

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	14 May 2020
<b>Subject: Addendum report</b> 61-65 Holborn Viaduct London EC1A 2FD Demolition of existing building structure and erection of a mixed-use building comprising four basement levels, lower ground, ground and ten upper storeys for (i) hotel use (Class C1) at part basement levels one to four, part lower ground, part ground and part first, and second to tenth floors levels; (ii) restaurant / bar use (Class A3/A4) at part tenth floor level; (iii) office workspace use (Class B1) at part basement levels one to three, part lower ground and part first floor levels; (iv) flexible hotel / cafe / workspace (Sui Generis) at part ground floor level; (v) a publicly accessible terrace at roof level and; (vi) ancillary plant and servicing, hard and soft landscaping and associated enabling works.	<b>Public</b>
<b>Ward:</b> Farringdon Within	<b>For Decision</b>
<b>Registered No:</b> 19/01038/FULMAJ	<b>Registered on:</b> 30 September 2019
<b>Conservation Area:</b>	<b>Listed Building:</b> No

### Summary

The proposed redevelopment of the site was considered by Members at the Planning and Transportation Committee on 28th January 2020. At the Committee it was resolved that the application be approved subject to Planning obligations and other agreements being entered into under section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highways Act 1980 and the decision notice not being issued until the Section 106 obligations have been executed.

The City Corporation subsequently received a Strategic Planning Application Stage 1 referral response letter and planning report on 6<sup>th</sup> April 2020 from the Greater London Authority (GLA), in which the GLA advised that whilst the principle of the development is strongly supported there were issues that need to be addressed to ensure that the scheme complies with the London Plan.

The issues raised relate to the provision of affordable workspace, urban design and heritage, sustainable development and transport. These have

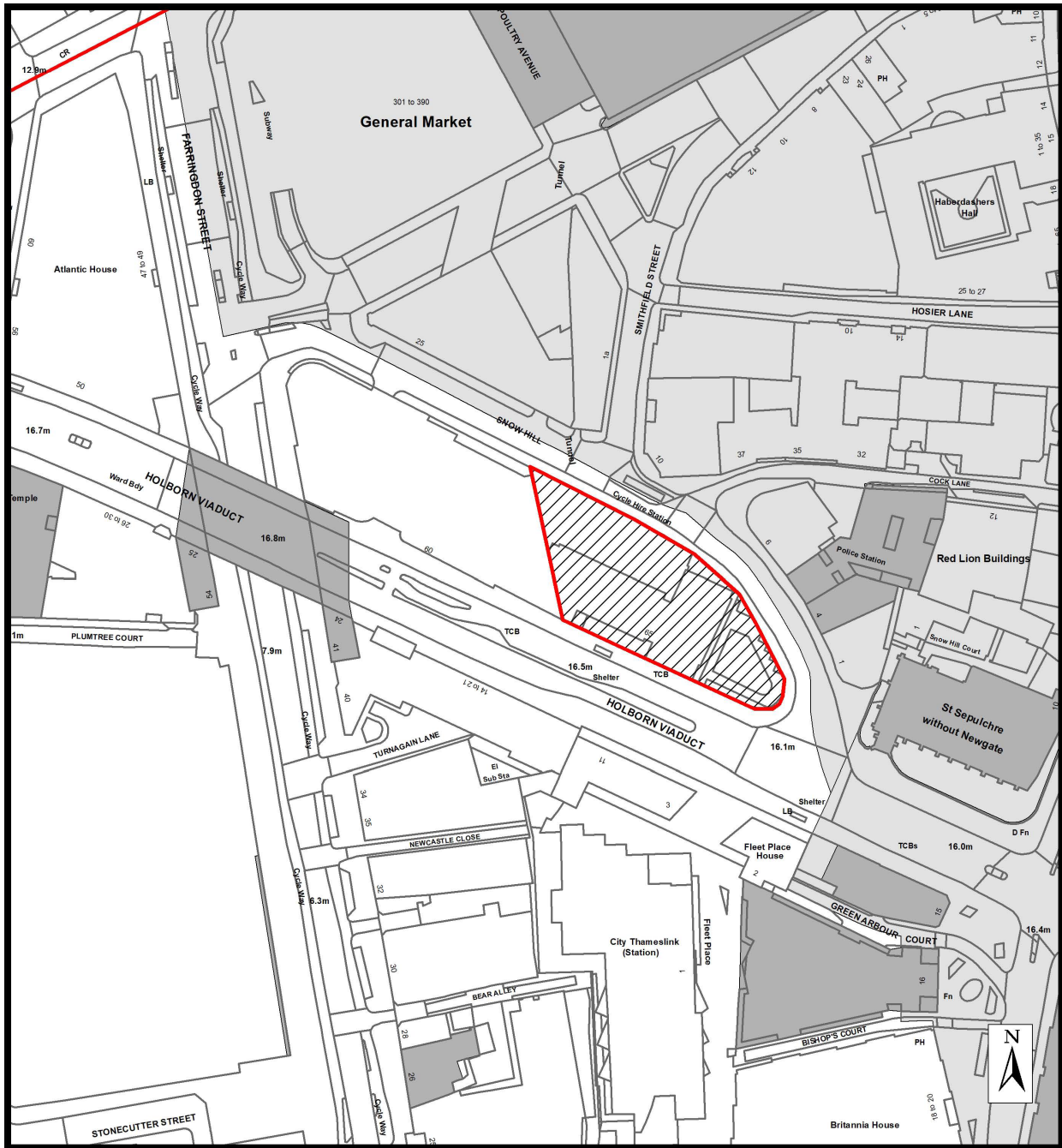
been be addressed through conditions (both existing and new), new and updated application details and obligation clauses within the Section 106 Agreement. As a result, the development is considered to comply with the London Plan and to accord with the development plan as a whole.

### **Recommendation**

That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule, subject to:

- (a) the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself in accordance with Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008;
- (b) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in this report and the original Committee Report dated 28 January 2020, the decision notice not to be issued until the Section 106 obligations have been executed.

# Site Location Plan



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ADDRESS:

61 - 65 Holborn Viaduct

CASE No.

19/01038/FULMAJ

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



DEPARTMENT OF THE BUILT ENVIRONMENT

## **Main Report**

### **Background**

1. At the 28<sup>th</sup> January Planning and Transportation Committee meeting a planning application was considered by Members in relation to 61-65 Holborn Viaduct for:
  - (i) Demolition of the existing building structure and the erection of a mixed-use building comprising four basement levels, lower ground, ground and ten upper storeys for (i) hotel use (Class C1) at part basement levels one to four, part lower ground, part ground and part first, and second to tenth floors levels;
  - (ii) restaurant / bar use (Class A3/A4) at part tenth floor level;
  - (iii) office workspace use (Class B1) at part basement levels one to three, part lower ground and part first floor levels;
  - (iv) flexible hotel / cafe / workspace (Sui Generis) at part ground floor level;
  - (v) a publicly accessible terrace at roof level; and
  - (vi) ancillary plant and servicing, hard and soft landscaping and associated enabling works.
2. A copy of the original committee report is appended to this report.
3. Following consideration of the merits of the proposed development and the representations made, Committee members unanimously voted that the planning application be approved (18 in favour, 0 against, 0 abstentions), subject to Planning obligations and other agreements being entered into under section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highways Act 1980 and the decision notice not being issued until the Section 106 obligations have been executed.
4. On 6<sup>th</sup> April 2020 the City Corporation received a Strategic Planning Application Stage 1 referral response letter and planning report from the Greater London Authority (GLA). A copy of the letter and planning report is appended to this report.
5. In their letter and report the GLA has advised that whilst the principle of the development is strongly supported there are a number of issues that should be addressed to ensure that the scheme complies with the London Plan. The issues raised by the GLA are set out below along with the City Corporation's response to ensure compliance. The majority of issues raised had already been dealt with in the original committee report through proposed conditions and planning obligations, where necessary additional conditions and planning obligations are now proposed.

### **Provision of Affordable Workspace**

6. The scheme would provide 3,741sq.m of office floorspace that would be managed by an officer provider, providing space for start-ups and SMEs, including an element of affordable workspace. The GLA have requested that the provision and management of the affordable workspace must be secured in the Section 106 agreement.
7. As set out in the original committee report for the development, it has been the City Corporation's intention that affordable workspace will be secured through the Section 106 Agreement. A SME space plan will be required to be submitted and approved prior to the first occupation of the building, including the provision of an incubator space for start-ups / qualifying occupiers at a reduced charge or an initial three month charge free period.

### **Urban Design and Heritage**

8. The GLA were consulted on the application in October 2019 on the grounds that the proposed development would breach the consultation threshold of a number of designated views within the GLA's London View Management Framework (LVMF).
9. In respect of the designated views, the GLA have advised that the form and massing approach of the development is supported and aligns with the scale and block pattern of the site's context.
10. The GLA have requested that a historic impact assessment is prepared by a suitably qualified heritage consultant and submitted prior to determination of the application. City officers consider that this aspect of the proposal was adequately addressed in the original submission, however a Heritage Assessment has subsequently been submitted by the applicants, which concludes that the proposed development would have a positive effect on the site, its immediate context and nearby heritage assets.
11. The GLA have advised that the form, massing, layout and design quality of the scheme is broadly supported, but that that the applicant should investigate further options to reduce the impact of service yard frontage onto Snow Hill, which they feel could be achieved by integrating its frontage into the architecture of the upper floors.
12. The location and size of the service yard has been determined by City of London servicing standards and the load capacity of the network rail line underneath the site. Details of the loading bay doors, ground floor elevations and green wall planting would be secured by condition (see condition 39).
13. Policies 5.10 of the London Plan and G1 and G5 of the of the intend to publish London Plan require applicants to embed urban greening as a fundamental part of the design of development. The GLA have acknowledged that in this respect the proposal is an exemplar scheme

that has sought to maximise the quality and quantity of urban greening proposed and is therefore strongly supported.

14. They have advised that the applicant should set out how the planting and irrigation strategy for the Green Wall will address micro-climate factors, and that key details on the construction methods, irrigation and long-term maintenance of the green wall should be provided and secured by conditions of approval. Details of the construction, planting irrigation and maintenance regime for the proposed green wall(s)/roof(s) will be secured by condition (see condition 30).

### **Sustainable Development**

15. The GLA have advised that further revisions and information are required in respect of energy use and that the carbon dioxide savings put forward by the applicant must be verified before the energy proposals can be considered compliant with Policy 5.2 of the London Plan and Policy SI2 of the draft London Plan. In this regard, the applicant is required to maximise the on-site savings from renewable energy technologies (such as photovoltaics) regardless of the London Plan energy saving targets having been met.
16. A condition has been included requiring that before any construction works are begun a detailed assessment of further measures to improve carbon dioxide emissions savings is submitted and approved (see condition 13). The details submitted pursuant to this condition will be expected to take account of the London Plan's energy hierarchy, including exploring on-site savings from renewable energy technologies (including photovoltaics).
17. The GLA has requested that the development must provide a commitment to ensure that the development is designed to allow future connection to a district heating network. This would be secured by condition (see condition 31).
18. An amended drainage strategy has been requested to ensure that the development complies with Policy 5.13 of the London Plan and Policy SI13 of the draft London Plan. Fully detailed design and layout drawings for the proposed sustainable urban drainage (SuDs) components of the development are required, by condition, to be submitted and approved before any construction works are begun (see condition 12).

### **Transport**

19. The GLA has requested that the applicant prepare and submit a Healthy Streets Transport Assessment in accordance with Policy T2 of the intend to publish London Plan, and undertake a Stage 1 Road Safety Audit and Designer's Response. Both documents would be secured through the Section 106 Agreement.
20. The GLA has suggested the applicant should explore with the City Corporation whether the existing staggered adjacent pedestrian crossing

on Holborn Viaduct could be replaced with a straight-across crossing. This will be explored as part of any highway improvement works in this area.

21. An Amended Travel Plan, Delivery Servicing Plan and Construction Logistics Plan have been requested. These documents would be secured through the Section 106 Agreement and by condition (see condition 8).
22. The GLA have advised that an electric vehicle charging point should be provided for the disabled car parking space proposed within the development's service area. This will be secured through the submission of an amended lower ground floor plan.
23. The GLA has requested that cycle parking compliant with minimum standards of the intend to publish London Plan be secured by condition. The scheme currently provides 109 long-stay cycle parking spaces and 27 short-stay cycle parking spaces (total 136). The applicant has provided 12 additional long-stay cycle parking spaces in lieu of short-stay cycle parking, pointing out that 20% of the people who eat at the proposed restaurant are expected to be hotel guests. During negotiations, the applicant increased its short-stay cycle parking spaces offer by a further 13 resulting in the 27 outlined and this was addressed in the original report to this Committee. This is considered to maintain an appropriate balance between cycling parking provision and an exceptional public realm for the development.

## **Conclusion**

24. The development continues to be regarded as acceptable in land-use terms and a progressive and exciting response to an increase in urban greening appropriate to its location. The GLA has confirmed that the principle of the development is strongly supported. The issues identified as needing to be resolved to ensure that the scheme complies with the London Plan have been addressed through conditions (both existing and new), new and updated application details and obligation clauses within the Section 106 Agreement. As a result, the development is considered to comply with the London Plan and to accord with the development plan as a whole.

**Background papers**

Report to the Planning and Transportation Committee 28 January 2020

Letter 06 April 2020 Greater London Authority

Planning Report GLA/5323/01 06 April 2020 Greater London Authority

Heritage Assessment April 2020 Peter Stewart Consultancy



**Liam Hart**  
Development Division  
City of London Corporation  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

**Our ref:** GLA/5323/01/AJR  
**Your ref:** 19/01038/FULMAJ  
**Date:** 6 April 2020

Dear Liam

**Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.**

**61-65 Holborn Viaduct, London, EC1A 2FD**

**Local planning authority reference: 19/01038/FULMAJ**

I refer to the copy of the above planning application, which was received 17 October 2019. On 6 April 2020, Jules Pipe, Deputy Mayor for Planning, Regeneration and Skills, acting under delegated authority, considered a report on this proposal, reference GLA/5323/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Deputy Mayor considers that the application does not comply with the London Plan and intend to publish London Plan, for the reasons set out in paragraph 66 of the above report. However, the resolution of those issues could lead to the application becoming compliant with the London Plan and intend to publish London Plan.

If your Council subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

Please note that the Transport for London case officer for this application is Max Faulkner, e-mail v\_MaxFaulkner@tfl.gov.uk.

Yours sincerely

**John Finlayson**

Head of Development Management

cc     Unmesh Desai, London Assembly Constituency Member  
       Andrew Boff, Chair of London Assembly Planning Committee  
       National Planning Casework Unit, DCLG  
       Lucinda Turner, TfL

**61-65 Holborn**

in the City of London Corporation

planning application no. 19/01038/FULMAJ

**Strategic planning application stage 1 referral**

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

**The proposal**

Demolition of existing building structure and erection of an 11 storey mixed-use building, comprising hotel use (Class C1, 382 rooms - 19,179sq.m) at part basement levels one to four, part lower ground, part ground and part first to tenth floors levels; restaurant / bar use (Class A3/A4 - 514sq.m) at part tenth floor level; office workspace use (Class B1 - 3,741sq.m) at part basement levels one to three, part lower ground and part first floor levels; flexible hotel / cafe / workspace (Sui Generis - 1,014sq.m) at part ground floor level; a publicly accessible terrace at roof level (540sq.m); ancillary plant, servicing, landscaping and associated enabling works (total floorspace 24,988sq.m).

**The applicant**

The applicants are **Dominvs Project Company 16 Limited** and the architect is **Shepard Robson**.

**Strategic issues summary**

**Principle:** The principle of developing the site in the Central Activities Zone to provide a new 382 bed hotel and mixed commercial uses is strongly supported. (paragraphs 14-21).

**Urban design:** A Historic Impact Assessment is required prior to determination. The form, massing, layout and design quality of the scheme is supported. The applicant should investigate further options to reduce the impact of service yard frontage onto Snow Hill. The applicant should set out how the planting and irrigation strategy will address micro-climate factors, with key details on construction methods, irrigation and long-term maintenance of the green wall to be provided and secured by conditions of approval. (paragraphs 22-31).

**Sustainable Development:** Further revisions and information are required, and the carbon dioxide savings verified before the energy proposals can be considered compliant with London Plan draft London Plan policy. An amended drainage strategy is required. (paragraphs 32-44).

**Transport:** The applicant must prepare and submit a Healthy Streets Transport Assessment and undertake a Stage 1 Road Safety Audit and Design Response. Electric Vehicle Charging Points must be secured for Blue Badge spaces. Cycle parking compliant with intend to publish London Plan requirements and London Cycle Design Standards to be secured by condition. Amended Travel Plan, Delivery Servicing Plan and Construction Logistics Plan to be provided and secured. (paragraphs 45-62).

**Recommendation**

That The City of London Corporation be advised that the scheme does not currently comply with the London Plan for the reasons set out in paragraph 66 of this report, but that the possible remedies set out in that paragraph could address these deficiencies.

## Context

1 On 17 October 2019, the Mayor of London received documents from The City of London Corporation notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor will provide the Corporation with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under Category 4 of the Schedule to the 2008 Order:

- *4(1): "Development in respect of which the local planning authority is required to consult the Mayor by virtue of a direction given by the Secretary of State under article 10(3) of the GDPO."*; as;

The development affects the following protected vistas identified in the London View Management Framework SPG, which are subject to directions by the Secretary of State under articles 16(4) and 39 of the Town and Country Planning (Development Management Procedure) Order 2010, these directions supersede those previously given under article 10(3) of the GPDO.

- Protected vista 2A.1: Parliament Hill summit to St Paul's Cathedral – above 52.1 metres AOD
- Protected Vista 6A.1: Blackheath Point to St Paul's Cathedral – Within threshold plane
- Protected Vista 5A.2: Greenwich Park Wolfe statue to St Paul's Cathedral – Within the he background wider setting consultation area.
- Protected Vista 3A.1: Kenwood viewing gazebo to St Paul's Cathedral – above 52.1 metres AOD
- Protected Vista 4A.1: Primrose Hill summit to St Paul's Cathedral - above 52.1 metres AOD
- Protected Vista 5A.2: Greenwich Park Wolfe statue to Tower Bridge – Within background wider setting consultation area.

3 Once The City of London Corporation has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal or allow the Corporation to determine it itself.

4 The Mayor of London's statement on this case will be made available on the GLA website [www.london.gov.uk](http://www.london.gov.uk).

## Site description

5 The site constitutes an area of approximately 0.2 hectares which adjoins Holborn Viaduct along its southern boundary, Snow Hill on its northern and eastern boundaries, and the 9 storey 'Bath House' office building on its western boundary. The site is situated in the Central Activities

Zone, and situated directly adjacent the Smithfield Conservation Area to the north. The Grade 1 listed church of the Holy Sepulchre is situated adjacent the site across Snow Hill to the east. The site presently contains a 9-storey office building, which is currently being demolished under a prior approval consent granted in April 2019.

6 The site has an excellent Public Transport Accessibility (PTAL) of 6b on a scale of 0-6b, where 6b is the highest. The nearest part of the Transport for London Road Network (TLRN) is the A201 Farringdon Street, approximately 100m west, linked from Snow Hill. The nearest station is City Thameslink on the opposite side of Holborn Viaduct, which is served by Thameslink National Rail services. The nearest London Underground stations are St Paul's station (480 metres east) and Chancery Lane station (500 metres west), both on the Central line. Farringdon Station is also located approximately 500 metres north of the site and is served by the Metropolitan, Circle and Hammersmith & City lines and Thameslink National Rail services. Farringdon station will be served by the Elizabeth Line in the future. Nearby bus stops on Farringdon Street and Holborn Viaduct provide access to 8 routes.

## **Details of the proposal**

7 The proposal involves the demolition of the existing building on the site, and the construction of a new 11 storey building which contains:

- A 382 room hotel (C1 use);
- 514 sq.m restaurant/bar (A3/A4 use)
- 741 sq.m office (B1 use)
- 1,014 sq.m flexible hotel/café/workspace (Sui Generis);
- Publicly accessible roof terrace;
- Ancillary plant, landscaping, associated and enabling works.

## **Case history**

8 The scheme has not been subject to pre-application advice with the GLA.

9 Prior approval was granted 5 April 2019 for the demolition of the existing building on the site (ref. 19/00178/DPAR).

10 Planning consent was granted on 30 June 2014 for the demolition of the existing building and the erection of a new mixed-use building office (Class B1) and hotel floorspace (C1) (ref. 12/00105/FULMAJ). This consent was never implemented and has since expired.

## **Strategic planning issues and relevant policies and guidance**

11 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the City of London Local Plan 2015 and the London Plan 2016 (consolidated with alterations since 2011).

12 The following are relevant material considerations:

- The National Planning Policy Framework;
- National Planning Practice Guidance;

- Mayor's Intend to Publish London Plan (December 2019), which should be taken into account on the basis set out in the NPPF; and
- On the 13th March 2020 the Secretary of State issued a set of Directions under Section 337 of the Greater London Authority Act 1999 (as amended) and, to the extent that they are relevant to this particular application, have been taken into account by the Mayor as a material consideration when considering this report and the officer's recommendation.
- London View Management Framework SPG

13 The relevant issues and corresponding policies are as follows:

- Principle of development *London Plan;*
- Urban Design *London Plan; Shaping Neighbourhoods: Character and Context SPG; Accessible London: Achieving an Inclusive Environment SPG; London View Management Framework SPG;*
- Sustainable Development *London Plan; Sustainable Design & Construction SPG; Mayor's Environment Strategy;*
- Transport *London Plan; Mayor's Transport Strategy.*

## Principle of development

14 The site is located in the Central Activities Zone (CAZ). Policies 2.10 and 2.11 of the London Plan and policies SD4 and SD5 of the intend to publish London Plan seek to strengthen the CAZ's nationally and internationally significant office functions, and the vitality and viability of its retail clusters.

15 The incorporation of a mixture of land uses including a restaurant, bar, café and publicly accessible rooftop is considered to provide improved activation of the new building in support of surrounding retail and office land uses. Furthermore, Policy 4.5 of the London Plan and E10 of the intend to publish London Plan support the expansion of London's visitor economy, seeking improvement to the capacity, range and quality of visitor infrastructure. In this regard, the provision of new visitor accommodation in in the Central Activities Zone is strongly encouraged.

### Loss of office space

16 Policy E1 of the intent to publish London Plan seeks improvements to the quality, flexibility and adaptability of office space of different sizes in the Central Activities Zone, along with increases in the amount of Office Stock available. In this respect the existing building on the site previously contained 7,977 sq.m of office floorspace (B1 use) and, by contrast, the proposal contains only 747 sq.m of office floorspace which represents a significant deficit in terms of re-provision.

17 Notwithstanding the above, it is noted that the existing office building has been vacant since 2010, which the applicant attributes to the inefficient layout and poor quality of the existing office building design creating difficulties in attracting and securing tenants. The exiting building is purportedly in a poor state of repair and unfit for occupation, and currently under demolition as approved in a separate prior approval application in 2019.

18 Notwithstanding the reduction in the overall quantum of office floorspace proposed, the applicant has detailed that the newly provided office space has been designed to accommodate approximately 380 full time employees. This is comparable to the employment capacity of the last use of the existing office building on the site, noting again the inefficient layout and design constraints of the existing building. The new office space has also been designed to better accommodate flexible floorplates in support of Small and Medium Enterprises (SMEs) in comparison to the existing building.

19 In the above respect, the proposed loss of office floorspace and its replacement with a smaller quantum of office floorspace offering greater employment density and flexibility for SME's is supported by Policy E1(I) of the intend to publish London Plan; which states that the redevelopment, intensification and change of use of surplus office space to other uses is supported, subject to exploration of providing a range of suitable work space.

### Affordable workspace

20 Policy E3 of the intend to publish London Plan requires commercial developments to incorporate the provision of affordable workspace in the Central Activities Zone, where cost pressures are likely to lead to the loss of affordable or low-cost workspace for micro, small and medium-sized enterprises.

21 The office component of the scheme proposes a 'flexible office model' which includes provision of an 'incubator hub' as well as number of small format offices footprints in support of offering affordable workspace to SME's. The flexible office model will be managed by a central management company, and the applicant has demonstrated significant affordability benefits to office affordability for small and medium businesses which occupy the space. The model for the delivery of affordable workspace is supported, and details of affordability and management criteria must be secured in the s106 agreement.

### **Urban Design and heritage**

22 The design principles of chapter seven in the London Plan and chapter three of the draft London Plan outline that all developments should achieve a high standard of design which responds to local character, enhances the public realm and provides architecture of the highest quality. In particular, Policy 7.5 of the London Plan and Policies D1 & D2 of the draft London Plan require architecture to make a positive contribution to a coherent public realm, streetscape and wider cityscape, incorporating the highest quality materials and design appropriate to the surrounding context.

23 The layout is well conceived, with the proposed building aligning with established building frontages and re-establishing the prominent corner. The creation of a pocket public space at the corner of Holborn/snow hill is welcomed and this will benefit from south light as well as being a valuable addition to the wider network of public realm.

24 The height of the colonnade appears sufficient to provide a welcoming and open ground frontage onto Holborn and the organic form of ground frontages creates defined entrances to the lobby areas.

25 The snow hill frontage is less successful and appears unresolved. It is noted that the

building would have two public facing edges with no obvious 'back of house' zone, however, the applicant should work to reduce the impact of service yard frontage onto Snow Hill. This can be achieved by integrating its frontage into the architecture of the upper floors so it appears less stark. The view of the service yard on the approach from the north along Smithfield St will be particularly prominent. Regard should also be given to the proposals for the neighbouring Museum of London scheme (former Smithfield's Market) in terms of public realm treatment and relationship with its ground frontages/entrances.

26 Owing to its location, the development will be situated within the following protected Vista's outlined in the London View Management Framework SPG:

- Protected vista 2A.1: Parliament Hill summit to St Paul's Cathedral – above 52.1 metre AOD
- Protected Vista 6A.1: Blackheath Point to St Paul's Cathedral – Within threshold plane
- Protected Vista 5A.2: Greenwich Park Wolfe statue to St Paul's Cathedral – Within the he background wider setting consultation area.
- Protected Vista 3A.1: Kenwood viewing gazebo to St Paul's Cathedral – above 52.1 metres AOD
- Protected Vista 4A.1: Primrose Hill summit to St Paul's Cathedral - above 52.1 metres AOD
- Protected Vista 5A.2: Greenwich Park Wolfe statue to Tower Bridge – Within background wider setting consultation area.

27 In respect of the above vistas, the form and massing approach is supported and aligns with the scale and block pattern of the site's context. The key views analysis suggests the building will enhance and improve on the existing condition which is welcomed. It will also improve on the immediate setting of neighbouring Conservation Areas and heritage assets.

28 Key to the acceptability of the extensive green walling will be the ability to secure as much detail as possible on key construction details, irrigation methods, and long-term maintenance strategies as part of any planning consent. It is noted that the Snow Hill façade is north facing and the ability to achieve substantial plant growth may be compromised. The applicant should set out how the planting and irrigation strategy will address micro-climate factors in general.

### Heritage

29 The application site is not situated within a Conservation Area and does not contain any listed buildings or buildings of notable architectural character. Notwithstanding this, the site is immediately adjacent the Smithfield Conservation Area (situated to the north) and Newgate Street Conservation Areas (to the east) across Snow Hill. The site is also situated in close proximity to a number of listed buildings, including:

- Grade I Listed – Church of St Sepulchre – located adjacent Snow Hill to the east.
- Grade II Listed – 1-3 Snow Hill – located adjacent Snow Hill to the east.
- Grade II Listed – 4 Snow Hill – located adjacent Snow Hill to the east.
- Grade II Listed – Snow Hill Police Station – located adjacent Snow Hill to the east.
- Grade II Listed – 2-8 Holborn Viaduct – located adjacent the A40 to the south.



- Grade II Listed – Central Criminal Court – located approximately 100 metres south-west.

30 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should 'should 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'. The NPPF states that when considering the impact of the proposal on the significance of the designated heritage asset, great weight should be given to the assets conservation. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Significance is the value of the heritage asset because of its heritage interest, which may be archaeological, architectural, artistic or historic, and may derive from a heritage asset's physical presence or its setting. Where a proposed development will lead to 'substantial harm' to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Policy HC1 of the intend to publish London Plan, as well as London Plan Policy 7.8, states that development should conserve heritage assets and avoid harm, which also applies to non-designated heritage assets. Case law outlines that a finding of harm to the setting of a listed building is a consideration to which the decision maker must give considerable importance and weight.

31 The tested views submitted in the Townscape and Visual Impact Assessment (TVIA) confirm that the proposals would retain a consistent building parapet with neighbouring development, and the green wall treatment would substantially soften the impact of the building in the surrounding street scene. Notwithstanding this, there is currently insufficient information provided to make a full assessment of the impact of the proposed building on the surrounding historic buildings and adjacent Conservation Areas. Prior to determination, the applicant must submit a Historic Impact Assessment prepared by a suitably qualified heritage consultant, which quantifies the level of harm on all surrounding heritage assets and conservation areas, to enable a measured assessment of any subsequent harm to inform the assessment of the application in accordance with the tests outlined in the NPPF, Policies 7.8 of the London Plan and HC1 of the draft London Plan.

## **Sustainable Development**

### Energy

32 The Energy Hierarchy has been followed and the proposed energy strategy is broadly supported; however, further revisions and information are required before the proposals can be considered acceptable to comply with Policies 5.2 and 5.13 of the London Plan as well as Policies SI2 and SI13 of the draft London Plan. Detailed comments have been forwarded to the LPA and the applicant under separate cover in this regard.

33 Non-domestic carbon dioxide savings exceed the targets within Policy 5.2 of the London Plan. However, the proposed strategy is not in accordance with GLA guidance and should therefore be reviewed further. Revised carbon emissions should be submitted for all stages of the energy hierarchy.

34 The applicant has determined that no existing or planned district heat network opportunities exist, and evidence must be provided to support this position. Irrespective of this, the development must provide a commitment to ensure that the development is designed to allow future connection to a district heating network, and drawings demonstrating how the site is to be future-proofed for a connection to a district heating network must be provided.

35 The applicant is required to maximise the on-site savings from renewable energy technologies, regardless of the London Plan targets having been met. No PhotoVoltaic (PV) installation is proposed which is unacceptable. A detailed roof layout must be provided demonstrating that the roof's potential for a PV installation has been maximised.

#### Flooding, drainage and green infrastructure

36 Detailed comments regarding flood risk and drainage have been forwarded to the City Corporation and the applicant under separate cover. Review of the submitted information has confirmed that the approach to flood risk management for the proposed development complies with Policy 5.12 of the London Plan and Policy SI.12 of the intend to publish London Plan.

37 The applicant appears to be committed to a high-quality architectural and landscape design and this same high-quality approach should be extended to drainage and water consumption. The Applicant should provide a clear strategy for irrigation using rainwater harvesting and reuse. This strategy should be coordinated across landscaping, drainage and MEP/sustainability proposals, including considering combined rainwater harvesting and attenuation storage using a smart control system, and the use of harvested water to supply building services such as toilets.

38 The surface water drainage strategy for the proposed development does not comply with London Plan policy 5.13 and policy SI.13 of the intend to publish London Plan, as it does not give appropriate regard to the drainage hierarchy. The Applicant should include rainwater harvesting in the drainage strategy and seek to combine rainwater harvesting and attenuation storage systems using a smart control system. Blue roof systems on roof terraces should be considered as part of any rainwater harvesting and/or attenuation system proposed.

39 The proposed development does not meet the requirements of London Plan policy 5.15 intend to publish London Plan policy SI.5, with respect to water efficiency, and should be amended accordingly.

#### Green infrastructure

40 Policies 5.10 of the London Plan and G1 and G5 of the of the intend to publish London Plan require applicants to embed urban greening as a fundamental part of the design of development.

41 In this respect the proposal is an exemplar scheme that has sought to maximise the quality and quantity of urban greening proposed, and is strongly supported. The ground level includes green walls, 9 street trees and planters with herbaceous vegetation. The roof includes a biodiverse roof and planting on the public rooftop terrace. The green wall wraps around the building, including approximately 400,000 plants. This is strongly supported and would set a new standard for urban greening in dense urban situations.

42 The Urban Greening Factor (UGF) has been calculated to be 1.37, vastly exceeding the

target score of 0.3 for commercial development. This is hugely positive and demonstrates what is achievable when urban greening is embedded as a fundamental element of site design.

43 The applicant has recognised the multifunctional nature of green infrastructure, explaining that the green wall would improve air quality, increase biodiversity and contribute to sound insulation; as well as protect the structure, have a positive social impact, regulate temperature and create a pleasing aesthetic.

44 Some minor technical clarifications are sought regarding the calculation of the UGF, and these have been forwarded both to the City Corporation and the applicant under separate cover.

## **Transport**

45 The development proposal will increase public realm space available at street level, in accordance with policy 7.5 of the London Plan and policies T2 and D7 of the intend to publish London Plan.

### Healthy Streets

46 The applicant must prepare and submit a Healthy Streets Transport Assessment in accordance with Policy T2 of the intend to publish London Plan. This must specifically be supported by an Active travel Zone (ATZ) Assessment that considers how the development will respond to the Mayor's Healthy Streets and Vision Zero agendas. An ATZ assessment should examine barriers to active travel as well as measures to overcome them.

47 The adjacent pedestrian crossing on Holborn Viaduct has a reverse-stagger island with a pedestrian railing "sheep-pen". The applicant should explore with the City Corporation whether the installation of a straight-across pedestrian crossing would be feasible in this location. This would increase pedestrian convenience for users of and visitors to the proposed development, who would directly benefit. It would also reduce the likelihood of pedestrians crossing informally to access the proposed development, which may put them at risk of conflicts with motorised vehicles and cyclists.

48 All bus stops in the vicinity of the site should accord with TfL Accessible Bus Stop Design Guidance and comply with the Disabilities Discrimination Act (2010).

### Access and Vision Zero

49 The proposed development would be accessed by vehicles from Snow Hill away from the strategic road network which is welcome. However, the close proximity of the cycling and vehicle access points may give rise to conflicts between service vehicles and vulnerable road users, including users of the adjacent Cycle Hire docking station. Concern is also held regarding potential conflicts between servicing vehicles and vehicles using the Blue Badge space proposed within the internal servicing yard. The applicant should undertake a Stage 1 Road Safety Audit and Designer's Response prior to determination for the vehicular access arrangement proposed.

50 A dropped kerb into the proposed Snow Hill cycling access should be used to improve the continuity of cycling journeys from the carriageway into the building. This would support Policy T5 of the intend to publish London Plan.

### Car parking

51 The development would be 'car free', apart from one accessible disabled bay, which is strongly supported in accordance with policies T6.2 and T6.4 of the intend to publish London Plan.

52 The applicant advises that the accessible parking bay proposed within the lower ground floor loading area will be managed through a valet service. Further details on how exactly this service will be managed and run are required, prior to determination, in order to confirm support for this arrangement.

53 An electric vehicle charging point should be provided for the disabled car parking space proposed. Provision of one active electric vehicle charging point for the blue badge bay should therefore be secured by condition.

### Cycling

54 The development proposes a total of 107 long stay cycle spaces and 14 short stay spaces in the public realm. The applicant proposes for 25% of the short stay cycle parking to be located within the private cycle store, which would not comply with policy T5 of the intend to publish London Plan. Further justification should be provided why all 47 short stay cycle parking spaces required by London Plan policy cannot be located in the public realm in accordance with the London Cycling Design Standards (LCDS).

55 The applicant should investigate the possibility of providing short stay cycle parking adjacent to the main building entrance, as short stay cycle parking should have step free access and be located within 15 metres of the main entrance wherever possible. In any respect, provision of cycle parking compliant with minimum standards of the intend to publish London Plan and LCDS should be secured by condition.

56 Snow Hill Cycle Hire docking station is located opposite the site, is in the top 17% for usage across London, and currently running over capacity. The active travel assessment should therefore review walking routes from this site to other nearby docking stations at Farringdon Street and Stonecutter Street. Dependent on the outcome of this assessment, a financial contribution secured in the section 106 may be required, towards an extension to one of the local docking stations depending on local street conditions and available space, in accordance with Policy T5 of the intend to publish London Plan.

### Trip Generation

57 The Trip Generation tables within the TA aggregate multiple LU and rail stations into 'Rail/LU'. To understand the proposed development's expected impact on the public transport network, LU trip generation must be split up by station, line and direction.

58 From the trip generation tables no prediction or discussion is offered considering the potential impact on the TfL network. Despite this, the trip generation figures from this development are low and seem unlikely to require funding contributions to mitigate impact on LU or buses.

59 The outline Delivery and Servicing Plan (DSP) submitted states there will be 16 daily

delivery and servicing trips associated with the hotel and office uses. TfL is supportive of trips being undertaken by bicycle couriers rather than by vehicles in line with policy T7 (Deliveries, servicing and construction) of the draft London Plan and policy 6.14 (Freight) of the current London Plan. This should be encouraged and actively facilitated within a full DSP.

60 Overall, the trip generation assessment is acceptable and on that basis, the proposed development is unlikely to have a significant negative impact on the capacity of London's strategic walking, cycling, and highway networks.

#### Construction and infrastructure protection

61 A draft Construction Logistics Plan (CLP) and Delivery and Servicing Plan have been submitted. A full Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP), both produced in accordance with best practice guidance, should be secured by condition for approval. The CLP should be in place before construction commences and the DSP prior to occupation.

62 Given the close proximity of the Central line and Thameslink tunnels, planning permission should be subject to a number of infrastructure protection conditions, the details of which will be specified by the City Corporation in consultation with TfL.

#### **Local planning authority's position**

63 Officer's from the City of London Corporation are broadly supportive of the proposal. It is not yet known when the proposal is intended to be presented to The City Corporation's Committee.

#### **Legal considerations**

64 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008, the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the City Corporation must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged or direct the City Corporation under Article 6 of the Order to refuse the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

#### **Financial considerations**

65 There are no financial considerations at this stage.

#### **Conclusion**

66 London Plan policies regarding principle, urban design, sustainable development and transport are relevant to this application. The below issues must be addressed to ensure the proposal complies with the London Plan:

- **Principle:** The principle of developing the site in the Central Activities Zone to provide a new 382 bed hotel and mixed ancillary commercial uses is strongly supported in accordance with Policy 4.5 of the London Plan and Policy E10 of the draft London Plan. Provision and management of Affordable Workspace must be secured in the s106 agreement.
- **Urban design:** A Historic Impact Assessment prepared by a suitably qualified heritage consultant is required prior to determination. The form, massing, layout and design quality of the scheme is broadly supported. The applicant should investigate further options to reduce the impact of service yard frontage onto Snow Hill. The applicant should set out how the planting and irrigation strategy will address micro-climate factors, with key details on construction methods, irrigation and long-term maintenance of the green wall to be provided and secured by conditions of approval.
- **Sustainable Development:** Further revisions and information are required, and the carbon dioxide savings verified before the energy proposals can be considered compliant with Policy 5.2 of the London Plan and Policy SI2 of the draft London Plan. An amended drainage strategy is required to comply with Policy 5.13 of the London Plan and Policy SI13 of the draft London Plan. The Urban Greening Factor (UGF) is calculated to be 1.37, vastly exceeding the target score of 0.3 for commercial development and strongly supported in accordance with Policy 5.10 of the London Plan and Policies G1 and G5 of the draft London Plan.
- **Transport:** The applicant must prepare and submit a Healthy Streets Transport Assessment in accordance with Policy T2 of the intend to publish London Plan, and undertake a Stage 1 Road Safety Audit and Designer's Response. Electric vehicle charging point should be provided for the disabled car parking space. Cycle parking compliant with minimum standards of the intend to publish London Plan and LCDS should be secured by condition. Amended Travel Plan, Delivery Servicing Plan and Construction Logistics Plan shall be provided for assessment and secured by condition.

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## SCHEDULE

APPLICATION: 19/01038/FULMAJ

### 61-65 Holborn Viaduct London EC1A 2FD

**Demolition of existing building structure and erection of a mixed-use building comprising four basement levels, lower ground, ground and ten upper storeys for (i) hotel use (Class C1) at part basement levels one to four, part lower ground, part ground and part first, and second to tenth floors levels; (ii) restaurant / bar use (Class A3/A4) at part tenth floor level; (iii) office workspace use (Class B1) at part basement levels one to three, part lower ground and part first floor levels; (iv) flexible hotel / cafe / workspace (Sui Generis) at part ground floor level; (v) a publicly accessible terrace at roof level and; (vi) ancillary plant and servicing, hard and soft landscaping and associated enabling works.**

## 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 Prior to the commencement of development the developer/construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the NRMM Regulations and the inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations.  
REASON: To reduce the emissions of construction and demolition in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction
- 3 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.

- 4 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) have been submitted to and approved in writing by the local planning authority which:
- (i) provide details on all structures;
  - (ii) written approval from London Underground prior to works commencing;
  - (iii) accommodate the location of the existing London Underground structures and tunnels; and
  - (iv) accommodate ground movement arising from the construction thereof.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 20

- 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 until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.  
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.
- 7 No groundworks 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.
- 8 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.
- 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 Before any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.

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

- 11 There shall be no construction or excavation 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.

- 12 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, pumps, green roof, design for system exceedance, design for ongoing maintenance,; surface water flow rates shall be restricted to no greater than 2 l/s from one outfall, provision should be made for an attenuation volume capacity capable of achieving this, which should be no less than 150m<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  
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.
- 13 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.
- 14 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.
- 15 Prior to any plant being commissioned and installed in or on the building an Air Quality Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any

submitted and approved Air Quality Assessment. The measures detailed in the report shall thereafter be maintained in accordance with the approved report(s) for the life of the installation on the building.

REASONS: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.

- 16 Refuse storage and collection facilities shall:(a) be provided within the curtilage of the site to serve each part of the development in accordance with details which must be submitted to and approved in writing by the Local Planning Authority prior to work commencing; and(b) thereafter be maintained as approved throughout the life of the building.  
REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1. 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.
- 17 The roof terraces on levels 10 & 11 hereby permitted shall only be used or accessed between the hours of 08:00 and 23:00 on Monday to Saturday and between 0800 and 2100 on Sundays and Bank Holidays other than in the case of emergency.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7,DM21.3.
- 18 No amplified or other music shall be played on the roof terraces.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 19 Unless otherwise approved by the LPA no plant or telecommunications equipment shall be installed on the exterior of the building, including any plant or telecommunications equipment permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.  
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 20 No cooking shall take place within any Class A1, A3, A4 or A5 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. Any works that

would materially affect the external appearance of the building will require a separate planning permission.

REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.

- 21 Unless otherwise approved by the LPA there must be no building, roof structures or plant above the top storey, including any building, structures or plant permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.  
REASON: To ensure protection of the view of St Paul's Cathedral and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: CS14, DM10.1 DM12.1.
- 22 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
- 23 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.
- 24 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.
- 25 (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.

- 26 The development shall not be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development, or 2. A housing and infrastructure phasing plan has been agreed with Thames Water. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.  
Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.
- 27 The development shall not be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.  
Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.
- 28 No construction shall take place within 5m of the water main unless information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

- 29 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.  
Reason: The proposed works will be in close proximity to underground water utility infrastructure.
- 30 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.
- 31 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.  
REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policies of the Local Plan: DM15.1, DM15.2, DM15.3, DM15.3, DM15.4.
- 32 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.  
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.
- 33 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building.

REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM16.1, DM16.5, DM21.3.

- 34 The whole of the development shall only be serviced by vehicles of up to 7.5tonnes for the life of the building.  
REASON: To ensure that all delivery vehicles can enter the loading bay and service off-street in accordance with the following policies of the Local Plan: DM16.1, DM21.3.
- 35 No doors, gates or windows at ground floor level shall open over the public highway.  
REASON: In the interests of public safety
- 36 The proposed development shall provide 19,179 sq m of Class C1 hotel floorspace (382 rooms), 3,741 sq m of B1 office floorspace, 1,014 of flexible hotel/cafe/workspace (sui generis), 514 sq m of Class A3/A4 restaurant/bar and 514 sq m of publicly accessible roof terrace.  
Reason: to ensure the development is carried out in accordance with the approved plans.
- 37 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.
- 38 Permanently installed pedal cycle storage shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 109 Long Stay pedal cycles (5% of which should be for larger/adapted cycles) and 27 short-stay pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking. A minimum of 11 showers and 109 lockers shall be provided and maintained.  
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



reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.

- 39 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
  - (b) details of the proposed new facade(s) including typical details of the fenestration and entrances;
  - (c) details of loading bay doors;
  - (d) details of ground floor elevations;
  - (e) details of the green wall planting
  - (f) details of windows and external joinery;
  - (g) details of soffits, hand rails and balustrades;
  - (h) details of external terraces including planting and biodiversity measures e.g. bird boxes;
  - (i) details of junctions with adjoining premises;
  - (j) details of the integration of window cleaning equipment, cradles and the garaging thereof, plant, flues, fire escapes, solar panels and other excrescences at roof level
  - (k) details of plant, plant enclosures and ductwork;
  - (l) details of ventilation and air-conditioning for the A3, A4 and sui generis uses.
  - (m) details of external lighting
  - (n) an advertisement strategy

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.

- 40 A minimum of 10% of the hotel bedrooms shall be wheelchair accessible, comprising 9% designed for independent use and 1% for assisted use as set out in the Access Statement.  
Reason: To ensure the hotel provides a fully accessible and inclusive facility in accordance with Policy DM10.8
- 41 Prior to first occupation of the hotel an Accessibility Management Plan shall be submitted to and approved by the Local Planning Authority. The hotel shall only be operated in accordance with the approved management plan.  
Reason: To ensure the hotel provides a fully accessible and inclusive facility in accordance with Policy DM10.8
- 42 No servicing of the premises shall be carried out between the hours of: 07:00hrs and 09:00hrs, 12:00hrs and 1400hrs, 16:00hrs and 19:00hrs, Mondays to Fridays.

Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.

REASON: To manage traffic, avoid congestion and manage the safe and convenient movement of pedestrians and cyclists in the area and to reduce air and noise pollution, in accordance with the following policies of the Local Plan: DM15.7, DM15.7, DM16.1, and DM16.

- 43 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:  
6174-20-195; 6174-20-196; 6174-20-197A; 6174-20-198A; 6174-20-199A; 6174-20-200A; 6174-20-201B; 6174-20-202; 6174-20-203; 6174-20-204; 6174-20-205; 6174-20-206; 6174-20-207; 6174-20-208; 6174-20-209; 210A; 6174-20-211; 6174-20-300; 6174-20-301; 6174-20-400; 6174-20-401; 6174-20-402; 6174-SK-120 REV A

## INFORMATIVES

- 1 Given the proximity of the proposed development to Network Rail's land and the risk this poses to Network Rail's railway tunnels, Network Rail requests the developer contacts  
AssetProtectionLondonSouthEast@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with them to enable approval of detailed works. The design will need to satisfy Network Rail's Asset Protection team that the proposed developed will have minimal impact and interface with the tunnel and the railway infrastructure within.
- 2 The Mayor of London has adopted a new charging schedule for Community Infrastructure Levy ("the Mayoral CIL charge or MCIL2") on 1st April 2019.

The Mayoral Community Levy 2 Levy is set at the following differential rates within the central activity zone:

Office £185 sq.m

Retail £165 sq.m

Hotel 3140 sq.m

All other uses £80 per sq.m

These rates are applied to "chargeable development" over 100sq.m (GIA) or developments where a new dwelling is created.

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 for all other uses.

The CIL will be recorded on the Register of Local Land Charges as a legal charge upon "chargeable development" when planning

permission is granted. The Mayoral CIL will be passed to Transport for London to help fund Crossrail and Crossrail 2. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and interested parties will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Where a liable party is not identified the owners of the land will be liable to pay the levy. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: [www.planningportal.gov.uk/cil](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 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 investigation and risk assessment referred to in condition \*\*\*\* must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme must be submitted to and approved in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report must be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, open spaces, service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This investigation and risk assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

- 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)

Deconstruction or 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 including payment of any agreed monitoring contribution.

#### 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 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.
- 6 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.

- 7 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.
- 8 Consent may be needed from the City Corporation for the display of advertisements on site during construction works. The display of an advertisement without consent is an offence. The City's policy is to restrain advertisements in terms of size, location, materials and illumination in order to safeguard the City's environment. In particular, banners at a high level on buildings or scaffolding are not normally acceptable. The Built Environment (Development Division) should be consulted on the requirement for Express Consent under the Town & Country Planning (Display of Advertisements) (England) Regulations 2007.
- 9 The Department of the Built Environment (Transportation & Public Realm Division) must be consulted on the following matters which require specific approval:
  - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
  - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.
  - (c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway).

You are advised that highway projection licences do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner.



Please contact the Corporate Property Officer, City Surveyor's Department.

(d) Bridges over highways

(e) Permanent Highway Stopping-Up Orders and dedication of land for highway purposes.

(f) Declaration, alteration and discontinuance of City and Riverside Walkways.

(g) The provision of City Walkway drainage facilities and maintenance arrangements thereof.

(h) Connections to the local sewerage and surface water system.

(i) Carriageway crossovers.

(j) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".