hoop and Grapes was the only one to remain and was abutted on both sides by larger buildings constructed in the post-war period. These post-war buildings were themselves demolished in the 1990s to construct the buildings currently on the site.
49. The significance of the Hoop and Grapes is derived from its historic and architectural interest as a public house adapted from an early 18th century townhouse abutting the Fleet River prior to it being buried underground. It also forms an important remnant of the early streetscape of this part of the City. The building's immediate and wider setting has been considerably altered since the war with the loss of its terrace setting and the subsequent development of neighbouring buildings of an appreciably greater scale. The pattern of development along this section of Farringdon Street is stylistically diverse comprising large post-war office buildings almost exclusively of a scale many times greater than the Hoop and Grapes. The loss of the rest of the terrace of which the Hoop and Grapes was once part has long changed the way the public house is experienced from Farringdon Street, so that the Hoop and Grapes is now appreciated as a survival of a historic streetscape whose scale has been long surpassed. Therefore, although the setting of the Hoop and Grapes is now subject to further change, it is not considered that its significance is diminished.
50. On its south side the building would be the entrance to a new open space, the flank wall of the Hoop and Grapes would be exposed and finished in brickwork. A green wall would be established here to enliven the new open space, provide visual relief to the street, and concealing the required structural buttressing to support this end of the building.

#### Open Space and Retail Pavilion

51. The open space located behind the Hoop and Grapes would be relocated and changed in character and function in the current proposals. Although an open space has endured here from before

1750, the exact location and nature of the space has changed markedly over time. The Hoop and Grapes was originally constructed on open ground that had once been an overflow burial ground for St Bride's Church. The residual area of the burial ground later became a drill ground and a small area of open ground remained behind the pub until the Second World War. This area became open space located behind the buildings constructed in the immediate post war period, entered from Stonecutter Street and Farringdon Street. When these buildings were redeveloped to construct the buildings currently on the site, the space was moved southwards and entered from Harp Alley taking on its current configuration and extent. The existing space tends to be perceived as a beer garden to the pub and this impression deters many from making use of it.

52. In the current proposals, the open space would be relocated eastwards towards Farringdon Street and given a more public character with greenery and seating, to provide some relief from the busyness of Farringdon Street. The existing open space is 204sq.m. The proposed open space would be larger than the existing open space and would be 231sq.m The public house would retain its existing separate small beer garden area at the rear of the public house. The open space would be owned and maintained by the applicant, but would be publicly accessible. The opening hours would be agreed through the S106 agreement but it is proposed that as a minimum it would be accessible to the public from 8am to dusk Mondays to Fridays as the existing open space is. The open space would be step free. Landscape details and materials would be agreed by condition.
53. The space would work in conjunction with a new single storey retail pavilion on the site, that would be constructed south of the Hoop and Grapes at the corner of Harp Alley. The pavilion would be of lightweight metal construction and extensively glazed with a green roof and would partially shelter the open space from the traffic noise of Farringdon Street. The pavilion has been designed to work with the Hoop and Grapes to create a visual composition that integrates the smaller scale of these two structures into the surrounding context of development of significantly greater scale. The rear of the open space would additionally be enlivened by a second retail unit incorporated within the new Stonecutter Court building which would extend around the rear of the space closing its western end.

#### **Impact on the significance and setting of neighbouring Listed Buildings**

54. The impact of the scheme on the Grade II listed Hoop and Grapes has been described above. The proposals would have a minor impact on the significance and setting of two other listed structures in the vicinity: 26-27 Farringdon Street (Grade II), and Farringdon Street Bridge and its associated southern pavilions (Grade II).
55. 26-27 Farringdon Street is an attractive former commercial building dating from 1886 which although an appreciably larger building than the Hoop and Grapes is the only other remaining pre-war scale building in this part of the street. Its neighbouring building's now exceed it in

height by 3 storeys to the north and 7 storeys to the south. The scale of development along this part of Farringdon Street is such that the increased scale of building on the Stonecutter Court site would not further diminish the setting of either the Hoop and Grapes or 26-27 Farringdon Street because they are already perceived as isolated reminders of the street's former scale. Farringdon Street Bridge (opened in 1869) spans the street one street block to the north. The bridge carries Holborn Viaduct across Farringdon Street between a pair of pavilions situated at the east and western bridgeheads. From Stonecutter Street the bridge is seen to cross Farringdon Street at high level with the southern pavilions glimpsed between the modern buildings fronting Farringdon Street. The current proposals do not change this relationship and create no adverse impacts on the setting of the bridge or its pavilions when it is seen from the south, from the north, or in views from the bridge itself.

### **Impact on the Significance of the Fleet Street Conservation Area**

56. The site is located outside of, but close to, the Fleet Street Conservation Area, the southern extremities of St Bride Street and Farringdon Street being included within the designated area. The increased scale of the proposed building would make it more visible when seen from within the conservation area looking northwards into Farringdon Street in the vicinity of Ludgate Circus. Although there are locations within the conservation area in New Bridge Street where the new building would be seen as part of the backdrop to buildings within the conservation area, the new building would be seen as another of the new large scale developments located to the north of the conservation area.
57. The view northwards from this area is not identified as one of the Views and Vistas specified in the Fleet Street Conservation Area Character Summary and Management Strategy (Feb 2016) that make a strong contribution to the character of the conservation area. The presence of Stonecutter Court in views from the conservation area would not have a negative impact on the significance of the area.

### **London Views Management Framework**

58. The London View Management Framework (LVMF) provides a London wide policy framework to protect and manage strategically important views of London and its major landmarks. The site falls within a number of the LVMF policy areas seeking to protect views of St Paul's Cathedral from designated viewpoints. These are from: Primrose Hill (View 4A.1), Greenwich Park (5A.2), and Blackheath Point (6A.1).
59. The proposed building has been designed to fall outside of the Viewing Corridor protecting the view of the Cathedral from Primrose Hill. From this location it would be seen to the south of the Cathedral's western towers clear of the Cathedral and partially obscured behind an existing building. In views from Greenwich Park and Blackheath Point the scheme, if discernible at all, would form part of the general pattern of background development seen behind the Cathedral. In other LVMF

River prospect Views from Gabriel's Wharf (Viewpoints 16B.1 & 16B.2) and Millennium Bridge (Viewpoint 13A.1), the uppermost parts of the proposed building would be seen as part of the backdrop to the views without any detriment to the main focus or other specified landmarks visible within these views.

### **St Paul's Heights**

60. The site falls outside of the St Paul's Heights policy area.

### **Design Conclusion**

61. The design and increased height of the proposed building is considered to be acceptable in its current context and would form a coherent architectural composition with appropriate and high-quality facing materials. The design enables the incorporation of a generous amount of greening at ground level and on the terraces at the top of the building. The change to the location and configuration of the open space in terms of its appearance and character is acceptable and welcomed. The development would not have adverse impacts either on local or longer distance views or on the settings of the Hoop and Grapes, other nearby listed buildings, or the Fleet Street Conservation Area.

### **Urban Greening**

62. Three terraces are proposed facing Farringdon Street, three smaller terraces would face onto St Bride's Street and one terrace would face Harp Alley. All of these terraces would provide outdoor space for the proposed offices.
63. Open space is proposed in the south east corner of the site on the corner of Harp Alley and Farringdon Street. It is proposed that the pavilion would have an extensive green roof. It is proposed that four existing Hornbeams in the existing open space would be felled. These trees are category C trees (trees low quality with an estimated life expectancy of at least 10 years, or young trees with a stem diameter below 150mm), which are only visible from the area immediately surrounding the open space. As a result their loss would not have a detrimental impact on the character of the wider area. These trees would be replaced with three Spaeth's Alders, which would be clustered in the open space. Four black locusts would be planted on Stonecutter Street near the office entrance.
64. An extensive green roof is proposed on the main building. This has been designed to encourage biodiversity and would contain 24 species of wildflowers and herbs. It is proposed that the flank wall of the Hoop and Grapes Public House, facing the open space, would be planted with climbing plants and a space to the rear of the public house would be planted to create a green wall.
65. The proposals for greening on and around the development are welcome and accord with Local Plan policies DM10.2, DM10.3 and DM19.2.

## **Transport, Servicing, Parking and Impact on Public Highways**

### **Stonecutter Street Entrance levels**

66. The proposed design has been reviewed by officers working on the Shoe Lane area enhancements who have confirmed their acceptance of the proposals. Works to reprofile the highway would be undertaken as part of the S278 works, required through the S106 agreement.

### **Servicing Arrangement**

67. A Delivery and Servicing plan (DSP) has been submitted to support the application. The proposals involve the relocation of the present servicing access from Stonecutter Street to St Bride Street. The principle of relocating the servicing entrance is welcomed and is in line with improvements to the Stonecutter Street streetscape. The proposed servicing area would provide one 6m loading bay and one 8m loading bay.
68. It is anticipated that the proposed development would result in approximately 55 daily servicing trips. The majority of deliveries would be carried out using small vehicles and would be able to enter and exit the loading bay in forward gear. A small number of movements, approximately 9 per day (10%), would be required by Heavy Goods Vehicles (HGVs), which would need to reverse into the loading bay.
69. The DSP details how a goods in manager would be appointed to manage deliveries, and that all deliveries would be pre-booked. The submission of a DSP prior to occupation would be secured through the S106 agreement. The DSP would include measures to re-mode deliveries into more sustainable modes such as cargo bike. The following matters relating to delivery and servicing would also be secured through the S106 agreement;
- No deliveries during the morning (07:00 to 10:00), lunchtime (12:00 to 14:00) and evening (16:00 to 19:00) peak times.
  - A banksman shall be on hand to assist with any reversing movements into the servicing area.
  - The use of a consolidation centre to reduce the number of servicing vehicles to the site. The Consolidation Centre vehicles would be able to manoeuvre in the loading bay to enable them to enter and exit in forward gear.
70. Whilst any vehicles having to reverse into the servicing area is undesirable, the use of a banksman for all reversing movements together with the reduction in the number of deliveries achieved by the use of a consolidation centre will mean that vehicles having to reverse into the loading area would not unduly impact highway safety.

### Cycle Parking

71. The London Plan requires the provision of 381 long stay cycle parking spaces and 48 short stay cycle parking spaces. 421 long stay cycle parking spaces, and 46 short stay cycle parking spaces are proposed (36 internally and 10 within the open space). The proposed provision of cycle parking exceeds the existing London Plan standards in total and is considered acceptable. The provision of space for adapted cycles is welcomed. TfL have requested that all short stay spaces are provided within the public realm. Providing further cycle parking spaces in the public realm is not considered to be the best solution as this would result in a loss of open space. It is accepted that the preferred location for short stay parking is to split it between the open space and the building itself.
72. The provision of changing facilities is important in encouraging the uptake of active travel and more broadly to facilitate healthy lifestyles for people working in the City.
73. The provision of 519 lockers exceeds the number required by the standards but is considered to be acceptable. The provision of 35 showers for the 421 cycle parking spaces translates to one shower for every 12 spaces. One shower for every ten spaces is the desired minimum which is supported by the Draft New London Plan. Whilst the applicant has sought to demonstrate that 35 showers would be sufficient it is considered that the minimum number of 43 showers should be provided and this will be secured by condition.

### Workplace Travel Plan

74. The submitted Workplace Travel Plan is largely acceptable. TfL have requested measures to provide cycle hire memberships through the travel plan, which has been included in an addendum to the plan. The final travel plan should focus on encouraging active travel, with targets for cycling uptake based on achieving full occupancy of cycle parking at an early date. This would be secured by condition.

### Car Parking

75. The development would be car free, in line with Local Plan and London Plan requirements.

### Relocation of motorcycle parking

76. The relocation of the servicing access for the building from Stonecutter Street to St Bride Street requires the removal of 10m of motorcycle parking bay. This would be subject to a separate statutory consultation and so cannot be prejudged and therefore must not be determined as part of the planning application. The relocation of the motorcycle parking will form part of the section 278 agreement for the development, secured through the S106 agreement. It is considered that the principle of the relocation is acceptable.



## Waste Management

77. A dedicated waste and recycling store would be located adjacent to the loading bay. The Cleansing Team have confirmed that the waste storage and collection facilities comply with their requirements and are acceptable. The proposed loading bay would be 4.5m, which is acceptable to the Cleansing Team as

## **Environmental impact of proposal on surrounding area**

### Wind Microclimate

78. A qualitative wind comfort assessment has been carried out to analyse the likely wind conditions around the proposed development. The study identified that the surrounding streets are expected to be generally suitable for their intended use during the windiest season. Some localised areas (primarily around building entrances) would be windier than desired. In response to this design mitigation measures have been added to the design in the form of a projecting cornice, entry door setbacks, canopy details and a faceted façade design at street level to limit any down-washing experienced.
79. Given their height above ground, the proposed office terraces are prone to greater exposure of prevailing winds and experience a mixture of strolling and standing wind conditions. To mitigate against this, it is proposed that a 1.4m high balustrade, a mix of hard and soft landscaping and canopies above the terrace doors are added to the terraces.
80. The Hoop and Grapes Public House, located to the south east is expected to be well sheltered and have suitable wind conditions for continued outside amenity use.
81. Details of the design of wind mitigation measures would be secured by condition.

### Daylight and Sunlight

82. The BRE guidelines consider a number of factors in measuring the impact of development on the daylight and sunlight to existing dwellings:
- Daylight to windows: Vertical Sky Component (VSC): a measure of the amount of sky visible from a centre point of a window. The VSC test is the main test used to assess the impact of a development on neighbouring properties. A window that achieves 27% or more is considered to provide good levels of light, but if with the proposed development in place the figure is both less than 27% and reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable.
  - Daylight Distribution: No Sky Line (NSL): The distribution of daylight within a room is measured by the no sky line, which separates the

areas of the room (usually measured in sq. ft) at a working height (usually 0.85m) that do and do not have a direct view of the sky. The BRE guidelines states that if with the proposed development in place the level of daylight distribution in a room is reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are considered less important.

- Sunlight: sunlight levels are calculated for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are considered less important although care should be taken not to block too much sun. The BRE explains that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% APSH between 21 September and 21 March; and receives less than 0.8 times its former sunlight hours as result of a proposed development; and has a reduction in sunlight hours received over the whole year greater than 4% of annual probable sunlight hours.
83. Only two neighbouring properties contain residential accommodation – 26 Farringdon Street, on the opposite side of Farringdon Street to the north east of the site; and the Hoop and Grapes Pubic House, within the site.

#### 26 Farringdon Street

84. There is a residential property on the fourth floor of this building, which has a total of 10 windows serving three rooms, which face the site.
85. Two of these rooms are fully BRE compliant with regards to any VSC, NSL and APSH alterations.
86. The one remaining room (of unknown use) is fully VSC compliant but would experience small breaches in both NSL and APSH. The breach in NSL is marginally in excess of the recommended 20% and is unlikely to be perceptible. The breach in APSH relates only to winter sunlight and the room would experience good BRE compliant levels of sunlight throughout the year as a whole. The retained level of winter sunlight is considered to be acceptable (4% APSH throughout the winter months compared to the recommended 5%).
87. The overall affect to this property in daylight and sunlight terms is considered to be very minor.

#### The Hoop and Grapes

88. It is understood that the pub contains residential accommodation on the fourth floor. It is not clear whether the residential accommodation is served by windows which face the site at Stonecutter Court. For the purposes of the analysis and to demonstrate a worst-case scenario this has been assumed to be the case.

89. There are a total of two windows serving one room. The room is currently poorly lit (its existing NSL being 4% of the total room area, which means that even very small imperceptible alterations in light are likely to result in large percentage of baseline reductions). The room would experience a small absolute loss of 1.5% of the area of the room, but this represents a disproportionate reduction in percentage of baseline terms (37%).
90. In respect of VSC, one window experiences a small gain in light (and is therefore BRE compliant) and the other experiences a small loss in light. In absolute terms the loss is 4.37%, however, because of poor existing light levels the alteration is disproportionate reduction in percentage terms (56%).
91. The overall affect to this property in daylight and sunlight terms is considered to be minor.

#### Sunlight to the proposed open space

92. The BRE guidance recommends that for it to be appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21<sup>st</sup> March. If as a result of new development an existing garden or amenity area does not achieve this, and the area which can achieve two hours of sun on 21<sup>st</sup> March is less than 0.8 times its former value the loss of sunlight is likely to be noticeable.
93. The existing open space receives very poor levels of sunlight throughout the year. From November to February there is no direct sunlight to the open space and on 21<sup>st</sup> March the open space receives less than two hours of sunlight.
94. The proposed open space would not receive any direct sunlight between November and February. Sunlight levels on 21<sup>st</sup> March would be improved when compared with the existing scenario but this improvement would be marginal and the proposed open space would receive less than two hours of sunlight.
95. Due to the poor levels of sunlight currently experienced it is not the case that the poor levels of sunlight are being caused by the proposed development. The level of sunlight would be improved and the proposed open space is considered to be an improvement to the existing open space as it would be of a higher quality and the space would be more usable.

### **Energy and Sustainability**

#### Energy consumption

96. The submitted Energy and Sustainability Strategy prepared by Hoare Lea demonstrates that this development has been designed to achieve a 19.1% improvement in carbon emissions compared with part L of the Building Regulations 2013. This would be achieved through energy efficiency measures and photovoltaic panels.

97. London Plan policy requires major development to achieve a 35% improvement in carbon emissions over part L of the Building Regulations 2013. Emerging London Plan policy is moving to a zero-carbon target for non-domestic buildings from 2019 to contribute to the ambition of a zero-carbon City by 2050.
98. As a new build there should be no significant constraints to achieving London Plan targets. Innovative solutions should be considered such as exploiting sources of waste heat in the vicinity of the site and low emissions CHP. It is recommended that the energy strategy is revisited by condition.

#### BREEAM

99. The submitted Energy and Sustainability statement prepared by Hoare Lea includes a BREEAM pre-assessment against the BREEAM 2014 New Construction criteria. This has now been superseded by the BREEAM 2018 criteria. The applicant has explained that by the inception of BREEAM 2018 the project had already seen significant design development in the context of the BREEAM 2014 credit criteria.
100. It is recommended that the City's standard condition is imposed that requires a post construction BREEAM (2018) assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating).

#### Flood Risk and Drainage

101. The site is within the City Flood Risk Area as it is at risk of surface water and sewer surcharge flooding. The uses proposed comply with the sequential test and are therefore suitable for a flood risk area. The Flood Risk Assessment prepared by Pell Frischman demonstrates that the proposed building has been designed to be resistant to flooding with any potential risk of flood water confined to the retail units facing Farringdon Street. Plant rooms are proposed in the basement and these could be vulnerable should sewer flooding enter the area.

#### Air Quality

102. A risk assessment of the potential impacts of the construction phase of the proposed development has been undertaken to identify appropriate mitigation measures. Provided that these measures are implemented, which will be ensured by condition, the residual impacts are considered to not be significant.
103. The proposed ventilation strategy is to intake air at roof level, where pollutant concentrations are potentially lower than at ground level, for the top three floors. For the remaining areas, air intake would be from the south façade along Harp Alley, where concentrations are likely to be lower and closer to the background concentration as this is not a road.
104. A qualitative assessment has been undertaken on the potential exposure of users of the outdoor space to ensure that they would not

be exposed to unacceptable air quality. The relevant limits are not likely to be exceeded.

105. The development would be air quality neutral according to the GLA's benchmarking assessment methodology.

### Noise and Vibration

106. In City redevelopment schemes most noise and vibration issues occur during demolition and early construction phases. Noise and vibration mitigation, including control over working hours and types of equipment to be used, would be included in a Construction Management Plan to be approved by condition.
107. This would require the submission of a Construction Logistics Plan (CLP) to manage all freight vehicle movements to and from the site and, a Construction Management Plan (CMP) that includes a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects attributable to the development.
108. Noise levels from mechanical plant in the completed development would need to comply by condition with the City of London's standard requirement that there would be no increase in background noise levels.

### Archaeology

109. The site is in an area of archaeological potential, situated outside the Roman and medieval walls and on the west bank of the now buried River Fleet. It is the site of the additional burial ground of St Brides' Church, established here by 1610. An Archaeological Risk Assessment has been submitted with the application.
110. The existing building has a double basement over most of the site which would have removed all archaeological remains. The remainder of the site has a single basement. The area of the burial ground was archaeologically excavated prior to construction of the existing building. There is potential for survival of archaeological remains relating to river deposits and low potential for human remains that may not have been revealed in the previous excavation.
111. The existing basement levels would be retained in the proposed development. There would be an impact from new foundations and it is proposed that areas of the existing basement slabs would be removed to construct new piled foundations. The groundworks in the single basement area around the perimeter of the site would have an archaeological impact.
112. Conditions are proposed to cover a programme of archaeological work and foundation design.

### Security

113. The security approach allows for future-proofing the building should the occupiers require a higher level of HVM. The following types of security measures are proposed, which are all within the site:

- The main public entrances would have concrete foundations necessary for HVM bollards incorporated in readiness for fixing the bollards at the discretion of the Building Management and Occupiers.
- The loading bay would have a wedge barrier installed in addition to the secure doors when not in operation.
- The general perimeter, excluding the retail areas but including the glazed frontages would have prepared lug/fixings to the structural columns allowing for the removal of specific stone panels in the column cladding to provide access to structural fixings for external horizontal barriers to be located between the columns and within the building boundary.

## **Planning Obligations and Community Infrastructure Levy**

### **CIL and Planning Obligations**

114. The development would require planning obligations in a Section 106 agreement to mitigate the impact of the proposal and make it acceptable in planning terms and to contribute to the improvement of the City's environment and facilities. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.

115. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.

116. The planning obligations and CIL contributions are set out below.

#### **Mayoral CIL and planning obligations**

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution</b>	<b>Forwarded to the Mayor</b>	<b>City's charge for administration and monitoring</b>
Mayoral Community Infrastructure Levy payable	£623,750	£598,800	£24,950
Mayoral planning obligation net liability*	£1,060,950	£1,060,950	£3,500
<b>Total liability in accordance with the Mayor of London's policies</b>	<b>£1,684,700</b>	<b>£1,659,750</b>	<b>£28,450</b>

\*Net liability on the basis of the CIL charge remaining unchanged and subject to variation.

#### **City CIL and S106 Planning Obligations**

<b>Liability in accordance with the City of London's policies</b>	<b>Contribution</b>	<b>Available for allocation</b>	<b>Retained for administration and monitoring</b>
City CIL	<b>£935,625</b>	<b>£888,844</b>	<b>£46,781</b>
City Planning Obligation Affordable Housing	<b>£249,500</b>	<b>£247,005</b>	<b>£2,495</b>
City Planning Obligation Local, Training, Skills and Job Brokerage	<b>£37,425</b>	<b>£37,051</b>	<b>£374</b>
Carbon reduction shortfall (as designed) estimate *	<b>£254,880</b>	<b>£254,880</b>	<b>0</b>
City Planning Obligation non-financial monitoring Charge	<b>£2,000</b>	<b>0</b>	<b>£2,000</b>
<b>Total liability in accordance with the City of London's policies</b>	<b>£1,479,430</b>	<b>£1,427,780</b>	<b>£51,650</b>

\*carbon shortfall to be confirmed on completion subject to carbon reduction of the as built development.

### City's Planning Obligations

117. The obligations set out below are required in accordance with the City's SPD. They are necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the tests in the CIL Regulations and government policy.

- Highway Reparation and other Highways obligations
- Delivery and Servicing Management Plan
- Travel Plan
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement
- Carbon Offsetting BRUKL Report
- Utility Connections
- Open Space Access and Management

118. I request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

### Monitoring and Administrative Costs

119. A 10 year repayment period would be required whereby any unallocated sums would be returned to the developer 10 years after practical completion of the development. Some funds will be set aside for future maintenance and monitoring purposes.

120. The applicant will pay the City of London's legal costs and the City Planning Officer's administration costs incurred in the negotiation, execution and monitoring of the legal agreement and strategies.

### **Conclusions**

121. The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre.
122. The proposed retail floorspace accords with Local Plan Policy DM1.5 which encourages a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for businesses, workers and residents.
123. The design and increased height of the proposed building is considered to be acceptable in its location and would form a coherent architectural composition with appropriate and high-quality facing materials. The design of the overall scheme allows for the incorporation of a generous amount of greening at ground level and on the upper terraces. The change to the location and configuration of the open space in terms of its appearance and character is acceptable and welcomed. The development would not have adverse impacts either on local or longer distance views or on the settings of the Hoop and Grapes, other nearby listed buildings, or the Fleet Street Conservation Area.
124. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free. 421 long stay cycle parking spaces, 46 short stay cycle parking facilities, and associated facilities would be provided.
125. The scheme would not result in any significant adverse environmental impacts on daylight and sunlight, overshadowing, or wind on surrounding areas.
126. The scheme would provide significant benefits through the CIL and S106 for improvements to the public realm, housing and other local facilities and measures. The payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general payment there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.
127. Virtually no major development proposal is in complete compliance with all policies and in arriving at a decision it is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
128. In this case I am of the view that the proposal accords with the Development Plan as a whole and that having taken other material considerations and local finance considerations into account, planning permission should be granted as set out in the recommendation and the schedules attached.



## **Background papers:**

### Internal

Memo, Environmental Health Officer, 31<sup>st</sup> October 2018

### External

Email, London City Airport, 17<sup>th</sup> September 2018

Email, Heathrow, 24<sup>th</sup> September 2018

Email, NATS Safeguarding, 26<sup>th</sup> September 2018

Letter, London Borough of Southwark, 5<sup>th</sup> October 2018

Letter, DP9 on behalf of Farringdon Street Partners Limited and Farringdon Street (Nominee) Limited, 9<sup>th</sup> October 2018

Letter, Royal Borough of Greenwich, 15<sup>th</sup> October 2018

Letter, London Borough of Lambeth, 5<sup>th</sup> November 2018

Letter, Greater London Authority, 13<sup>th</sup> November 2018

London Borough of Tower Hamlets, 27<sup>th</sup> November 2018

Email, Thames Water, 30<sup>th</sup> November 2018

Letter, London Borough of Camden, 21<sup>st</sup> December 2018

### Documents

Pedestrian Level Wind Desk-Based Assessment, RWDI, 8<sup>th</sup> June 2018

Preliminary Ecological Appraisal, Hoare Lea, 30<sup>th</sup> July 2018

Noise Assessment Report, Hoare Lea, 1<sup>st</sup> August 2018

Air Quality Assessment, Hoare Lea, 1<sup>st</sup> August 2018

Archaeological Risk Assessment, 6<sup>th</sup> August 2018, MOLA

CIL Form, Montagu Evans, 7<sup>th</sup> August 2018

Planning Statement, Montagu Evans, 24<sup>th</sup> August 2018

Covering letter, Montagu Evans, 24<sup>th</sup> August 2018

Daylight and Sunlight Report, Point 2 Surveyors, August 2018

Historical Building Report, Pell Frischman, August 2018

Construction Logistics Plan, Pell Frischman, August 2018

Delivery and Service Plan, Pell Frischman, August 2018

Energy and Sustainability Strategy, Hoare Lea, August 2018

Flood Risk Assessment and Drainage Strategy, Pell Frischman, August 2018

Phase 1 Geotechnical and Geo-Environmental Desk Study, Pell Frischman, August 2018

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Design and Access Statement, TP Bennett, August 2018

Transport Assessment, Pell Frischman, August 2018

Memorandum on Wind Mitigation Measures, RWDI, 10<sup>th</sup> October 2018

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Construction Management Plan, GVA, 23<sup>rd</sup> November 2018

BREEAM Response to Planning Comments, Hoare Lea, 26<sup>th</sup> November 2018

Energy and Sustainability Strategy Response to Planning Comments, Hoare Lea, 26<sup>th</sup> November 2018

Delivery and Service Plan Addendum, Pell Frischman, November 2018

Landscape Proposals, Gross Max, November 2018

Transport Assessment Addendum, Pell Frischman, November 2018

#### Drawings

##### Existing

D4672 D1600 Rev 12

D4672 D1601 Rev 12

D4672 D1602 Rev 12

D4672 D1603 Rev 12

D4672 D3502 Rev 12

D4672 D1497 Rev 12

D4672 D1498 Rev 12

D4672 D1499 Rev 12

D4672 D1500 Rev 12

D4672 D1501 Rev 12

D4672 D1502 Rev 12

D4672 D1503 Rev 12

D4672 D1504 Rev 12

D4672 D1505 Rev 12

D4672 D1506 Rev 12

D4672 D1507 Rev 12  
D4672 D1508 Rev 12  
D4672 D2500 Rev 12  
D4672 D3499 Rev 12  
D4672 D3500 Rev 12  
D4672 D3501 Rev 12

Proposed

D4672 D1097 Rev 13  
D4672 D1098 Rev 13  
D4672 D1099 Rev 14  
D4672 D1100 Rev 13  
D4672 D1150 Rev 13  
D4672 D1101 Rev 13  
D4672 D1102 Rev 13  
D4672 D1103 Rev 13  
D4672 D1104 Rev 13  
D4672 D1105 Rev 13  
D4672 D1106 Rev 13  
D4672 D1107 Rev 13  
D4672 D1108 Rev 13  
D4672 D1109 Rev 13  
D4672 D1110 Rev 13  
D4672 D1111 Rev 13  
D4672 D1112 Rev 13  
D4672 D1113 Rev 13  
D4672 D1114 Rev 13  
D4672 D1115 Rev 13  
D4672 D1200 Rev 13  
D4672 D1201 Rev 13  
D4672 D1300 Rev 13

D4672 D1301 Rev 13

D4672 D1302 Rev 13

D4672 D1303 Rev 13

D4672 D1304 Rev 13

D4672 D2300 Rev 13

D4672 D2400 Rev 12

D4672 D3100 Rev 13

D4672 D3200 Rev 13

D4672 D3300 Rev 13.

## **Appendix A**

### **London Plan Policies**

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

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

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

Policy 2.18 Protect, promote, expand and manage the extent and quality of and access to London's network of green infrastructure.

Policy 3.1 Protect and enhance facilities and services that meet the needs of particular groups and communities.

Policy 3.2 New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities.

Policy 3.11 Maximise affordable housing provision and seek an average of at least 13,200 more affordable homes per year in London over the term of the London Plan.

Policy 3.16 Protection and enhancement of social infrastructure - additional and enhanced social infrastructure provision to meet the needs of a growing and diverse population.

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

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

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

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

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

Policy 4.5 Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision.

Policy 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of this Plan, especially town centres.

Policy 5.2 Development proposals should make the fullest contribution to minimising carbon dioxide emissions.

Policy 5.3 Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. Major development proposals should meet the minimum standards outlined in supplementary planning guidance.

Policy 5.6 Development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites.

Policy 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

Policy 5.9 Reduce the impact of the urban heat island effect in London and encourage the design of places and spaces to avoid overheating and excessive heat generation, and to reduce overheating due to the impacts of climate change and the urban heat island effect on an area wide basis.

Policy 5.10 Promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and multifunctional green infrastructure, to contribute to the adaptation to, and reduction of, the effects of climate change.

Policy 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

Policy 5.12 Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 and address flood resilient design and emergency planning; development adjacent to flood defences would be required to protect the integrity of existing flood defences and wherever possible be set back from those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.

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

Policy 5.18 Encourage development waste management facilities and removal by water or rail transport.

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

Policy 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.

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

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

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

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

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

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

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

Policy 7.5 London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.

Policy 7.6 Buildings and structures should:

a be of the highest architectural quality

b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm

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

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

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

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

Policy 7.13 Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards.

Policy 7.14 Implement Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimise public exposure to pollution.



Policy 7.15 Minimise existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals and separate new noise sensitive development from major noise sources.

Policy 7.18 Resist the loss of local protected open spaces unless equivalent or better quality provision is made within the local catchment area.

Policy 7.19 Development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy 7.21 Trees should be protected, maintained, and enhanced. Existing trees of value should be retained and any loss as the result of development should be replaced.

### Relevant Local Plan Policies

#### ***CS1 Provide additional offices***

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

#### ***DM1.1 Protection of office accommodation***

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

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

#### ***DM1.5 Mixed uses in commercial areas***

To encourage a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for its businesses, workers and residents.

## **CS2 Facilitate utilities infrastructure**

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

### **DM2.1 Infrastructure provision**

- 1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.
- 2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:
  - a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply (TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
  - b) reasonable gas and water supply considering the need to conserve natural resources;
  - c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
  - d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
  - e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.
- 3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.
- 4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City

Corporation will require the developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

### ***CS3 Ensure security from crime/terrorism***

To ensure that the City is secure from crime, disorder and terrorism, has safety systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing public and corporate confidence in the City's role as the world's leading international financial and business centre.

#### ***DM3.1 Self-containment in mixed uses***

Where feasible, proposals for mixed use developments must provide independent primary and secondary access points, ensuring that the proposed uses are separate and self-contained.

#### ***DM3.2 Security measures***

To ensure that security measures are included in new developments, applied to existing buildings and their curtilage, by requiring:

- a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;
- b) measures to be integrated with those of adjacent buildings and the public realm;
- c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retro-fit measures that impact on the public realm;
- d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;
- e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;
- f) an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

#### ***DM3.3 Crowded places***

On all major developments, applicants will be required to satisfy principles and standards that address the issues of crowded places and counter-terrorism, by:

- a) conducting a full risk assessment;
- b) keeping access points to the development to a minimum;

- c) ensuring that public realm and pedestrian permeability associated with a building or site is not adversely impacted, and that design considers the application of Hostile Vehicle Mitigation measures at an early stage;
- d) ensuring early consultation with the City of London Police on risk mitigation measures;
- e) providing necessary measures that relate to the appropriate level of crowding in a site, place or wider area.

#### ***DM3.4 Traffic management***

To require developers to reach agreement with the City Corporation and TfL on the design and implementation of traffic management and highways security measures, including addressing the management of service vehicles, by:

- a) consulting the City Corporation on all matters relating to servicing;
- b) restricting motor vehicle access, where required;
- c) implementing public realm enhancement and pedestrianisation schemes, where appropriate;
- d) using traffic calming, where feasible, to limit the opportunity for hostile vehicle approach.

#### ***CS4 Seek planning contributions***

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

#### ***CS5 Meet challenges facing North of City***

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

#### ***CS6 Meet challenges Cheapside/St Paul's***

To develop Cheapside and St Paul's area as the City's 'high street' and key visitor destination, increasing the amount of high quality retailing, promoting the City's unique cultural and leisure activities and heritage, and improving the pedestrian environment.

#### ***CS7 Meet challenges of Eastern Cluster***

To ensure that the Eastern Cluster can accommodate a significant growth in office floorspace and employment, while balancing the accommodation of tall buildings, transport, public realm and security and spread the benefits to the surrounding areas of the City.

## ***CS10 Promote high quality environment***

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

### ***DM10.1 New development***

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

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

### ***DM10.2 Design of green roofs and walls***

- 1) To encourage the installation of green roofs on all appropriate developments. On each building the maximum practicable coverage of green roof should be achieved. Extensive green roofs are preferred and

their design should aim to maximise the roof's environmental benefits, including biodiversity, run-off attenuation and building insulation.

2) To encourage the installation of green walls in appropriate locations, and to ensure that they are satisfactorily maintained.

### ***DM10.3 Roof gardens and terraces***

1) To encourage high quality roof gardens and terraces where they do not:

- a) immediately overlook residential premises;
- b) adversely affect rooflines or roof profiles;
- c) result in the loss of historic or locally distinctive roof forms, features or coverings;
- d) impact on identified views.

2) Public access will be sought where feasible in new development.

### ***DM10.4 Environmental enhancement***

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

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

- k) lighting which should be sensitively co-ordinated with the design of the scheme.

#### ***DM10.7 Daylight and sunlight***

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

#### ***CS11 Encourage art, heritage and culture***

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

#### ***CS12 Conserve or enhance heritage assets***

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

#### ***DM12.1 Change affecting heritage assets***

1. To sustain and enhance heritage assets, their settings and significance.
2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.
3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.
4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

### ***DM12.3 Listed buildings***

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

### ***DM12.4 Archaeology***

1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.
2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.
3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

### ***CS13 Protect/enhance significant views***

To protect and enhance significant City and London views of important buildings, townscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks.

### ***CS14 Tall buildings in suitable places***

To allow tall buildings of world class architecture and sustainable design in suitable locations and to ensure that they take full account of the character of their surroundings, enhance the skyline and provide a high quality public realm at ground level.

### ***CS15 Creation of sustainable development***

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

### ***DM15.1 Sustainability requirements***

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.



2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
  - a) BREEAM or Code for Sustainable Homes pre-assessment;
  - b) an energy statement in line with London Plan requirements;
  - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.
4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

#### ***DM15.2 Energy and CO2 emissions***

1. Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.
2. For all major development energy assessments must be submitted with the application demonstrating:
  - a) energy efficiency - showing the maximum improvement over current Building Regulations to achieve the required Fabric Energy Efficiency Standards;
  - b) carbon compliance levels required to meet national targets for zero carbon development using low and zero carbon technologies, where feasible;
  - c) where on-site carbon emission reduction is unviable, offsetting of residual CO2 emissions through "allowable solutions" for the lifetime of the building to achieve national targets for zero-carbon homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;
  - d) anticipated residual power loads and routes for supply.

#### ***DM15.3 Low and zero carbon technologies***

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes

should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.

2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

#### ***DM15.4 Offsetting carbon emissions***

1. All feasible and viable on-site or near-site options for carbon emission reduction must be applied before consideration of offsetting. Any remaining carbon emissions calculated for the lifetime of the building that cannot be mitigated on-site will need to be offset using "allowable solutions".
2. Where carbon targets cannot be met on-site the City Corporation will require carbon abatement elsewhere or a financial contribution, negotiated through a S106 planning obligation to be made to an approved carbon offsetting scheme.
3. Offsetting may also be applied to other resources including water resources and rainwater run-off to meet sustainability targets off-site where on-site compliance is not feasible.

#### ***DM15.5 Climate change resilience***

1. Developers will be required to demonstrate through Sustainability Statements that all major developments are resilient to the predicted climate conditions during the building's lifetime.
2. Building designs should minimise any contribution to the urban heat island effect caused by heat retention and waste heat expulsion in the built environment.

#### ***DM15.6 Air quality***

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.

2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

#### ***DM15.7 Noise and light pollution***

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

## ***CS16 Improving transport and travel***

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

### ***DM16.1 Transport impacts of development***

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

### ***DM16.2 Pedestrian movement***

1. Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.
2. The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:
  - a) the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
  - b) the shortest practicable routes between relevant points.
3. Routes of historic importance should be safeguarded as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.
4. The replacement of a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.
5. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street

network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.

6. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration pedestrian routes and movement in neighbouring areas and boroughs, where relevant.

### ***DM16.3 Cycle parking***

1. On-site cycle parking must be provided in accordance with the local standards set out in Table 16.2 or, for other land uses, with the standards of the London Plan. Applicants will be encouraged to exceed the standards set out in Table 16.2.

2. On-street cycle parking in suitable locations will be encouraged to meet the needs of cyclists.

### ***DM16.4 Encouraging active travel***

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.

2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

### ***DM16.5 Parking and servicing standards***

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.

2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.

3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.

4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.
5. Coach parking facilities for hotels (use class C1) will not be permitted.
6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.
7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

### ***CS17 Minimising and managing waste***

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

### ***DM18.2 Sustainable drainage systems***

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

### ***DM17.1 Provision for waste***

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.

2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

### ***DM17.2 Designing out construction waste***

New development should be designed to minimise the impact of deconstruction and construction waste on the environment through:

- a) reuse of existing structures;
- b) building design which minimises wastage and makes use of recycled materials;
- c) recycling of deconstruction waste for reuse on site where feasible;
- d) transport of waste and construction materials by rail or river wherever practicable;
- e) application of current best practice with regard to air quality, dust, hazardous waste, waste handling and waste management

### ***CS18 Minimise flood risk***

To ensure that the City remains at low risk from all types of flooding.

### ***CS19 Improve open space and biodiversity***

To encourage healthy lifestyles for all the City's communities through improved access to open space and facilities, increasing the amount and quality of open spaces and green infrastructure, while enhancing biodiversity.

#### ***DM19.1 Additional open space***

1. Major commercial and residential developments should provide new and enhanced open space where possible. Where on-site provision is not feasible, new or enhanced open space should be provided near the site, or elsewhere in the City.
2. New open space should:
  - a) be publicly accessible where feasible; this may be achieved through a legal agreement;
  - b) provide a high quality environment;
  - c) incorporate soft landscaping and Sustainable Drainage Systems, where practicable;
  - d) have regard to biodiversity and the creation of green corridors;
  - e) have regard to acoustic design to minimise noise and create tranquil spaces.
3. The use of vacant development sites to provide open space for a temporary period will be encouraged where feasible and appropriate.

### ***CS20 Improve retail facilities***

To improve the quantity and quality of retailing and the retail environment, promoting the development of the five Principal Shopping Centres and the linkages between them.

#### ***DM20.4 Retail unit sizes***

1. Proposals for new retail uses should provide a variety of unit sizes compatible with the character of the area in which they are situated.
2. Major retail units (over 1,000sq.m) will be encouraged in PSCs and, where appropriate, in the Retail Links in accordance with the sequential test.

### ***CS21 Protect and provide housing***

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near identified residential areas, as shown in Figure X, to meet the City's needs, securing suitable, accessible and affordable housing and supported housing.



## SCHEDULE

APPLICATION: 18/00878/FULMAJ

**Stonecutter Court 1 Stonecutter Street London**

**Demolition of 1 Stonecutter Street and 81 Farringdon Street, and associated works to retain the Hoop and Grapes Public House; the erection of a new building constructed on the retained lower basement and basement of 1 Stonecutter Street providing ground, podium, and 13 upper stories; The use of the building for offices (Class B1) at part ground and first to thirteenth floors, retail /offices (Class B1, A1, A3) at podium level, retail at part ground floor (Class A1/A3) and associated delivery bay, cycle parking facilities, together with ancillary plant at basement and lower basement levels; the laying out of a replacement private open space, associated pavilion (Class A1/A3) and enclosure, along with hard and soft landscaping; and the erection of a screen to be attached to the south west flank of the Hoop and Grapes Public House to be planted to provide a green wall, along with the enclosure of the yard to the rear of the Public House with an access to the new open space for means of escape purposes (33,528sq.m GIA).**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Before the development hereby permitted is begun a detailed site investigation shall be carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to commencement of the work. Details of measures to prevent pollution of ground and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall proceed in strict accordance with the measures approved.  
REASON: To prevent pollution of the water environment in accordance with the following policy of the Local Plan: DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 3 There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by

the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: 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.

- 4 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The demolition shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

REASON: To ensure that demolition works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to demolition work commencing in order that the impact on the transport network is minimised from the time that demolition starts.

- 5 No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation

scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

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

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

- 7 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: attenuation systems, rainwater pipework, flow control devices, pumps, design for system exceedance, blue/green roofs, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 5 l/s from each outfall and from no more than one outfall, provision should be made for an attenuation volume capacity capable of achieving this, which should be no less than 170m<sup>3</sup>;
  - (b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.
  - (c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.

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

- 8 There shall be no construction on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction has been submitted to and

approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport construction in order that the impact on amenities is minimised from the time that the construction starts.

- 9 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.  
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 10 No development other than demolition shall take place until the detailed design of all wind mitigation measures has been submitted to and approved in writing by the Local Planning Authority. These details shall include the size and appearance of any features, the size and appearance of any planting containers, trees species, planting medium and irrigation systems. No part of the building shall be occupied until the approved wind mitigation measures have been implemented unless the Local Planning Authority agrees otherwise in writing. The said wind mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority.  
REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2. These details are required prior to construction in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 11 Before any construction works hereby permitted are begun a detailed assessment of further measures to improve carbon dioxide emissions savings and the BREEAM rating shall be submitted to and approved in writing by the local planning authority.  
REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Local Plan: DM15.1, DM15.3. 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.
- 12 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development has been submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.  
REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.
- 13 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:  
(a) A Lifetime Maintenance Plan for the SuDS system to include:  
- A full description of how the system would work, it's aims and objectives and the flow control arrangements;  
- A Maintenance Inspection Checklist/Log;  
- A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.  
REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 14 Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of

street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

REASON: To ensure provision for street lighting is discreetly integrated into the design of the building in accordance with the following policy of the City of London Local Plan: DM10.1.

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

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

- 16 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A use takes place.

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

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

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

- 18 Details of the position and size of the green roof(s), the type of planting and the contribution of the green 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.

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.

- 19 Details of the construction, planting irrigation and maintenance regime for the proposed green wall(s)/roof(s) shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.  
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.
- 20 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 Local Planning Authority prior to commencement of the works affected thereby.  
REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1.
- 21 Prior to any signs being installed on the building a signage strategy must be submitted to and agreed by the local Planning authority setting out details of the proposed location of all signs and materials used.  
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.
- 22 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.  
  
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.
- 23 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority

and all development pursuant to this permission shall be carried out in accordance with the approved details:

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

(b) details of the proposed new facades of the buildings including typical details of the fenestration and entrances;

(c) details of a typical bay of 1 Stonecutter Street;

(d) typical details of plain and decorative stonework of 1 Stonecutter Street;

(e) details of all ground floor elevations;

(f) details of all office and retail entrances;

(g) details of windows to 1 Stonecutter Street;

(h) details of walls, railings, gates, screens, etc, bounding or within the site;

(i) details of pavilion including, materials, elevations, entrances, glazing, roof, flues and ventilation arrangements;

(j) details of all soffits, hand rails and balustrades;

(k) Details of all external alterations to the adjoining Hoop and Grapes public house including junction treatment;

(l) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;

(m) details of plant, ductwork, ventilation and air-conditioning for the 1 Stonecutter Street Class A1 and Class A3 uses;

(n) details of all ground level surfaces including materials to be used;

(o) details of walkway surfaces including materials to be used;

(p) details of external surfaces within the site boundary including hard and soft landscaping;

(q) details of the arrangements for the provision of refuse storage and collection facilities within the curtilage of the site to serve each part of the development.

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.

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



(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.  
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 25 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 have been met and the results shall be submitted to and approved in writing by the Local Planning Authority.  
REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.
- 26 A post construction BREEAM (2018) assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.  
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.
- 27 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The offices in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.  
REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Local Plan: DM16.1.
- 28 Within five working days of any site contamination being found when carrying out the development hereby approved the contamination must be reported in writing to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 29 Except as may otherwise be approved in writing by the Local Planning Authority, no development shall be carried out in advance of the building lines as shown on the deposited plans.

REASON: To ensure compliance with the proposed building lines and site boundaries in accordance with the following policies of the Local Plan: DM16.1, DM16.2.

- 30 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.

REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.

- 31 Unless otherwise agreed in writing by the Local Planning Authority a minimum of 43 showers and 281 lockers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.

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

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

REASON: In the interests of public safety

- 33 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 421 long stay spaces and 46 short stay spaces. All doors on the access to the parking area shall be automated, push button or pressure pad operated. The cycle parking

provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.

REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.

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

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

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

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

- 36 A clear unobstructed minimum headroom of 4.5m must be maintained for the life of the building in the refuse skip loading area as shown on the approved drawings.

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

- 37 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: Location plan and dwg nos.

D4672 D1097 Rev 13, D4672 D1098 Rev 13, D4672 D1099 Rev 14, D4672 D1100 Rev 13, D4672 D1150 Rev 13, D4672 D1101 Rev 13, D4672 D1102 Rev 13, D4672 D1103 Rev 13, D4672 D1104 Rev 13, D4672 D1105 Rev 13, D4672 D1106 Rev 13, D4672 D1107 Rev 13, D4672 D1108 Rev 13, D4672 D1109 Rev 13, D4672 D1110 Rev 13, D4672 D1111 Rev 13, D4672 D1112 Rev 13, D4672 D1113 Rev 13, D4672 D1114 Rev 13, D4672 D1115 Rev 13, D4672 D1200 Rev 13, D4672 D1201 Rev 13, D4672 D1300 Rev 13, D4672 D1301 Rev 13, D4672 D1302 Rev 13, D4672 D1303 Rev 13, D4672 D1304 Rev 13, D4672 D2300 Rev 13, D4672 D2400 Rev 12, D4672 D3100 Rev 13, D4672 D3200 Rev 13, and D4672 D3300 Rev 13.

REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

## INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:

detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.

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

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

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

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

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

- 3 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:
- (a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.
  - (b) Installation of engine generators using fuel oil.
  - (c) The control of noise and other potential nuisances arising from the demolition and construction works on this site the Department of Markets and Consumer Protection should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.
  - (d) Alterations to the drainage and sanitary arrangements.
  - (e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments in particular:
    - the identification, encapsulation and removal of asbestos in accordance with a planned programme;
    - provision for window cleaning (internal and external) to be carried out safely.
  - (f) The use of premises for the storage, handling, preparation or sale of food.
  - (g) Use of the premises for public entertainment.
  - (h) Approvals relating to the storage and collection of wastes.
  - (i) The detailed layout of public conveniences.
  - (j) Limitations which may be imposed on hours of work, noise and other environmental disturbance.
  - (k) The control of noise from plant and equipment;
  - (l) Methods of odour control.
- 4 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

## Noise and Dust

(a)

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

(b)

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

(c)

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

(d)

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

## Air Quality

(e)

Compliance with the Clean Air Act 1993

Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires chimney height approval. Use of such a furnace without chimney height approval is an offence. The calculated chimney height can

conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.

#### Boilers and CHP plant

(f)

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO<sub>x</sub> emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2015.

(g)

All gas Combined Heat and Power plant should be low NO<sub>x</sub> technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2015.

(h)

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

(i)

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

#### Standby Generators

(j)

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

(k)

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

## Cooling Towers

(l)

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

## Noise Affecting Residential Properties

(m)

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

(n)

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

## Ventilation of Sewer Gases

(o)

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

## Food Hygiene and Safety



(p)

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

(q)

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

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

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

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

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

(r)

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

- 5 Any building proposals 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.
- 6 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer.

Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).

- 7 The proposed development is located within 15m of Thames Water's underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.  
<https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk).
- 8 There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) Thames Water will need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read Thames Water's guide 'Working near or diverting our pipes'.  
<https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>.
- 9 Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public sewer. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).

10 Thames Water expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."