

Committee:	Date:
Planning and Transportation	23 June 2020
Subject: 81 Newgate Street London EC1A 7AJ Part refurbishment and part demolition, excavation and redevelopment involving the erection of an additional four storeys to provide a ground plus 13 storey building with publicly accessible route through the site, incorporating gym and swimming pool (Use Class D2) at basement levels, gym and flexible floor area uses (Use Classes A1-A5, B1, D2) at basement level, retail (A1-A5) at ground floor level with access to offices and rooftop restaurant and public viewing gallery, office accommodation (Use Class B1a) from levels 1-13, roof top restaurant (Use Class A3) and publicly and privately accessible roof terraces, landscaping and other associated works.	Public
Ward: Cheap	For Decision
Registered No: 20/00311/FULMAJ	Registered on: 1 April 2020
Conservation Area:	Listed Building: No

Summary

The above scheme proposes a mixed-use scheme that provides:

1. 67,802sq.m of office
2. A mixture of retail and leisure with a gym across basement and ground floor levels with an internal street.
3. A restaurant and bar at the 13th floor level and a free public terrace at the 13th floor level with a dedicated access route.

The building is a transformational project, largely utilising the existing building, infilling the atrium and adding extensions and utilises existing building materials for the facade. It is a high quality design that is appropriate to its local context, in its impact on the setting of listed buildings and on the LVMF Views and better reveals St Paul's Cathedral.

The proposed retail and leisure uses and internal street support the business City and the Culture Mile and is well located in relation to public transport.

The proposed offices are geared to the requirements of the City and provide flexible floorplates for a range of businesses.

The buildings is capable of satisfactory servicing.

An objection has been received from a neighbouring resident regarding overlooking and noise impacts from the roof terrace and restaurant.

The Surveyor to The Fabric of St Paul's on behalf of The Dean and Chapter of St Paul's has raised concerns in relation to views from Alexandra Palace, Southwark Bridge and Blackfriars Bridge and requested that measures be put in place to ensure the long term management of the urban greening.

The scheme has attracted a number of positive comments of support from local workers who see the benefits of enhancing the design and better connecting the building with its wider setting by introducing an active ground floor linking to Cheapside and the unique opportunity to deliver a public roof terrace with views to St Paul's and the City.

On balance, the development is regarded as a high quality scheme with an appropriate mix of uses and an attractive design, incorporating the principles of the circular economy and increasing urban greening.

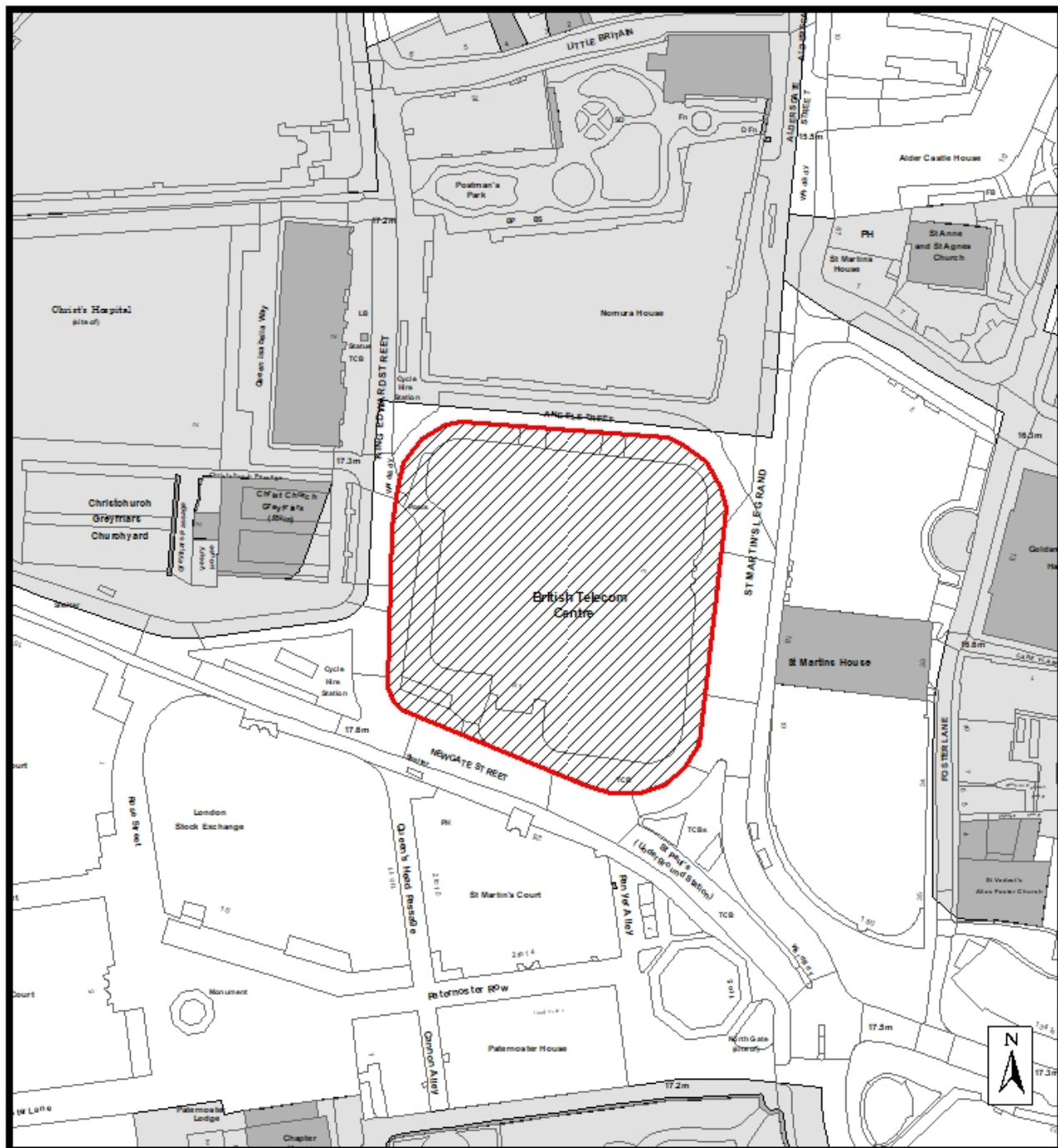
Recommendation

It is recommended that planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

Planning obligations and other agreements being entered into under section 06 of the Town & Country Planning Act 1990 and Section 278 of the Highways Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed.

That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in 'Planning Obligations' under Section 106 and any necessary agreements under Section 278 of the Highways Act 1980.

Site Location Plan



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ADDRESS:

81 Newgate Street

CASE No.

20/00311/FULMAJ



SITE LOCATION



LISTED BUILDINGS



CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



Main Report

Site Description and Relevant History

1. The application site, located to the east of the Postman's Park Conservation area, is approximately 0.8ha and comprises of an office building of ground plus 10 storey building with two basement levels. The site is an island site bounded by Angel Street to the north, St Martin's Le Grand to the east, Newgate Street to the south and King Edward Street to the west. The existing principal access to the building is on Newgate Street, with a further entrance on St Martin's Le Grand. Vehicular servicing is provided to the north on Angel Street. The site is not in a conservation area but close to St Pauls Cathedral, Foster Lane and Postman's Park Conservation Areas and, adjacent to a number of listed building. The site is partially within St Pauls Heights Policy areas and within the Wider Setting Consultation Area and Wider Consultation Background Area for four LVMF panoramic views.

The existing building was granted planning permission on 16th July 1982 under application reference 0288AS for:

'Office Block for the use of British telecommunications own staff and/or any other person or persons, together with restaurants, executive suite and welfare facilities.'

Proposals

2. Planning permission is sought for part refurbishment and part demolition, excavation and redevelopment involving the erection of an additional four storeys to provide a ground plus 13 storey building with publicly accessible route through the site, incorporating gym and swimming pool (Use Class D2) at lower basement levels (1,737sq.m), gym and flexible floor area uses (Use Classes A1-A5, B1, D2) at basement level (1,343sq.m), retail (A1-A5) at ground floor level (4,398sq.m) with access to offices and rooftop restaurant and public viewing gallery, office accommodation (Use Class B1a) from levels 1-13 (67,802sq.m), roof top restaurant (Use Class A3) (450 sq.m) and publicly and privately accessible roof terraces (1,251sq.m), landscaping (683 sq.m) and other associated works. (Creation of an additional 27,375sq.m of floorspace).

Public Consultation

3. The Applicants have submitted a Statement of Community Involvement outlining their engagement prior to the submission of the application. The applicant engaged in pre-application discussions with the City of London Corporation. Public engagement was undertaken with a

meeting for Cheap Ward Councilmen in October 2019, in February 2020, a consultation event was held for local Councillors, Consultations have been undertaken with Culture Mile and Sculpture in the City, The Barbican Centre, the Museum of London, the Corporation's own Culture team, Historic England, St Paul's Cathedral and the Cheapside Business Alliance.

A public consultation was held in March 2020 accompanied by a project website and was attended by 93 people. The feedback provided suggests that there is overriding support for the proposals at around 94% of those providing positive feedback and 6% not commenting. The only recommended improvements related to traffic calming and pedestrianisation around the site which is beyond the scope of the applicant.

Consultation

4. Following receipt of the applications by the City the application has been advertised by site and press notices and consulted upon. Copies of all letters and e-mails received making representations are attached in full in Appendix A.

Seven comments were received, all in support of the proposals and noting the following:

- The proposals would be a big improvement to the existing building.
- The proposals offer a striking architectural approach which would enhance the street scene.
- The reuse of the building has huge environmental benefits.
- The proposed terraces are attractive and reduce bulk of the existing building.
- Activating the ground floor would be beneficial and would improve the vitality and vibrancy in this location.
- The route through the site is a really good idea.
- The roof terrace will be an excellent benefit to the area and the site and is very special.
- The proposals would be a significant improvement to the streetscape.
- The proposals deliver much needed high-quality office space in the City.
- The vastly improved views of St. Pauls from King Edward Street are a very important feature of this proposal; and
- A very well thought out and designed scheme.

Letters of objection have been received from a neighbouring resident raising concerns relating to the application. The letters note that the proposal is a very positive design that would complement the street scene and pedestrian communication between King Edward Street and St Martins Le Grand but raised the following concerns:

- The increased height of the new development, especially that part of it to the north and the effect that this will have on the Vertical Sky Component (VSC), especially at lower levels of the tower (daylight and sunlight).
- The rooftop bar and risk of associated noise and overlooking
- Light trespass from internal lights and
- Concern that a bedroom and a living room will be overlooked from the public roof terrace and office terrace and that the line of the balustrade to the roof terrace should be set back to prevent overlooking into the living room and bedroom.

Officer comment

5. The applicant has sought to address these comments by undertaking further specific assessments of the impact of the proposal on the neighbouring residential property. The supplementary information demonstrates that VSC would be in accordance with BRE Guidance. The applicant has also undertaken supplementary assessment of the No Skyline (NSL) and found that five out of six windows comply with BRE testing. The one bedroom window which fails is very small and narrow, serving a long room. This window already fails recommended NSL levels. The resident is now satisfied that the impacts on this room are considered to be acceptable and has withdrawn his concerns relating to this matter.

Noise from the rooftop uses would be mitigated through the hours of use and the rooftop management plan which would be secured through S106, the residential property is over 60m away and therefore is considered too far away to experience undue overlooking to merit setting back the balustrade and reducing area of public roof terrace.

In regard to the impact from office lights, the applicant has prepared supplementary information indicating that lighting in the office would not be substantially beyond that existing on the site. A condition has been attached requiring submission of a full Lighting Strategy to ensure light impact are mitigated.

The Cheapside Business Alliance has commented that: The proposed development provides an opportunity to integrate 81 Newgate Street into the wider Cheapside BID footprint, creating a more seamless public realm and route into Cheapside. The plans provide the opportunity to enhance the offer for retail leisure and hospitality,

building on the transformation of the Cheapside we see today and further encouraging a vibrant and dynamic, cultural and leisure offer, promoting the City of London as 7 day destination. The curtilage and surrounding environs will also benefit from a more enhanced public realm, with a more pedestrian friendly area, complemented through greening and better use of the public space, delivered through a more sustainable strategy. The end user outcome will also enable Cheapside to work with the developer and incoming tenants on promoting the job opportunities that will be generated across a range of occupational areas. This will promote good growth and promote social value, offering the local communities based within the city fringe area, local employment opportunities. The Cheapside Business Alliance are very supportive of this development.

The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and incorporated into the proposal. Some detailed matters remain to be dealt with under conditions and in clauses in the Section 106 agreement. These include matters such as noise, fume extraction and ventilation, construction and security.

The London Borough of Greenwich, London Borough of Southwark, London Borough of Haringey and London Borough of Lewisham all raised no objections.

The City of Westminster has been consulted and confirmed that they did not wish to make any comments.

The London Borough of Camden, Islington Council, London Borough of Lambeth have been consulted and no response received.

The Lead Local Flood Authority raised no objections subject to the imposition of conditions.

The City's Air Quality Officer has raised no objections.

Transport for London have raised a number of queries in respect of the application and these queries have been addressed by the applicant and appropriate conditions have been imposed .

Highway works will be secured through a Section 278 agreement with the City of London which will deliver streetscape improvements in line with the Healthy Streets and Vision Zero objectives. A plan showing the spatial scope of the works that will be delivered at the Applicant's expense has been agreed and will be appended to the S106 via the S278.

The quantum of long and short stay cycle parking complies with the London Plan policy T5 minimum standards. It is understood that further details of cycle parking including internal access arrangements, stand

types and the location of short stay cycle parking will be secured by condition. TfL should be consulted on the condition's discharge to ensure the final design and layout complies with the London Cycling Design Standards (LCDS).

Car parking

6. Proposals for a car free scheme other than two blue badge parking spaces accords with London Plan policy T6. It is welcomed that Electric Vehicle Charging Points (EVCPs) will be provided for both blue badge spaces.

Travel Plan

7. The site's baseline active travel mode share is low and should be amended within the final Travel Plan secured with any permission to reflect the provision of cycle parking and site's central London location. Targets to increase active travel should also be more ambitious.

Deliveries and Servicing

8. It is welcomed that the use of off-site consolidation will result in a reduction in daily deliveries compared to existing arrangement on site and that cargo bike spaces have been provided within the on-site servicing area. The final DSP secured with any permission should include targets for reducing the number of vehicular deliveries and replacing for these with active freight trips in line with the London Plan policy T7

Thames Water raised no objection subject to the imposition of conditions and informatives.

The Department of Open Spaces has raised no objections.

The Surveyor to The Fabric of St Paul's on behalf of The Dean and Chapter of St Paul's has raised concerns in relation to views from: Alexandra Palace; Southwark Bridge; and Blackfriars Bridge and requested the urban greening is condition to ensure long terms management.

The Greater London Authority has raised no objections.

Historic England indicated their support of the proposals which would better reveal St. Paul's Cathedral.

London Underground raised no objections subject to imposition of a condition to protect tunnels.

Policy Context

9. The development plan consists of the London Plan and the City of London Local Plan.

The Mayor of London and the City of London have prepared draft plans which are material considerations to be taken into account.

The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report.

The Draft London Plan is at an advanced stage. It takes forward many of the policy positions of the existing plan whilst strengthening and adding to others. On the 13th March 2020 the Secretary of State directed the Mayor not to adopt the Plan due to it not addressing a number of national policies in respect of housing ambition, small sites, industrial land and aviation, meaning it will be some time before the plan is adopted. It has passed through the Examination in Public so is to be afforded some weight with the matters addressed by the Secretary of State being less relevant to this site.

In relation to this scheme, the Draft London Plan continues to support a mixed-use office scheme in the Central Activities Zone (CAZ). The changes that are most relevant to this scheme are those that encourage good growth, enhance climate change, good design and sustainability requirements and further support requirements for public access and routes through sites.

The draft City Plan 2036 was reported to the Court of Common Council in May 2020. They agreed the pre-submission draft for consultation, and it is anticipated that pre-submission consultation will commence in September. As such, the Plan is a material consideration in the determination of applications alongside the adopted Local Plan. Government Guidance is contained in the National Planning Policy Framework (NPPF) February 2019 and the Planning Practice Guidance (PPG) which is amended as necessary.

There is relevant GLA supplementary planning guidance in respect of: Accessible London: Achieving an Inclusive Environment SPG (GLA, October 2014), Control of Dust and Emissions during Construction and Demolition SPG (GLA, September 2014), Sustainable Design and Construction (GLA, September 2014), Social Infrastructure GLA May 2015) Culture and Night-Time Economy SPG (GLA, November 2017), London Environment Strategy (GLA, May 2018), London View Management Framework SPG (GLA, March 2012), Cultural Strategy (GLA, 2018); Mayoral CIL 2 Charging Schedule (April 2019), Central Activities Zone (GLA March 2016). Relevant City Corporation Guidance and SPDs comprises Air Quality SPD (CoL, July 2017), Archaeology and Development Guidance SPD

(CoL, July 2017), City Lighting Strategy (CoL, October 2018) City Transport Strategy (CoL, May 2019), City Waste Strategy 2013-2020 (CoL, January 2014), Protected Views SPD (CoL, January 2012), City of London's Wind Microclimate Guidelines (CoL, 2019), Planning Obligations SPD (CoL, July 2014). Open Space Strategy (COL 2016), Office Use (CoL 2015), City Public Realm (CoL 2016), Culture Mile Strategy (2018); Cultural Strategy 2018 – 2022 (CoL, and relevant Conservation Area Summaries.

Considerations

10. The Corporation, in determining the planning application has the following main statutory duties to perform: -
- To have regard to the provisions of the development plan, so far as material to the application, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990); and
 - To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).

In respect of sustainable development, the NPPF states at paragraph 10 that 'at the heart of the Framework is a presumption in favour of sustainable development.' For decision-making this means 'approving development proposals that accord with an up-to-date development plan without delay...'

Chapter 9 of the NPPF seeks to promote sustainable transport. Paragraph 103 states that "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health".

Chapter 12 of the NPPF seeks to achieve well designed places. Paragraph 124 advises that "The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

Paragraph 127 sets out how good design should be achieved including ensuring developments function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local

character and history, establish or maintain a strong sense of place, optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and create places that are safe, inclusive and accessible and which promote health and wellbeing.

Chapter 16 of the NPPF relates to conserving and enhancing the historic environment. Paragraph 190 of the NPPF advises that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

Principal Issues

11. The principal issues in considering this application are:
- The economic benefits of the scheme.
 - Impact on retail and the public realm.
 - The appropriateness of the bulk, massing and design of the proposals.
 - The impact of the proposals on the London skyline including on views in the London Views Management Framework
 - The impact on St Pauls Heights policy area.
 - The impact on designated and non -designated heritage assets.
 - Servicing, Transport and impact on public highways.
 - The impact of the proposal on nearby buildings and spaces, including environmental impacts such as wind microclimate, daylighting, amenity, energy and sustainability.
 - The other benefits of the proposals including provision of a public roof garden and a new public east/west route; and
 - The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.

Economic Issues and Need for the Development

12. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities

series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating £45 billion in economic output (as measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 450,000 people.

The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.

Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides a greater range of complementary facilities to meet workforce needs. There is increasing demand for smaller floor plates and tenant spaces, reflecting this trend and the fact that a majority of businesses in the City are classed as Small and Medium Sized Enterprises (SMEs).

The National Planning Policy Framework establishes a presumption in favour of sustainable development and places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.

The City lies wholly within London's Central Activity Zone (CAZ) where the London Plan promotes further economic and employment growth. The GLA projects that City of London employment will grow by 116,000 from 2016 to 2036, of which approximately 103,000 employees are estimated to be office based. London's rapidly growing population will create the demand for more employment and for the space required to accommodate it.

The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.

The London Plan projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.

Emerging London Plan policy E1 supports the improvement of the quality, flexibility and adaptability of office space of different sizes. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. The Local Plan, policy DM1.2 further encourages the provision of large office schemes, while DM1.3 encourages the provision of space suitable for SMEs. The Local Plan recognises the benefits that can accrue from a concentration of economic activity and seeks to strengthen the cluster of office activity.

The emerging City Plan (2036) policy S4 (Offices) states that the City will facilitate significant growth in office development through increasing stock by a minimum of 2,000,000sqm during the period 2016-2036. This floorspace should be adaptable and flexible. Policy OF1 (Office Development) requires offices to be of an outstanding design and an exemplar of sustainability.

Provision of Office Accommodation

13. The proposed development would provide 67,802sqm GIA of B1(a) office floorspace (an increase of 19,897sqm GIA on existing) of well designed, flexible office accommodation in an attractive and sustainable building, further consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ. The development would accommodate approximately 5000 office workers.

The proposed development includes large floor plates, which maximise internal usable areas and offers flexibility for occupiers, which addresses the needs of international business in accordance with Local Plan policy DM1.2 and emerging City Plan strategic policy S4 and policy OF1.

The main office reception would be located at first floor level. At ground floor level, the site could be accessed from either Newgate Street or via a new, internal east-west access route through the site,

connecting King Edward Street with St Martin's Le Grand. Once inside the building, there would be four escalators, one lift and a staircase to first floor level, leading to first floor reception and security. Level 1 office floorspace would be accessed directly from the reception. The upper office floors would be accessed via 12 x 26 person passenger lifts. Six low rise lifts serving levels 02-07, with a transfer at level 07 and six high rise lifts to levels 07-12. One of the lifts would be a dual use passenger/fire fighter lift. Owing to St Paul's Heights, the lift cannot run to level 13 and so this is served by a platform lift. Alongside the 12 passenger lifts there would be a goods lift, firefighting lift, stair, landlord services and the primary WC's.

Three glazed full height atria are provided, one on the east elevation, one on the south elevation and one on the west elevation. These would provide double height views of key landmarks across the City. On the western elevation, outdoor amenity space for office workers would be provided with roof terraces incorporating attractive planting at levels two – thirteen (excluding levels four and five) of varying sizes ranging from 22sq.m to 172sq.m. A 501 sq.m roof terrace, adjacent to the proposed public roof terrace, accessed via key passes, would provide a further amenity space at roof level which would be available for the office workers, hours of occupation of these terraces has been secured by condition.

Other uses

Retail

14. The application proposes new publicly accessible uses on this island site, including high level public terrace/restaurant and ground floor retail. 4,398sq.m of retail floorspace (Class A1-A5) is proposed, to be accessed from the new public east-west route through the site and from Newgate Street to the south. The application seeks flexibility to respond to the changing retail market and two different retail layout options have been submitted for approval for the ground floor. The first option relates to the creation of a single retail unit, which would be occupied by an individual retailer. The alternative option seeks to subdivide the retail floorspace into several smaller retail units, which would be occupied by a range of different retailers.

The site is not located in a Principal Shopping Centre (PSC), but the Newgate Street frontage is located on a Retail Link as set out in the City of London Local Plan. Policy DM20.2 (Retail Links) aims to encourage the provision and resist the loss of retail frontage and floorspace within the Retail Links. The proposed retail provision would activate frontages on a site which currently has no retail provision, thereby supporting the function of the Retail Link and enhancing

vibrancy at street level. The retail use would provide a complementary use to the offices on the upper floors, in accordance with Local Plan Policy DM 1.5, and would help to animate the key north-south route between Culture Mile and St Paul's Cathedral, which runs directly past the site

Local Plan Policy CS20 requires developers of major shopping proposals to demonstrate a sequential approach to site selection, looking firstly at location within PSCs, secondly at sites immediately adjoining the PSCs and in the Retail Links and, thirdly, other areas in the City. A Retail Impact Assessment is attached to the Planning Statement, which notes that as well as being located on a Retail Link the site is approximately 100m to the west of the Cheapside PSC. The assessment therefore focuses on the impact on the Cheapside PSC and notes that the proposed retail provision would represent 14% of the existing Cheapside PSC retail floorspace.

The Retail Impact Assessment states that if the retail floorspace is taken up by several smaller units this would provide a complementary retail experience to the rest of Cheapside, while in the event of a single retailer opening on the site the impact would need to be assessed in the context of the PSC as a whole and the size and breadth of the existing retail offer in Cheapside should not give rise to any concern. While these points are noted, the flexibility inherent in the application means that it is not possible to fully evaluate the potential impact on Cheapside PSC at this stage; occupation by a single large retailer could potentially draw significant trade from comparable retailers in the PSC. For this reason, a condition is imposed requiring a further evaluation of the retail impact to be submitted when the exact nature and configuration of the retail occupation is confirmed.

Roof terrace, restaurant (A3) use

A 450 sqm restaurant with terrace of 178 sqm would be provided at roof level with capacity for approximately 220 people (a total of 180 people inside- diners and at the bar and 40 on terrace). Visitors would take the passenger lift from the ground floor restaurant lobby to the 12th floor and then travel to the roof terrace via a staircase or platform lift. Details of this would be confirmed in the Roof Terrace Management Plan as part of the S106 agreement.

Gym (D2) use

A total of 1 737 sqm (GIA) of D2 floorspace is proposed at lower ground and basement level, this would include a 25m swimming pool (accommodated via extensions to the existing basement) and publicly accessible gym across basement and lower basement levels. This would be accessible by passenger lift and escalators from ground floor and from the cycle parking area. The proposal would contribute to the leisure offering in the surrounding area and be in accordance with policy 4.7 of the London Plan, policy SD8 of the draft London Plan, policy DM 19.3 of the Local Plan and policy HIC7 of the emerging Draft City Plan

Lower ground flexible floorspace

At lower ground floor level, the proposal incorporates 1,343qm of flexible floorspace (Use Class A1-A5/B1/D2), to ensure that the building can respond to market demand as appropriate.

Design

15. The proposed scheme follows an exemplary design approach, complying with Local Plan policies by creatively reimagining an existing dated building in a sensitive townscape location whilst also embracing the principles of urban greening, circular economy and positive place making.

The existing building dates from 1984 and the fortress like appearance particularly at ground floor is physically impenetrable, illegible and disconnected from the public realm. Architecturally the perimeter block is defined by the use of stone, rounded corners and repetitive façade bays are expressed as stone spandrels between slender pilasters and small windows. The setback roof form is expressed by barrel glazing of different heights, brown frames and reflective glass. Indents and full height glazed atria define entrances. The main entrance on Newgate Street is significantly set back with an area of parking and different surface materials. The building is also inefficient both in terms of energy performance and office layout due to internal atriums. Despite these negative qualities the building is well constructed with a granite base and hand set Portland stone cladding on concrete backing panels and is in a pivotal location in relation to St Paul's Cathedral, transport infrastructure, western end of the Cheapside shopping area, is at the gateway to the Culture mile and is an important connecting site on the route linking Millennium Bridge to the Barbican.

The key objectives of the scheme are to re-use and reimagine the building and maximise the premiere townscape location. This would be

achieved by reducing the overall solidity of the existing building, introduce activity at ground floor level, soften and humanise the appearance and scale to create connections with the public realm and surrounding heritage assets. The existing structural frame, high quality granite and Portland Stone materials would all be re-used. The key components of this transformational approach:

- adaptation and extensions to north, east, part south and part west existing elevations
- demolition of south west elevations and complete remodelling through a series of modulated extensions
- demolition of existing roof structures and increased massing with new extensions increasing the maximum height by 2-3 storeys
- new east/west public route
- improved public realm
- urban greening
- publicly accessible terraces

Height and massing of new extensions

16. The stone perimeter of the existing building has a varied parapet height forming the street frontages ranging from 51.080m AOD to 54.62m AOD around the site. The roof top glazed barrel roof structures and the plant are set back and vary in height but rise to a maximum of 60.735m AOD.

Opportunities to significantly increase the existing height and massing are restricted to the north and north west of the site due to St Paul's Heights restrictions and LVMF views (particularly Millennium Bridge and Alexander Park). The overall maximum height of the proposed building would increase from 60.753m AOD to 69.200m AOD.

The general approach is to retain and reuse the existing Portland stone perimeter envelope on the north and east elevations and parts of the south and west elevations. The height of this perimeter is either extended, retained or lowered. The greatest increase in height is on the northern Angel Street elevation rising from 51.080 m AOD to 58.275m AOD. On other elevations the existing perimeter parapet height is either retained as at the south east corner Cheapside/St Martin's le Grand junction or replicated and extended by approximately 2 storeys. This Portland stone perimeter would be surmounted by a series of setback tiered extensions which would step down across the site from the north to the south. Visually the increased height and resulting massing and bulk when compared to existing would be most significant to the Angel Street elevation and the curved corners to King Edward Street and St Martin's le Grand. This Angel Street elevation includes

the plant which would be experienced in oblique views and not in the context of St Pauls Cathedral.

The south western elevation fronting King Edward Street/Newgate Street would be demolished and reformed by a series of compositional Portland Stone bays. which would contrast with the retained sheer vertical facades. These interventions comprise smaller volumes of differing heights and massing and step down in height from 69.200m AOD to a more human scale of 2 storey volume. This serrated articulation and complex series of tiers is in response to St Paul's Heights and to provide an improved visual appreciation of St Paul's Cathedral from King Edward Street.

The building line would be retained to the existing east, north and in part to the south and west elevations. The remodelled south western elevation would remove an awkward existing set back on the south west corner which has a hard-standing parking area. This realigned form would improve the public realm and enable the introduction of more activated ground floor levels.

In quantitative terms the height and massing would result in a significantly increased volume on the site rising above surrounding buildings, but the tiered volumes and articulated setbacks would ensure the building would have depth and modelling so the building would not appear monolithic or overbearing. Further qualitative assessment of the impacts has been tested in relation to St Pauls' Heights, verified LVMF views and local townscape views.

Design of adapted facades and new interventions

17. The existing window proportions of the retained facades would be remodelled, reducing solidity and increasing visual permeability and visual interaction with the public realm. The paired pilasters would be retained and spandrel panels removed, to allow the insertion of a new framing system with recessed glazing. Narrower decorative terracotta spandrel panels would screen the retained floor plates. The enlargement of window openings would allow better natural light and a more open and outward facing appearance. The existing repetitive appearance of the building would be further improved by introducing a variety of bay sizes, spandrel sequences and frame depth. The introduction of decorative terracotta would add richness, texture and visual variety and would complements the Portland stone.

The south western elevation would be an evolution of the retained bays but would be set in a more dynamic composition of varied smaller volumetric elements that step down from north to south, creating visual interest. Portland stone would be reused from the existing building in

combination with terracotta and metallic framing. These areas are consciously rectilinear rather than curved and would provide a subtle and visually interesting contrast in building form but consistency in materiality. The tiered arrangement and articulation reduces the visual impact on the western Christ Church Greyfriars Church Garden and provides an extensive opportunity for generous urban greening as a continuum of the church setting and complementing the mature trees and landscaping of the Church. Planted green walls have been integrated into the facades at ground level which echo the stone pilasters of the wider building.

The additional tiered massing at roof level is added with curved corners mirroring existing building. The setbacks provide roof terraces and urban greening opportunities a key component of the overall design approach. Materiality and window typology would largely be consistent with the lower elevations on the key corner locations. This is integrated with other areas on level 11-13 which would have elements of rectilinear geometry reflecting the south western volumes and these areas would be finished in a darker ceramic or metallic material. Integrating two architectural devices would reduce visual bulk and ensure architectural coherence connecting different parts of the overall composition. The vertical green elements throughout the development but particularly on the south western elevation are successfully integrated with the architecture and are central to the overall design approach.

Full height, new glazed, slot atria with skylights are proposed to the east, west and southern facades to demarcate key entrances including the new permeable east/west route from King Edward Street and St Martin's le Grand and from Newgate Street for access to the public roof terrace. The public route and the atria have an axial and visual relationship with Greyfriars Church and from the upper levels of the office floors additional views of St Paul's Cathedral and the eastern cluster. The atria slots vary in width and create visual relief to the stone elevations and are expressed as full height breaks between the primary volumes. These would be simple clear glazing with minimal structural elements.

At ground level the existing granite base would be reduced in places and glazing extended on the retained elevations. There would be additional large shopfront glazing to the ground south western elevations. This would be a substantial enhancement to the existing building ensuring the retail activity would have a strong presence and promoting activity and visual permeability.

Publicly Accessible Rooftop Garden and other roof terraces

18. At the top of the building (13th floor), a publicly accessible south facing terrace and garden of 568 sqm (including perimeter planters) would be provided, accessed from a dedicated ground floor public entrance on Newgate Street, offering prominent views of St Paul's Dome to the south. To the east would be a meadowed garden area with attractive views to the Eastern Cluster and to the west Christ Church Greyfriars. The terrace has been designed to optimise these views.

The dedicated ground floor entrance to the lifts to the public rooftop garden and restaurant are on the south, separated from the office entrance. The ground floor public lobby would provide space for an appropriate level of security screening and footfall monitoring, and provision of on-site information. From the lobby a lift would take visitors up to the 12th floor. There would be a large landscaped staircase leading to the roof, offering attractive seating opportunities to view St Paul's Cathedral and a separate platform lift. The terrace can accommodate 120 members of public at one time.

The public roof garden would be open all year round, seven days a week, from 10am to 7pm or nautical dusk, whichever is later, consistent with the recent approval at 50 Fenchurch Street, (and closed on Christmas Day, Boxing Day and New Year's Day). This would be detailed and secured by a Roof Terrace Management Plan which would be part of the S106 agreement. There would be no closures for private events. The lifts are shared with the restaurant and would be ring-fenced in the S.106 to ensure that a generous number of non-restaurant users are able to access the roof terrace within the open hours.

Hard and soft landscaping is proposed including a range of planting, pathways, greenery, seats and benches. The landscaping would be split into three areas, linked but with distinctly separate characters defined by the landscape design. Where roof spaces cannot be accessed for practical reasons, such as being the location of plant, the surfaces would be greened where possible to provide visual amenity for visitors and in views from surrounding buildings, and to enhance the biodiversity of the Site. The south-eastern corner of the site is not accessible to the public as any development here would impinge on LVMF views 13A.1 (Millennium Bridge) and 13B.1 (Thameside at Tate Modern). This area would become an attractive wild meadow of 699sqm (47% of the roof) which would offer lots of opportunities for new wildlife habitats and is described by the applicant as a 'Meadow in the Sky'.

Office roof terraces on the western side of the building would provide valuable outdoor space for the office accommodation from levels two – 13 (excluding levels four and five) and offer views to Christchurch Greyfriars and its attractive gardens. Each terrace would incorporate a large element of attractive planting around its perimeter. Environmental Health have suggested time and day restrictions on the use of the proposed terraces to safeguard amenity of adjoining premises.

The glass balustrades surrounding the roof terraces would be varied in height at 1.1m, 1.35 m 1.5 m and 1.8 m, depending on the function of the terrace and location. are set back from the building line of the building and in almost all cases include a prominent planted area and create a soft verdant edge detail.

Public realm and cultural contribution

19. A range of public realm improvement works are proposed across the site as follows:

- Public realm improvements to the south-western corner of the Site incorporating a public seating area.
- Creation of a double height, publicly accessible east-west route through the site, open to the public between 0600 and midnight with a curated wall displaying cultural and/or art exhibitions/information.
- Planting across the south façade of the building; and
- Tree planting and hard and soft landscaping throughout the site.

At the south western junction, there is an opportunity for the building to engage more fully with the street as there is an enlarged pavement area. On the south west corner there would be a series of low sculpted yew hedges set back from the pavement close to the building edges. This would enable a semi -protected zone on the south west corner of the building which would be suitable for al fresco tables and chairs. Additional protection from the road is provided by higher planting of medium sized trees. The enclosed space and all spaces around the building would be paved in York stone and this would be extended through to the public east/west route

The project has been designed flexibly so that it could link into any enhancement of St Paul's gyratory, should this come to fruition in the future, and there are opportunities for pedestrian enhancement to the

southern end of King Edward Street between Newgate Street and Angel Street, which can be discussed through a S278 agreement.

The proposed east/west arcade route would connect King Edward Street and St Martin's le Grand and would act as an attractive link to potential future pedestrianisation of King Edward Street or Newgate Street or St Martin Le Grand, opens up to Christ Church gardens and acts as a link to Culture Mile and City Concert Hall and Crossrail. It would incorporate a cultural offer with a curated display wall, the contents of the wall and the opening hours of the arcade would be secured via S106 agreement. The site's location is intrinsic to the north south route from the riverside and the Culture Mile. The site already has cultural links to the past including being located on the site of a building which formed part of the wider General Post Office complex which was demolished in 1967. In addition, this was where Guglielmo Marconi made the first public transmission of wireless signals. The roof terrace would enable the public to engage with the City and its historic and emerging skyline. The roof terrace is well appointed as a cultural stop off en route to surrounding Cultural activities. The applicants have demonstrated a commitment to work with local cultural institutions and City's Culture Mile Team in the future.

Urban Greening and biodiversity

20. The proposed development would incorporate a variety of urban greening measures, including street tree planting, green walls, roof terraces, gardens, meadow and green roofs. Urban greening provides the following benefits: mitigating air and noise pollution, capturing CO₂ while releasing O₂, combating the heat island effect, improving biodiversity, rainwater run-off management as well as making a place healthier, more attractive improving the wellbeing of people. The development achieves an Urban Greening Factor (UGF) 0.377 which exceeds the policy target

The extensive green wall planting proposed on the south facade of the building would consist of climbing wisteria which would be planted and grow on the columns of the building. The west facade consists of stepped garden terraces with planting growing down the building and trees which would respect the protected viewing corridors. A green wall is proposed within the public covered walkway through the site, which would provide an excellent amenity and well-being space. A condition is proposed to ensure on-going maintenance.

At ground level there are currently 11 trees around the site. In order to directly facilitate the proposed development, the application proposes to remove and replace seven trees; this comprises three Category A

(categorised as high quality) London Plane Trees on King Edward Street and four Category B (categorised good quality) semi-mature fastigiated beech trees along Angel Street. The impact of the removal of these trees on the character of the local area that includes the public realm will require mitigation tree planting to safeguard the long-term character of the public realm, because of the size of these trees and their likely longevity within the existing landscape. Therefore, the proposed development intends to sufficiently mitigate the loss of these trees, by specifying new urban greening measures that include tree planting. It is proposed that the development would deliver a total of 20 additional trees, together with the seven replacement and four retained trees which will comprise a mix of field maple, honey locust, London plane and sweet gum trees that are considered appropriate to the character of the local area. This would result in a total of 31 trees around the site.

The applicant is seeking to provide a rooting volume of 25m³ per tree. The Department of Open Spaces advise this would help the trees to achieve their potential size. Given the likelihood that there will be significant utility congestion below ground it is not clear whether such large below ground volumes can be achieved. A condition has been attached requiring a detailed survey and plan of tree replacement scheme before any trees are removed to ensure the planting scheme is deliverable.

In addition to the replacement trees the urban greening strategy outlines a number of additional measures to mitigate the impact of the loss of existing trees which includes a landscaped area to the south west corner of the site together with landscaping of intermediate terraces and the 13 floor roof terrace. Landscaping details propose a total of sixty-five new trees, which are specified as multi stemmed specimens that will remain small in overall height and crown spread – this includes some specimens within pots and raised planters. These proposed trees are to comprise a more cohesive green infrastructure element, which also includes planting beds, and timber and glass structures.

Several Swift nesting boxes are to be incorporated within the proposed development at appropriate locations and a nest box would be provided to the retained trees on the south-east corner of the building. The proposals would deliver a significant net biodiversity gain, which is welcome.

St Paul's Heights and the setting of St Paul's Cathedral and St Pauls Cathedral Conservation Area

21. The Protected Views SPD (2012) paragraph 2.13 states that 'development proposals within the Heights policy area must comply with the Heights limitations' in accordance with Local Plan 2015 Policy CS13.2. The St Paul's Heights limitations, which cover the site partially, are significantly lower than the LVMF threshold planes, and therefore will take precedence. The St Paul's Heights Grid crosses part of the site with spot heights ranging from 39.5m in the south to 32.5m in the north-west corner of the site. The existing building exceeds the St Pauls Heights between 13.3m and 20.3m at the north-west corner.

The highest portion of the proposed extension is along the north-eastern side adjacent to St Martin's le Grand outside St Paul's Heights. The south-western corner of the proposed development is within St Paul's Heights, however the proposed building would be recessed along the western elevation to improve the view of St Paul's and there would be no additional height breaches within any of the St Paul's Heights grid squares within the St Paul's Heights Policy Area as defined in the Local Plan and the SPD. Where balustrades are proposed along the western elevation within the policy area these are set at 1.1m to respect the grid heights. The portion of the site immediately to the north of this lies within the St Paul's Heights Policy Area but outside of the grid squares and therefore has no specific height assigned to it. In this area the proposed development would be 2.1m – 6.1m greater in height than the existing building. There is also an area of the grid which extends outside of the St Paul's Heights Policy Area. In this area the development would be 12.m -9.7 m greater in height than the existing building. For this building, the grid values are still applied to both of these areas but there is scope for flexibility as part of an overall assessment of the proposed development and the protected view. In this case the increases in height in these more flexible parts of the grid and policy area would not harm the views of St Paul's Cathedral.

The existing building partially obscures the peristyle of St Paul's when viewed from King Edward Street and the proposal would be a visual enhancement , delivering an improvement in views of the Cathedral from King Edward Street by providing a clearer view of the drum, dome and peristyle of St Paul's due to the stepped massing of the west elevation which is recessed from the site boundary. The proposal is therefore considered to comply with Policy CS13, which indicates that proposals should 'protect and enhance' significant City and London views of important buildings, townscape and skylines, including local views of St Paul's Cathedral.

From Southwark Bridge, which is not in a Conservation Area, as a kinetic experience, the development would be seen in close proximity to the right of the Cathedral and the eastern chancel but as a background building. The building would be a similar height to the chancel and would very slightly reduce the clarity of the silhouette at the east. However, the experience would be a glimpsed moment and the level of harm is almost negligible. The visibility of the Tower of the Former Church of St Augustine, a grade 1 listed building on the skyline would also be diminished in the view. The setting of the tower would be changed in this view, but the tower is only faintly visible on the skyline in this view and the impact on the appreciation of the spire is not considered to cause significant harm. From Blackfriars Bridge and to the west of Blackfriars Bridge from the Southbank the development would be visible adjacent to the north west tower. From the Blackfriars Bridge, Bastion House is visible and is already in close proximity to the north west tower. The proposed development would conceal this existing background development and so there would be no further impact. There would be a minor increase of building height around the wider setting of St Pauls Cathedral, but any harm is considered to be almost negligible. In these kinetic experiences from these Bridges and this part of the South Bank the towers, peristyle and dome would be entirely legible, distinctive and remain the dominating landmark in the view and the development recessive and low level on the skyline. From both these bridges, St Pauls Cathedral would remain appreciated with the wider London context.

All other views identified within the Protected Views SPD have been assessed to understand the wider impact of the proposal on the setting of St Pauls. In views from St Martin Le Grand the proposals retain the existing building line and the additional massing and height would not encroach on views of the Cathedral. The development would not be visible from Fleet Street and Watling Street. From Cheapside and Cannon Street/ New Change junction the development would not be appreciated in the context with St Paul's Cathedral. From the north including St Johns Street, Amwell Street and Farringdon Road the development would not be visible. From the south from Bankside and the Millennium Bridge the development would sit below the parapet of St Pauls Cathedral. Along the Southbank of the Thames from Hungerford Bridge to London Bridge, Waterloo Bridge, Hungerford Bridge and London Bridge the development would largely not be visible or where the building is visible there would be no harm to the views or appreciation of St Paul's Cathedral.

The following additional local views have been assessed in relation to St Paul's Cathedral and its setting:

- Festival Gardens
- St Martin le Grand
- St Pauls Churchyard
- New Change
- Ludgate Hill - including the western elevation of St Paul's Cathedral and the Chapter House
- Deans Court – identified view from St Pauls Cathedral Conservation Area SPD -
- Newgate Street

The development would be visible in some of these views in the background, rising above or between foreground building or in long views. But the proposal is not considered to be visually dominant or harm views within, out of or the setting or significance of St Paul's Cathedral as a listed building or the character and appearance of the St. Paul's Conservation Area. The proposals would comply with Protective Views SPD and supporting policies.

St Pauls Depths

22. The eastern portion of the site boundary falls within an area near St Paul's where development below prescribed depths is controlled, in order to protect stability of the Cathedral. At this location, the 'depths' measure 9.144m and the basement is not increased in this area. . The proposal includes excavation to the site to incorporate basements to the western side of the site to incorporate a 3rd level basement to 4.85m AOD this is not within St Paul's depths restriction.

London Views Management Framework

23. The London View Management Framework (LVMF) is a key part of the Mayor's strategy to preserve London's character and built heritage. Policy 7.12 of the London Plan ensures the implementation of the LVMF. In particular, the policy seeks to ensure in 7.12A that "new development should not harm, and where possible should make a positive contribution to, the characteristic and composition of the strategic views and landmark elements". Furthermore Policy 7.12C states that "development proposals in the background of a view should give context to landmarks and not harm the composition of the view as a whole". Development above viewing thresholds would be the subject of consultation with the Mayor and other consultees as set out in the

Secretary of State's Directions. Development above this plane would normally be refused if it failed to preserve or enhance the ability to recognise and appreciate St. Paul's Cathedral in accordance with London Plan policies 7.11 and 7.12.

Alexandra Palace (1A.2)

24. The whole of the site lies within the Alexandra Palace Wider Setting Consultation Area. Consultation threshold is 52.1m AOD at this point. The existing building exceeds this threshold and the proposed building would increase this exceedance. The development would be visible from this viewpoint and would be partially screened by a development in Bartholomew Close/ Little Britain but would come slightly closer to the eastern side of St Paul's Cathedral. It is acknowledged that there would be further cumulative impact, but this would be slight and would be seen in the context of an emerging skyline of much more impactful development in other Boroughs in the background. The distinction between the middle ground and background and key characteristics of the view would be preserved. The development preserves the viewers ability to recognise and appreciate of St Paul's Cathedral and is considered to be in accordance with the guidance LVMF SPG (paras 88 and 89).

Parliament Hill (2A.1)

25. Parliament Hill Wider Setting Consultation Area traverses' part of the site diagonally and the threshold is 54.1m AOD at this point. The height of the existing building breaks through this threshold and the proposed development would increase the exceedance. The development would be visible, and St Paul's Cathedral would remain recognisable and is considered to be in accordance with the guidance LVMF SPG (paras 99-100).

Kenwood House (3A.1)

26. Part of the site lies within the Kenwood House Wider Setting Consultation Area. Consultation threshold is 52.1m AOD at this point. The height of the existing building breaks through this threshold and the proposed development would increase the exceedance. Development above this plane would normally be refused. Due to the distance of the development from St Paul's and the surrounding wider development context the development would not compromise the ability to recognise the landmark in this view and would not be visually prominent on the skyline. The proposal is considered to be in accordance with the guidance LVMF SPG (paras 119 and 120).

Blackheath Point (6A.1)

27. The proposed development would very slightly be within the Blackheath Point Background Consultation Area. The consultation threshold is 52.1m AOD. The height of the proposed building would break through this threshold. The development would continue to preserve the ability to appreciate St Pauls and the western towers as it would be some distance from the landmark. The proposal is considered to be in accordance with the guidance LVMF SPG (para 156).

River Prospects Views

28. Millennium Bridge (13 A.1 and 13 B.1)

The development would not be visible in either of these views and is entirely screened by the riverside foreground buildings and St Pauls Cathedral. The development has been designed to respond to this view including the public roof terrace balustrades at 1.350 m and 1.500m would be set below the nave balustrade and include a tolerance of 300mm. The existing views of St Pauls Cathedral would be preserved, and the development is considered to be in accordance with the guidance for this view (paras 227, 229 and 236 the LVMF).

Gabriel's Wharf (16 B)

The proposal would not be visible in this view and is considered to be in accordance with the guidance for this view (paras 280 to 283 of the LVMF).

Waterloo Bridge (15 B.1 and 15B.2)

The proposal would not be visible in this view and is considered to be in accordance with the guidance for this view (paras 266-267 of the LVMF).

Hungerford Bridge (17 B.1 an 17 B.2)

The proposal would not be visible in this view and is considered to be in accordance with the guidance for this view (paras 304 -305 of the LVMF).

Southwark Bridge (12A.1)

This view has already been assessed under the Protected Views SPD and St Paul's Heights the development would not make a positive contribution to the setting as there would be a slight reduction in the clarity of silhouette to the eastern end of the Cathedral. In addition, the visibility of the Tower of Former Church of St Augustine would be diminished but this is not a recognised landmark or identified in the LVMF guidance . In both cases any harm is considered to be almost negligible. The development would allow the drum and peristyle to still be legible and dominant in the view and is considered to be in accordance with the guidance LVMF SPG (para 211 and 214)

London Bridge (11A.1)

The proposal would not be visible in this view is considered to be in accordance with the guidance for this view LVMF SPG para 197

Views from other publicly accessible elevated viewing areas

29. The development would be seen to the north of St Pauls Cathedral from New Change terrace. The proposed building would be slightly taller than the existing building but would not obscure any important landmarks and would add visual interest to the viewing experience.

Exceptional public views of London are afforded from the Golden Gallery of St. Paul's. Looking northwards from the viewing platform the development would occupy a central position. The proposed terraced gardens and green roofs would provide an attractive visual focus in the view and the experience would be enhanced and no landmarks would be obscured.

Impact on significance and setting of listed buildings and scheduled monuments

30. There are a large number of listed buildings in this part of London where the proposal will appear in their setting. In the immediate context the site is surrounded to the west by the Remains of Christ Church (Grade I) and the London Greyfriars site of Newgate Street Farringdon (Scheduled Monument), King Edward's Buildings (grade II*) and is St Martin's House (grade II). The scale, form and mass of the remodelled building is considered to be compatible with these surrounding designated heritage assets and would not dominate their setting. The richness in detail, materials and urban greening would complement their wider context. In particular the visual extension of greening across King Edward Street would enhance the Remains of Christ Church and the Greyfriars Garden as a dynamic engaging

backdrop. In addition, the appreciation of these surrounding assets would be enjoyed further from the elevated public terrace and in views through the atria from the new permeable route.

The impact on these assets adjoining the site and other listed buildings have been assessed through an extensive heritage impact assessment and harm to their setting or significance was not identified.

Impact on the significance of conservation areas within the City of London

31. Surrounding Conservation Areas other than St Pauls Cathedral include Postman's Park, Newgate Street and Foster Lane. The impacts on the character and appearance of these areas would be greatest to Postman's Park Conservation Area.

Postman's Park Conservation Area is defined by a variety of architectural styles but largely dominated by monumental classical architecture and high-quality materials and Christchurch Greyfriars is the architectural highlight of the Conservation Area. The southern boundary is enclosed by the development site and the Conservation Area SPD recognises the high quality materials of the existing building but the scale and mass has an overbearing impact on the ruined church of Christchurch Greyfriars and gardens and that it is unsympathetic to the urban grain. The introduction of a public route, remodelling and greening on the building and around the site would visually enhance the character and appearance and setting of the Conservation Area. The increase in height and massing would not cause harm to any of the identified views in the Conservation Area.

The proposal is not considered to the significance, setting or harm views within and out of Foster Lane or Newgate Street Conservation Areas.

Impact on the wider townscape and non-designated heritage assets

32. The local townscape context is architecturally diverse and comprises an imposing mix of commercial buildings. The existing building detracts from the quality of the existing urban context and open spaces. The impact on the local townscape has been passed through a comprehensive series of views. The architecture, massing and height are considered to be compatible with existing townscape and urban grain and a significant enhancement in terms of function and appearance in the Cheapside, New Change and Paternoster Square context.

Archaeology

33. The site is in an area of high archaeological potential situated in the north east part of the Roman and medieval walled City. There is potential for remains from the Pre-historic, Roman, medieval and post medieval period, including burials, to survive on the site. An

Archaeological Desk based Assessment and Addendum to the Assessment have been submitted with the application.

Archaeological excavation was carried out on the site prior to construction of the existing building. The site is to the north of the main east-west Roman road leading out of the City at Ludgate, is within the precinct of the medieval Greyfriars Friary and is the site of the medieval church and churchyard of St Nicholas Shambles, which was established in the 12th century. Remains recorded on the site include Pre-historic pottery, building and occupation remains of the early and middle Roman periods, features associated with the garden of the Greyfriars, structural remains of St Nicholas Shambles, and several phases of burials.

It is considered that no archaeological remains survive within the building footprint due to the deep depth of the existing basements. The proposed scheme would include an extension of the existing basement on the west side which would have an archaeological impact. The area of basement extension would, in part, coincide with the area previously excavated, as set out in the archaeological assessment and addendum, and encroach on an area not previously excavated.

It is appropriate to carry out archaeological evaluation in the area of the proposed basement extension which would provide information on the date, nature and character of surviving archaeological remains, including burials, and supplement the findings of the assessment. The results of the work would inform a mitigation strategy to record archaeological remains affected by the development.

Conditions are attached to cover archaeological evaluation, a programme of archaeological work and foundation and piling design.

Inclusive access

34. The existing ground floor is set at multiple levels and so would be rationalised to two levels – one for the loading bay and another for the rest of the ground floor, enabling the building to accommodate a large retail hall or multiple retail units. Levels at the entry to the east-west arcade are reconciled by inclined floors, ramps and stairs and provide a level access into the retail hall. Around the perimeter of the site, people are brought into the building via steps and platform lift taking them down to ground floor level. From street level, access is presented as a double height façade.

Visitors to the free public roof terrace or rooftop restaurant enter the building at the south entrance (Newgate Street) where there would be a lobby with security check, providing access to two passenger lifts. Users would exit at level 12, where there would be a lobby giving

access to the outdoor space and a public toilet. Once outside, users would ascend the main stairs to the roof terrace or use the platform lift.

The proposals incorporate the provision of accessible cycle storage, WC and shower facilities.

Security

35. A combination of stand-alone and integrated physical hostile vehicle mitigation measures are proposed, including rising road blockers, strengthened structural columns, bollards to the east-west arcade, and some planters. A condition is imposed to confirm the details and location of the HVM.

Internally, security to all the uses would be provided by a mixture of secure design measures, staffing and security checks and integration of CCTV.

Security measures associated to the proposed publicly accessible roof terrace would be secured as part of the Roof Terrace Management Plan in the S106.

The proposal, subject to conditions and S106 is considered to be in accordance with policy DM3.2 and emerging City Plan strategic policy S2 and policies SA1 and SA3.

Transport, Servicing, Parking and Impact on Public Highways

36. The proposed development is in a highly accessible location. The development currently sits as an island site, surrounded by Newgate Street, St Martins le Grand, King Edward Street and Angel Street. The proposed development would activate the area, improve the public realm, create a public route through the development and improve the cycle parking and servicing arrangements. The proposed development will maintain the existing servicing area and use the existing basement level 1 to provide cycle parking and associated facilities. The proposed development is car free except for two blue-badge car parking spaces at the development.

Servicing Arrangements

37. Five loading/delivery bays are proposed in a servicing area accessed from Angel Street. Vehicles would be able to enter and exit the loading area in a forward gear. The loading bay provision is considered sufficient for a development of this size. It is anticipated that the proposed development would result in approximately 83 daily servicing trips, a reduction from the existing 112 vehicles. The reduction will be achieved by consolidation.

To align with the Transport Strategy and forthcoming City Plan 2036 a physical off-site consolidation centre is required, and this would be secured through the S106 agreement. The maximum number of

deliveries each day will be 83 and this would be secured through the S106 agreement. Deliveries would be prohibited during peak pedestrian hours of 0700 – 1000, 1200 – 1400 and 1600 – 1900. A Delivery and Servicing Plan (DSP) would be secured by planning obligation.

Cycling

The London Plan requires 979 long stay cycle parking spaces. The proposal provides 979 long-stay cycle parking spaces at basement level 1 for all of the proposed uses. Of the 979 spaces, 48 (~5%) are proposed to be folding cycle lockers and 100 are proposed to be Sheffield Stands. The Sheffield Stands are suitable for most cycles and are considered accessible, two of these Sheffield stands have been arranged with additional space around them so they can be used by larger non-standard cycles. The remaining cycle parking spaces are provided in a wall hanging or two-tier arrangement.

The long stay cycle parking would be accessed via a lift and staircase with wheeling ramps from a dedicated entrance from Angel Street. The provision of changing facilities is important in encouraging the uptake of active travel and more broadly to facilitate healthy lifestyles for people working in the City. Associated shower and locker facilities are proposed at basement level 1. 100 showers (including two accessible showers) would be provided, equating to approximately one shower per 10 cycle parking spaces, which is in line with the recommendations in the London Plan. 810 personal lockers would be provided, which is also in line with the recommendations in the London Plan. Conditions are recommended to secure showers and lockers at a minimum rate of 100 showers and 810 lockers.

The London Plan requires 348 short stay cycle parking spaces. The proposal provides 348 short-stay cycle parking spaces. 20 stands, which equates to 40 short stay cycle parking spaces, are provided on private land at street level, the remaining 308 short stay cycle parking spaces are provided at basement level 1. The short stay cycle parking at basement level 1 will be well sign posted, secure, free and available for anyone to use without the need to pre-book. Having some short stay cycle parking at basement level 1 is considered acceptable due to the busy footways, and suitable for people using the development who do not want to park their cycles on street.

The short stay cycle parking at basement level 1 would be accessed via the same lift and staircase with wheeling ramps as the long stay cycle parking access, from a dedicated entrance from Angel Street. The people using the short stay cycle parking spaces would have to pass a security booth but would not be required to register, making it simple and easy to use.

To ensure the short stay and long stay cycle parking spaces are promoted and well used there would be a planning obligation for a Framework Travel Plan. This should include a section showing how the short stay and long stay cycle parking is being promoted to tenants and visitors to the site.

The total number of cycle parking spaces proposed is 1329. The proposed cycle parking provisions accord with policies DM16.3 of the Local Plan, 6.9B(a) of the London Plan, and T5 A (2) of the Intend to Publish London Plan.

Public Transport and Pedestrian Movement

38. The site is highly accessible by public transport, with national rail services from City Thameslink. Services on the Northern, Central, District, Circle, Metropolitan, Hammersmith and City, and Docklands Light Railway are available from Bank, which is within walking distance of the site, and St Pauls station is 1 minute away from the development. There are also bus services within 1 minute of the site. As such the site records the highest possible Public Transport Accessibility Level (PTAL) of 6b.

A total of 121 Cycle Hire docking stations are located within the vicinity of the site, on King Edward Street, Newgate Street, Museum of London, and Wood Street.

Following the proposed introduction of a new public east/west pedestrian route through the building from St Martins le Grand to King Edward Street, it is considered the pedestrian experience in the area would be considerably improved. The extent of public realm works will represent an improvement on the existing.

A pedestrian comfort level (PCL) assessment has been undertaken for the purpose of this planning application to understand the impacts of the development on pedestrian movement through the area. The results showed good pedestrian comfort levels (B and A-) which are considered satisfactory for the proposed development. The development would provide minor areas of additional space for pedestrians by removing the barriers between the public and private land in the public realm works. The applicant has agreed to improvements to the footways and crossings surrounding the site via S278 agreement following comments received by TfL regarding Healthy Streets and Vision Zero, and similar aspirations from CoL. A programme of highway works would be secured through a Section 278 agreement with the City of London which will deliver streetscape improvements in line with the Healthy Streets and Vision Zero objectives. A plan showing the spatial scope of the works that would be delivered at the Applicant's expense has been agreed and will be appended to the S106 via the S278.

Section 278 agreement

39. Through the S106 agreement, a S278 agreement would be secured for improvements to the highway and crossings surrounding the development.

Waste Management

40. Two waste stores have been provided to the south of the loading bay, to the rear of the site, accessible from Angel Street and a food waste digester would be installed within the site. Waste generation and storage requirements have been calculated in accordance with City of London Guidance, supplemented by the British Standard for Waste Management in Buildings – Code of Practice (BS5906:2005). Backloading of waste onto delivery vehicles from the consolidation centre has been discussed and would be explored during the post planning detailed design stages and secured by condition. The Cleansing Team have confirmed that the waste storage and collection facilities comply with their requirements and are acceptable.

In this respect, the proposal complies with policy DM17.1 of the Local Plan and policy CE1 of the emerging City Plan 2036.

Wind Microclimate

41. The applicant has undertaken wind tunnel testing and CFD simulations in support of the application. This concludes that with the incorporation of some mitigation, the wind conditions would be suitable for the intended uses through all seasons, having particular regard to the seating areas proposed at:

- Ground floor, south-west corner
- Terraces on western side of building at levels 2-12
- Roof terraces, including public roof terrace

This is achieved through the incorporation of balustrades of varying heights across the scheme from 1.1 – 1.8m. One office terrace on the western façade suffers slightly higher wind conditions and supplementary planting would be required to ensure the terrace is suitable for sitting rather than standing. The Wind Assessments and Impacts are considered in accordance with the City's Wind Microclimate Guidelines.

Sustainable Drainage Systems

42. The proposals would incorporate 1,230sq.m of Blue Roof on the western side of the building which would attenuate approximately 79.95 cubic meters of water. Additional attenuation would be provided in attenuation tanks across the building and these measures would reduce surface water discharge to a Greenfield rate.

The Lead Local Flood Authority and Thames Water have raised no objections but have recommended conditions.

Daylight, Sunlight and Light Pollution

43. The applicant has submitted a supporting Daylight and Sunlight assessment which considers the impact on the neighbouring residential property at 2 Greyfriars Passage and the impact on the Christchurch Greyfriars Church Garden. A subsequent addendum Daylight and Sunlight assessment has been submitted to consider the impact on the ground floor room within 2 Greyfriars Passage, which had been omitted from GIAs original Daylight & Sunlight. The proposals would accord with the recommendations set out by BRE Guidance with no detrimental impact on daylight, sunlight or overshadowing.

The scheme itself would benefit from excellent levels of natural light.

The submitted Light Pollution assessment indicating that lux levels to the nearest residential property (1 Greyfriars Passage) and Christchurch Greyfriars Church Garden would be well below the acceptable level of 5 Lux, thereby causing no detrimental impact to residential amenity.

It is proposed that lighting would be integrated within the architecture and street furniture and details of the proposed lighting are secured by condition.

The proposal is considered to be in accordance with local plan policy DM 10.7 and emerging Draft City Plan policy DE8.

Circular Economy

44. Transformation and reuse of the existing structure and materials is fundamental to the proposals. This approach reduces works, traffic and waste and would deliver a saving in terms of energy and carbon emissions including the embodied carbon in the retained structure. Reuse of the existing facade cladding including Portland Stone and granite is proposed wherever possible by either retaining in situ or carefully removing pieces of stone and repurposing for use elsewhere on the extended facades, roof top extensions and remodelled south western elevation. The existing foundations are capable of accommodating the proposed new loads and the existing structural frame is substantially retained and extended as are existing floorplates. The infilling of the existing central atrium allows for a complete reconfiguration of the floor plates. The construction process of demolition, reuse of materials and disassembly of new construction would be monitored through series of conditions to ensure the principles of circular economy are delivered.

The reuse of the existing building is supported by draft London Plan Policy, Local Policy DM 17.2 and the circular economy approach to construction is promoted through emerging policies CEW1 and S16.

Energy consumption

45. The Energy Strategy prepared by Hilson Moran as part of the Sustainable Development and Climate Change Report demonstrates that this development has been designed to achieve a 51.2% improvement over a building regulations compliant building in CO₂ emissions. This has been achieved through energy efficiency measures, photovoltaic panels at roof level, air source heat pumps and energy storage. This exceeds the London Plan target of a 35% reduction and therefore a carbon offsetting contribution should not be required subject to the final design meeting that target which would be secured through a S106 agreement.

BREEAM

46. The Sustainable Development and Climate Change report prepared by Hilson Moran shows that the office part of this development has been designed to seek an “Outstanding” BREEAM rating against the 2018 new construction shell and core criteria. The retail element has been designed to a similar standard but can only achieve a BREEAM “Very Good” rating. This is due to the BREEAM requirement to assume worst case energy performance until the retail fit out is complete. Measures will be in place to influence tenant fit-out, operational energy and carbon emissions of both retail and office elements.

It is recommended that the City’s standard condition requiring post construction certificate for the office element demonstrating that the proposed “Outstanding” rating has been achieved and for the retail element the post construction certificate should be provided after fit-out to demonstrate an “Excellent” or “Outstanding” rating. Alternatively, a breakdown of the credits achieved should be supplied to demonstrate sustainability across the range of categories.

Air Quality

47. The submitted Air Quality Report considers the air quality impacts from the construction and operational phase. For the construction phase, mitigation measures are recommended to ensure that the risk from the dust is reduced to a minimum. Implementation of these measures and good site practice mean that the residual effect of construction would not be significant.

During operation of the proposed development, the proposal would be air quality neutral and therefore additional mitigation would not be required.

The proposal is therefore in accordance with London Plan policy 7.14, emerging London Plan policy SL1 and Local Plan Core Strategy policy CS15 and DM 15.6, as well as emerging draft City Plan policy HL2, which all seek to improve air quality.

Noise and Vibration

48. In City redevelopment schemes most noise and vibration issues occur during demolition and early construction phases. Noise and vibration mitigation, including control over working hours and types of equipment to be used, would be included in a Construction Management Plan to be approved by condition.

This would require the submission of a Construction Logistics Plan (CLP) to manage all freight vehicle movements to and from the site and, a Construction Management Plan (CMP) that includes a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects attributable to the development.

During operation of the building, noise and vibration would be generated from mechanical plant. The mechanical plant equipment would be enclosed within the volume of the roof, with the exception of the lift over runs and kitchen extracts. All of these elements have been carefully sited to the north of the site, to preserve and enhance protected townscape views.

Noise levels from mechanical plant in the completed development would need to comply by condition with the City of London's standard requirement that noise output should be 10dB below background noise levels and conditions have been included relating to restricting hours of use of the office terraces. Hours of use of the public roof terrace would be restricted within the S106 agreement.

The submitted noise assessment indicates that the requirements of these conditions can be satisfactorily met and consequently the proposal would comply with London Plan policy 7.15, draft London Plan policy D13, Local Plan policy DM 15.7 and emerging draft City Plan policy HL3.

Fire safety

49. The building is served by four protected stairs, three of which are part of firefighting cores and one which is a protected escape stair and accessible to all office floors, basement floors and the roof.

The ground floor retail has multiple doorways to allow users to exit from multiple directions.

The development would be required to meet all relevant fire safety standards under the Building Regulations.

Planning Obligations and Community Infrastructure Levy

50. The proposed development would require planning obligations to be secured in a Section 106 agreement to mitigate the impact of the development to make it acceptable in planning terms. Contributions would be used to improve the City's environment and facilities. The proposal would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.

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

From 1st April 2019 Mayoral CIL 2 (MCIL2) supersedes the Mayor of London's CIL and associated section 106 planning obligations charging schedule. This change removes the Mayors planning obligations for Crossrail contributions. Therefore, the Mayor will be collecting funding for Crossrail 1 and Crossrail 2 under the provisions of the Community Infrastructure Levy regulations 2010 (as amended).

CIL contributions and City of London Planning obligations are set out below.

MCIL2

Liability in accordance with the Mayor of London's policies	Contribution	Forwarded to the Mayor	City's charge for administration and monitoring
MCIL2 payable	£4,794,030	£4,602,269	£191,761

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	£2,053,125	£1,950,469	£102,656
City Planning Obligations			
Affordable Housing	£547,500	£542,025	£5,475
Local, Training, Skills and Job Brokerage	£82,125	£81,304	£821
Carbon Reduction Shortfall (<i>as designed</i>)	£0	£0	£0
Section 278 Design and Evaluation	£100,000	£100,000	£0
S106 Monitoring Charge	£3,000	£0	£3,000
Total liability in accordance with the City of London's policies	£2,785,750	£2,673,798	£111,952

City's Planning Obligations

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

- Highway Reparation and other Highways Obligations
- Local Procurement Strategy
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Delivery and Servicing Management Plan (including Consolidation)
- Travel Plan
- Carbon Offsetting
- Utility Connections
- Section 278 Agreement including highway works which would deliver streetscape improvements in line with the Healthy Streets and Vision Zero objectives.
- Curated Wall Provision and Access
- Public Route Access
- Roof Garden Management Plan
- Public Realm Specification

Officers request that they be given delegated authority to continue to negotiate and agree the terms of the proposed obligations and enter into the S278 agreement.

The scope of the s278 agreement may include, but is not limited to, improving crossings and the surrounding footway/carriageway to accommodate increased pedestrian and cyclist movements and the planting of street trees.

Monitoring and Administrative Costs

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

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

Site Specific Mitigation

53. The City will use CIL to mitigate the impact of development and provide the infrastructure necessary for the area. In some circumstances, it may be necessary additionally to seek site specific mitigation to ensure that a development is acceptable in planning terms. Other matters requiring mitigation are yet to be fully scoped.

Conclusions

54. The proposal has been assessed in accordance with the relevant statutory duties and having regard to the development plan and other relevant policies and guidance, SPDs and SPGs and relevant advice including the NPPF, the draft London Plan and the draft Local Plan and considering all other material considerations.

Sustainability is embedded in the design process and the transformation of the existing building is based on circular economy principles and the expectation is to deliver BREEAM “outstanding” for the office part and “very good” for the retail. The Urban Greening Factor is projected to be 0.377 exceeding the emerging City Plan Policy target rate and will enhance wellness, biodiversity and contribute to mitigating noise and air pollution. Paragraph 8 of the NPPF sets out that there is a presumption in favour of sustainable development and the development complies with Local and London Plan Policies

The existing building exceeds the thresholds for the LVMF Wider Setting Consultation Area for three panoramic views (Alexander Palace 1A.2, Parliament Hill 2A.1 and Kenwood House 3A.1). This proposed development would increase this exceedance but there would be no further harm to these views. The development is also in a number of LVMF riverside prospects in particular views from and near Millennium Bridge 13A.1 and 13 B.1. The height and massing has been carefully designed to ensure the development is not visible in these views. There is a very slight impact on the river prospect from Southwark Bridge but the degree of harm is considered negligible. The proposals meet the tests of the LVMF SPD and CS13.

Parts of the existing building exceed the threshold for the St Pauls Heights grid in the policy area. The development would reduce some of these existing exceedances and in parts remove exceedances completely. The development has been designed to respond to the heights code and where there are minor impacts in views from Blackfriars Bridge and Southwark Bridge the harm is negligible. The appreciation and legibility of St Pauls Cathedral both strategically and locally would be preserved and significantly enhanced in key views from King Edward Street and through the additional views which would be enjoyed from the new public garden terrace. The development would protect and enhance the setting and backdrop to local views of St Pauls Cathedral and comply with Local Plan Policy CS13

The massing, height and architectural approach would be compatible with and preserve the setting of surrounding designated and undesignated heritage assets including archaeology and be compatible with the local townscape and comply with Local Plan Policies DM 10.1 and DM12.1 and the NPPF.

The high-quality design interventions and innovative adaptation of retained facades would reimagine the existing inward-looking building into an engaging, inclusive and visually attractive architectural composition strategically located at the gateway to the Culture Mile. The development would further enhance the public realm and public

offer through increased permeability, curated art wall, extensive urban greening and the free public roof terrace. The development would comply with Paragraph 131 of the NPPF which sets out that great weight should be given to outstanding and innovative designs which help raise the standard of design more generally in the area. The development also complies with Local and London Plan design policies.

There would be a significant increase in office floorspace meeting one of the primary objectives of the City's Local plan and London Plan policies. The ground floor retail would enhance the existing Retail Link and animate the north south route between St Pauls Cathedral and Culture Mile.

The impact on neighbouring buildings and spaces has been considered. The scheme would not result in unacceptable environmental impacts in terms of noise, air quality, wind, daylight and sunlight and overshadowing. The impact on daylight and sunlight/ overshadowing has been thoroughly tested. The proposal would be in compliance with Local Plan Policies DM 10.7 and DM21.3 and policies 7.6 and 7.7 of the London Plan.

The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free. The proposal would require deliveries to be consolidated and would reflect servicing measures sought for other major developments in the City. The servicing strategy would be incorporated in the Delivery and Servicing Management Plan. The proposal would be in compliance with Local Plan Policies DM16.1, DM16.5 and 6.13 of the London Plan.

979 long term bicycle spaces would be provided with associated shower and locker facilities. The total number of cycle parking spaces proposed is 1329. The proposed cycle parking provisions accord with policies DM16.3 of the Local Plan, 6.9B(a) of the London Plan, and T5 A (2) of the Intend to Publish London Plan.

Highway works would be secured through a Section 278 agreement with the City of London which would deliver streetscape improvements in line with the Healthy Streets and Vision Zero objectives.

The scheme would provide CIL which would be applied towards infrastructure to support the development of the City's area. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general planning obligations there would-be site-specific measures secured in the S106 Agreement. Together these would go some way to mitigate any impacts of the proposal.

Virtually no major development proposal is in complete compliance with all policies and in arriving at a decision it is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it. The Local Planning Authority must determine the application in

accordance with the development plan unless other material considerations indicate otherwise.

Taking all material matters into consideration, the application offers considerable benefits and is recommended to you subject to all the relevant conditions being applied and section 106 obligations being entered into in order to secure the public benefits and minimise the impact of the proposal.

Background Papers

Internal

- Memo from Cleansing Services, dated 04 May 2020
- Memo from Markets & Consumer Protection, dated 14 April 2020
- Memo from Transport & Public Realm, dated 15 April 2020
- Email from Markets & Consumer Protection, dated 16 April 2020
- Email from Local Transport Team, dated 22 April 2020
- Email from Open Spaces, dated 27 April 2020
- Email from the City Surveyor's Department, dated 29 April 2020
- Memo from Energy and Sustainability, dated 01 May 2020
- Memo from Lead Local Flood Authority, dated 05 May 2020
- Memo from the Access Advisor, dated 06 May 2020
- Memo from Historic Environment, dated 06 May 2020
- Memo from City Public Realm, dated 07 May 2020
- Email from City of London Police, dated 11 May 2020
- Memo from Planning Obligations, dated 26 May 2020

External

- Letter from Historic England, dated 20 April 2020
- Email from London Underground, from 23 April 2020
- Letter from London Borough of Westminster, dated 28 April 2020
- Letter from London Borough of Haringey, dated 01 May 2020
- Letter from London Borough of Lewisham, dated 07 May 2020
- Memo from London Borough of Southwark, dated 14 May 2020 and 2nd June 2020
- Email from Thames Water, dated 19 May 2020
- Letter from Greater London Authority, dated 22 May 2020
- Letter from the Royal Borough of Greenwich, dated 27 May 2020
- Email from Transport for London dated 29th May 2020
- Letter 09.06.2020 from Chapter of the Cathedral Church of St Paul

Public Consultation Comments:

- Comment from Henry Ward dated 17 April 2020
- Comment from Mark English dated 29 April 2020
- Comment from Aine Killilea dated 27 April 2020
- Comment from Rob Madden dated 27 April 2020
- Comment from Sally Leonard dated 22 April 2020
- Comment from David Bailey dated 21 April 2020
- Comment from James Neve dated 21 April 2020
- Comment from Gregory Renwick dated 15 May 2020
- Comment from Gregory Renwick dated 02 June 2020
- Comment from Gregory Renwick dated 05 June 2020

- Application Covering Letter, prepared by Montagu Evans;
- Planning Application form, prepared by Montagu Evans;
- Location Plan, prepared by KPF;
- Drawing Schedule, prepared by Montagu Evans;
- Application drawings, prepared by KPF;
- Design and Access Statement, prepared by KPF;
- Landscape Statement, prepared by Tom Stuart-Smith;
- Planning Statement (including draft Heads of Terms and Retail Impact Assessment), prepared by Montagu Evans;
- Heritage, Townscape and Visual Impact Assessment, prepared by Montagu Evans;
- Archaeological Risk Assessment & Addendum; prepared by Mills Whipp;
- Transport Assessment, prepared by Caneparo Associates;
- Travel Plan, prepared by Caneparo Associates;
- Delivery and Servicing Plan, prepared by Caneparo Associates;
- Micro Climate Impact Assessment, prepared by RWDI;
- Pedestrian Level Wind Microclimate Assessment Rev C, prepared by RWDI dated 18.05.2020;
- - CFD Modelling Report, prepared by AKTII;
- Supplement to CFD – Pedestrian Wind Comfort Assessment prepared by AKTII dated 18.05.2020;
- Daylight and Sunlight Assessment – Light Pollution prepared by GIA;
- Noise and Vibration Impact Assessment, prepared by Hilson Moran;

- Air Quality Assessment & Air Quality Neutral Assessment, prepared by Hilson Moran;
- Sustainable Development and Climate Change Report, prepared by Hilson Moran;
- Phase 1 Contamination Report, prepared by RMA;
- Ecological Appraisal, prepared by Aspect Ecology;
- Statement of Community Involvement, prepared by Field Consulting;
- Waste Management Plan, prepared by Arup;
- Solar Glare Report, prepared by GIA;
- Daylight, Sunlight and Overshadowing Summary, prepared by GIA; and
- Internal Daylight and Sunlight Report, prepared by GIA;
- Terrace Areas;
- Email from Peter Bovill dated 21.05.2020 responding to Representations from 2 Greyfriars Passage.
- Written Scheme of Investigation for an Archaeological Evaluation, Mills Whipp Projects, dated June 2020 and Method Statement for an Archaeological Evaluation, Pre-Construct Archaeology, dated May 2020.
- Email from Peter Bovill dated 04/06/2020 responding to Representations from 2 Greyfriars Passage.
- Email from Peter Bovill dated 09/06/2020 responding to Representations from 2 Greyfriars Passage and attached Hilson Moran acoustic assessment
- Design and Access Statement Addendum 01 Design and Access Statement Addendum 01 - REV01.1 - REV01.1 10.06.2020
- Drawing numbered CA4134-1-1 Rev B Vision Zero / Healthy
- Streets Review Area Plan

APPENDIX A

London Plan Policies

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

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

Policy 3.19 Support development proposals that increase or enhance the provision of sports and recreation facilities.

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

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

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

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

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

Policy 4.6 Support the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors.

Policy 4.7 Support a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres.

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

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

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

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

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

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

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

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

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

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

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

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

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

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people in line with Table 6.2
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

Policy 7.1 Development should be designed so that the layout, tenure, mix of uses interface with surrounding land will improve people's access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport.

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

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

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

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

Policy 7.6 Buildings and structures should:

- a be of the highest architectural quality
- b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c comprise details and materials that complement, not necessarily replicate, the local architectural character
- d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings

- e incorporate best practice in resource management and climate change mitigation and adaptation
- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design
- i optimise the potential of sites.

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

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

Policy 7.10 Development in World Heritage Sites and their settings, including any buffer zones, should conserve, promote, make sustainable use of and enhance their authenticity, integrity and significance and Outstanding Universal Value.

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

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

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

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

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

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

Draft City Plan 2036 Policies

S1 Health and Inclusive City

HL1 Inclusive Buildings and Spaces

HL2 Air Quality

HL3 Noise and Light Pollution

HL6 Public Toilets

HL7 Sport and Recreation

S2 Safe and Secure City

SA1 Crowded Places

SA3 Designing in Security

S3 Housing

HS3 Residential Environment

S4 Offices

OF1 Office Development

S5 Retailing

RE1: Principal Shopping Centres

RE2 Retail Links

S6 Culture, Visitors and Night-time Economy

CV2 Provision of Visitor Facilities

CV5 Public Art

S7 Smart Infrastructure and Utilities

IN1 Infrastructure Provision and Connection

S8 Design

DE1 Sustainability Standards

DE2 New Development

DE3 Public Realm

DE4 Pedestrian Permeability

DE5 Terraces and Viewing Galleries

DE8 Daylight and Sunlight

DE9 Lighting

S9 Vehicular Transport and Servicing

VT1 The Impacts of Development on Transport

VT2 Freight and Servicing

VT3 Vehicle Parking

S10 Active Travel and Healthy Streets

AT1 Pedestrian Movement

AT2 Active Travel Including Cycling

AT3 Cycle Parking

S11 Historic Environment

HE1 Managing Change to Heritage Assets

HE2 Ancient Monuments and Archaeology

S13 Protected Views

S14 Open Spaces and Green Infrastructure

OS1: Protection and provision of open spaces

OS2 City Greening

OS3 Biodiversity

OS4 Trees

S15 Climate Resilience and Flood Risk

CR1 Overheating and Urban Heat Island Effect

CR2 Flood Risk

CR3 Sustainable Drainage Systems

S16 Circular Economy and Waste

CE1 Zero Waste City

S27 Planning Contributions

Relevant Local Plan Policies

CS1 Provide additional offices

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

DM1.2 Protection of large office sites

To promote the assembly and development of sites for large office schemes in appropriate locations. The City Corporation will:

- a) assist developers in identifying large sites where large floorplate buildings may be appropriate;
- b) invoke compulsory purchase powers, where appropriate and necessary, to assemble large sites;
- c) ensure that where large sites are developed with smaller buildings, the design and mix of uses provides flexibility for potential future site re-amalgamation;
- d) resist development and land uses in and around potential large sites that would jeopardise their future assembly, development and operation, unless there is no realistic prospect of the site coming forward for redevelopment during the Plan period.

CS20 Improve retail facilities

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

DM19.3 Sport and recreation

1. To resist the loss of public sport and recreational facilities for which there is a continuing demand, unless:
 - a) replacement facilities are provided on-site or within the vicinity that meets the needs of the users of that facility; or
 - b) necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or
 - c) it has been demonstrated that there is no demand for sport and recreation facilities which could be met on the site.
2. Proposals involving the loss of sport and recreational facilities must be accompanied by evidence of a lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated

that the existing floorspace has been actively marketed at reasonable terms for sport and recreational use.

3. The provision of new sport and recreation facilities will be encouraged:

- a) where they provide flexible space to accommodate a range of different uses/users and are accessible to all;
- b) in locations which are convenient to the communities they serve, including open spaces;
- c) near existing residential areas;
- d) as part of major developments subject to an assessment of the scale, character, location and impact of the proposal on existing facilities and neighbouring uses;
- e) where they will not cause undue disturbance to neighbouring occupiers.

4. The use of vacant development sites for a temporary sport or recreational use will be encouraged where appropriate and where this does not preclude return to the original use or other suitable use on redevelopment.

CS10 Promote high quality environment

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

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;

- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated into the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

CS12 Conserve or enhance heritage assets

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

DM12.1 Change affecting heritage assets

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

CS13 Protect/enhance significant views

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

CS16 Improving transport and travel

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

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:

- a) road dangers;
- b) pedestrian environment and movement;
- c) cycling infrastructure provision;
- d) public transport;
- e) the street network.

2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

DM16.2 Pedestrian movement

1. Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.

2. The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:

- a) the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
- b) the shortest practicable routes between relevant points.

3. Routes of historic importance should be safeguarded as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.

4. The replacement of a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.

5. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.

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

DM16.3 Cycle parking

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

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

DM12.4 Archaeology

1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.

2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.

3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

DM19.2 Biodiversity and urban greening

Developments should promote biodiversity and contribute to urban greening by incorporating:

- a) green roofs and walls, soft landscaping and trees;
- b) features for wildlife, such as nesting boxes and beehives;
- c) a planting mix which encourages biodiversity;
- d) planting which will be resilient to a range of climate conditions;
- e) maintenance of habitats within Sites of Importance for Nature Conservation.

CS15 Creation of sustainable development

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

DM15.1 Sustainability requirements

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

DM15.2 Energy and CO2 emissions

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

- d) anticipated residual power loads and routes for supply.

DM15.3 Low and zero carbon technologies

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.
2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.4 Offsetting carbon emissions

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

DM15.5 Climate change resilience

1. Developers will be required to demonstrate through Sustainability Statements that all major developments are resilient to the predicted climate conditions during the building's lifetime.

2. Building designs should minimise any contribution to the urban heat island effect caused by heat retention and waste heat expulsion in the built environment.

DM15.6 Air quality

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

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.

3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

DM15.8 Contaminated land

Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human health and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality.

DM10.7 Daylight and sunlight

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

CS18 Minimise flood risk

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

DM18.1 Development in Flood Risk Area

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:
 - a) the site is suitable for the intended use (see table 18.1), in accordance with Environment Agency and Lead Local Flood Authority advice;
 - b) the benefits of the development outweigh the flood risk to future occupants;

- c) the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere.
- 2. Development proposals, including change of use, must be accompanied by a site-specific flood risk assessment for:
 - a) all sites within the City Flood Risk Area as shown on the Policies Map; and
 - b) all major development elsewhere in the City.
- 3. Site specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment. Necessary mitigation measures must be designed into and integrated with the development and may be required to provide protection from flooding for properties beyond the site boundaries, where feasible and viable.
- 4. Where development is within the City Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.
- 5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.
- 6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

DM18.2 Sustainable drainage systems

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

DM20.1 Principal shopping centres

- 1. Within Principal Shopping Centres (PSCs) the loss of retail frontage and floorspace will be resisted and additional retail provision will

be encouraged. Proposals for changes between retail uses within the PSC will be assessed against the following considerations:

- a) maintaining a clear predominance of A1 shopping frontage within PSCs, refusing changes of use where it would result in more than 2 in 5 consecutive premises not in A1 or A2 deposit taker use;
- b) the contribution the unit makes to the function and character of the PSC;
- c) the effect of the proposal on the area involved in terms of the size of the unit, the length of its frontage, the composition and distribution of retail uses within the frontage and the location of the unit within the frontage.

2. Proposals for the change of use from shop (A1) to financial and professional service (A2) restaurant and cafes (A3) drinking establishments (A4) or hot food takeaways (A5), use at upper floor and basement levels will normally be permitted, where they do not detract from the functioning of the centre.

DM20.2 Retail links

To encourage the provision and resist the loss of retail frontage and floorspace within the Retail Links. A mix of shops and other retail uses will be encouraged in the Links, ensuring that the location and balance of uses does not adversely affect the function of the Link, any nearby PSC or their surrounding areas.

SCHEDULE

APPLICATION: 20/00311/FULMAJ

81 Newgate Street London EC1A 7AJ

Part refurbishment and part demolition, excavation and redevelopment involving the erection of an additional four storeys to provide a ground plus 13 storey building with publicly accessible route through the site, incorporating gym and swimming pool (Use Class D2) at basement levels, gym and flexible floor area uses (Use Classes A1-A5, B1, D2) at basement level, retail (A1-A5) at ground floor level with access to offices and rooftop restaurant and public viewing gallery, office accommodation (Use Class B1a) from levels 1-13, roof top restaurant (Use Class A3) and publicly and privately accessible roof terraces, landscaping and other associated 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 any stripping-out or demolition of the existing building, a material audit of the building should be submitted to and approved in writing by the Local Planning Authority to understand the value of it as a material bank, establishing what can be retained and what can be re-used either on-site, in the first instance, re-used off-site or recycled, with the presumption that as little waste as possible is generated and the development shall be carried out in accordance with the approved details.
REASON : To ensure that the Local Planning Authority can be satisfied that the proposed development will be designed to promote circular economy principles to reduce waste and encourage recycling, reducing impact on virgin resources in accordance with the following policies in the Development Plan and the draft Development Plans: Draft London Plan ; GG5, GG6, D3, SI 7, SI 8 - Local Plan; CS 17, DM 17.2 - Draft City Plan 2036; S16, CEW 1. These details are required prior to demolition and construction work commencing in order to establish the extent of recycling and minimised waste from the time that demolition and construction starts.
- 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, and emerging policies HL2 and VT1 of the Draft City Plan 2036. 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 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

- 5 Before the development hereby permitted is begun a detailed site investigation shall be carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to commencement of the work. Details of measures to prevent pollution of ground and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall proceed in strict accordance with the measures approved.

REASON: To prevent pollution of the water environment in accordance with the following policy of the Local Plan: DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 6 There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison

and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution).

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3, and emerging policies HL2 and HL3 of the Draft City Plan 2036. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.

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

- 8 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:
Provide a formal Impact Assessment of the LU Central Line tunnels for review and acceptance by London Underground Engineers in due course to accommodate the location of the existing London Underground structures and tunnels

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

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 2012. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 9 Prior to the commencement of the development a detailed Circular Economy Statement shall be submitted to and approved in writing by the Local Planning Authority, providing final details on how the building would adhere to circular economy principles: build in layers, design out waste, design for longevity, design for flexibility and adaptability, design for disassembly and using systems, elements or materials that can be re-used and recycled, and the development shall be carried out in accordance with the approved details.

REASON : To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development so that it reduces the demand for redevelopment, encourages re-use and reduces waste in accordance with the following policies in the Development Plan and draft Development Plans: Draft London Plan ; GG5, GG6, D3, SI 7, SI 8 - Local Plan; CS 17, DM 17.2 - Draft City Plan 2036; S16, CEW 1. These details are required prior to demolition and construction work commencing in order to establish the extent of recycling and minimised waste from the time that demolition and construction starts

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

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3, and emerging policies HL2 and HL3 of the Draft City Plan 2036. These details are required prior to construction in order that the impact on amenities is minimised from the time that construction starts.

- 11 Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the demolition and construction of the building(s) hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The details shall be completed in accordance with the 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. No demolition or construction shall be carried out other than in accordance with the approved details and methods.
REASON: To ensure that demolition and 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 demolition and construction work commencing in order that the impact on the transport network is minimised from the time that demolition and construction starts.
- 12 No development other than demolition shall take place until the detailed design of all wind mitigation measures has been submitted to and approved in writing by the Local Planning Authority. These details shall include the size and appearance of any features, the size and appearance of any planting containers, trees species, planting medium and irrigation systems. No part of the building shall be occupied until the approved wind mitigation measures have been implemented unless the Local Planning Authority agrees otherwise in writing. The said wind mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority.
REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2. These details are required prior to construction in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 13 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, and emerging policies HL2 and VT1 of the Draft City Plan 2036. 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.

- 14 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 and emerging policy HE2 of the Draft City Plan 2036.
- 15 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.
- 16 Unless otherwise agreed in writing with the Local Planning Authority, archaeological evaluation shall be carried out in accordance with the Written Scheme of Investigation for an Archaeological Evaluation, Mills Whipp Projects, dated June 2020 and Method Statement for an Archaeological Evaluation, Pre-Construct Archaeology, dated May 2020.
REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4 and emerging policy HE2 of the Draft City Plan 2036.
- 17 Before any construction works hereby permitted are begun details of the layout of cycle parking located outside the building but within the ownership boundary and on adjacent highway land must be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3, and emerging policy AT3 of the Draft City Plan 2036.

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

- (a) particulars and samples of the materials to be used on all external faces of the buildings including external ground and upper level surfaces;
- (b) details of all elevations of the buildings including details of typical bays, the fenestration and entrances and upper floor extensions;
- (c) typical details of all office terraces;
- (d) typical details of restaurant and public terraces;
- (e) details of all ground floor elevations;
- (f) details of all retail entrances;
- (g) details of windows;
- (h) details of walls, railings, balustrades, gates, screens, etc, bounding or within the site;
- (i) details of public walkway including, materials, elevations, entrances, glazing;
- (j) details of all soffits, hand rails and balustrades;
- (k) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;
- (l) details of plant, ductwork, ventilation and air-conditioning
- (m) details of all ground level surfaces including materials to be used;
- (n) details of walkway surfaces including materials to be used;
- (o) details of the arrangements for the provision of refuse storage and collection facilities within the curtilage of the site to serve each part of the development;
- (p) details of ground floor gates to Angel Street;
- (q) details of the plant enclosure and plant lid;
- (r) details of the internal street elevations and ground floor spaces including materials;
- (s) details of the lifts to serve the roof terrace;
- (t) details of the relocated or plaque to commemorate Marconi's first wireless transmission;
- (u) details of the enclosure separating different terraces at 13th floor - office, restaurant and public terrace.

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 and emerging policies SE1, DE2, DE6 and HE1 of the Draft City Plan 2036.

- 19 All unbuilt surfaces on all levels 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, and emerging policies DE2 and OS3 of the Draft City Plan 2036.
- 20 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun.

REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes. The development shall be carried out in accordance with the approved details
- 21 The development shall provide such measures as are necessary to protect the approved new public realm from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun.
REASON: To ensure that the public are protected from an attack in accordance with the following policy of the Local Plan: DM3.2. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes. The development shall be carried out in accordance with the approved details.
- 22 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: attenuation systems, rainwater

pipework, flow control devices, design for system exceedance, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 4.3 l/s when combined from no more than two distinct outfalls, provision should be made for an attenuation volume capacity capable of achieving this, the use of pumping to discharge surface water to the sewer shall be minimised;

(b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.

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

REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3 and emerging policies CR2, CR3 and CR4 of the Draft City Plan 2036.

- 23 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, and emerging policies CR2, CR3 and CR4 of the Draft City Plan 2036.

- 24 Before any construction works hereby permitted are begun a detailed assessment of further on-site measures to reduce carbon dioxide emissions by at least 35% shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Local Plan: DM15.1, DM15.3 and emerging policy DE1 of the Draft City Plan 2036. 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.

- 25 A post construction BREEAM (2018) assessment demonstrating that a target rating of 'Excellent' has been achieved for the office and "Very good" for the retail (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' and "Very good" rating) shall be submitted as soon as practicable after practical

completion. The post construction assessment should include the credits achieved to demonstrate sustainability across the range of categories.

REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2, and emerging policy DE1 of the Draft City Plan 2036.

- 26 No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. 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. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.
- 27 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 979 long stay spaces and 348 short stay spaces. All doors on the access to the parking area shall be automated, push button or pressure pad operated. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking. Reason: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3, and emerging policy AT3 of the Draft City Plan 2036.
- 28 Unless otherwise agreed in writing by the Local Planning Authority a minimum of 100 showers and 810 lockers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans. Reason: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with

the following policy of the Local Plan: DM16.4, and emerging policy AT2 of the Draft City Plan 2036.

- 29 Details of the position and size of the internal and external green walls, roof terraces, green roofs, the type of planting and the contribution of the green walls and roofs to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2, and emerging policies CR3 and OS2 of the Draft City Plan 2036.
- 30 Details of the construction, planting irrigation and maintenance regime for the proposed internal and external green walls, roof terraces, and green roofs 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, and emerging policies CR3 and OS2 of the Draft City Plan 2036.
8.2, DM19.2.
- 31 The roof terraces on levels 06 -13 hereby permitted shall not be used or accessed between the hours of 00:00 and 07:00 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, and the emerging policy HL3 of the Draft City Plan 2036.
- 32 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, and the emerging policy HL3 of the Draft City Plan 2036.
- 33 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, and emerging policy DE2 of the Draft City Plan 2036.

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

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

REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7 and emerging policy HL3 of the Draft City Plan 2036.

- 35 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, and emerging policy HL3 of the Draft City Plan 2036.

- 36 (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, and emerging policies HL3 and HS3 of the Draft City Plan 2036.

- 37 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety
- 38 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, and emerging policies DE2, HL3 and HS3 of the Draft City Plan 2036.
- 39 All Parish Markers and commemorative plaques on the existing building shall be carefully removed prior to demolition commencing, stored for the duration of building works, reinstated (in case of the Marconi sign a replica maybe installed in accordance with condition 18 (t)) and retained for the life of the building on the new building in accordance with detailed specifications including fixing details which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works affected thereby.
REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1, and emerging policy HE1 of the Draft City Plan 2036.
- 40 Before any construction work hereby permitted is commenced, a scheme indicating the provision to be made for disabled people to gain access to all public areas including all levels of retails units, restaurants, roof terraces Class A1/A2/A3/A4, Gym Class D2 shall have been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use.
REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Local Plan: DM10.8. 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.
- 41 Prior to the commencement of any works on site, details shall be submitted to and approved in writing by the Local Planning Authority showing the means of protection of the trees which are to be retained including their root system and the approved details shall be implemented prior to and during the course of the building works as appropriate.

REASON: To ensure the protection of the adjacent trees in accordance with the following policies of the Local Plan: DM10.4, DM19.2. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated before the design is too advanced to make changes.

- 42 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.
- 43 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.
REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.
- 44 The proposed development is located within 15m of a strategic water main. 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. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.
- 45 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.

- 46 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A use takes place.
REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.
- 47 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.
- 48 At all times when not being used for cleaning or maintenance the window cleaning gantries, cradles and other similar equipment shall be garaged within the enclosure(s) shown on the approved drawings.
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 49 The threshold of the private public realm and public route entrances shall be at the same level as the rear of the adjoining footway.
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.
- 50 Prior to fit out works commencing in relation to the ground floor retail option shown on drawing numbered PA121 Rev 01 an evaluation of the retail impact of the proposed use on the Cheapside Principal Shopping Centre should be submitted to and approved in writing by the local planning authority to include details of the proposed configuration and the development pursuant to this permission shall be carried out in accordance with the approved plans.
REASON: To ensure that the Local Planning Authority can be satisfied that the proposed development would not adversely impact on Cheapside Principal Shopping Centre in accordance with the following policies of the Local Plan CS20, DM20.1 and DM20.2.
- 51 Prior to the commencement of the relevant works, a full Lighting Strategy shall be submitted to and approved in writing by the Local Planning Authority, which should include full details of all luminaires, associated infrastructure, and the lighting intensity, uniformity, colour

and any associated measures to reduce the potential for glare. All works pursuant to this consent shall be carried out in accordance with the approved details.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, and emerging policy DE2 of the Draft City Plan 2036.

- 52 Unless otherwise agreed in writing before any works thereby affected are begun and prior to the removal of any trees, details shall be submitted to and approved in writing by the Local Planning Authority of the feasibility study and survey of the ground works and the locations for seven replacement trees to ensure that the new trees are deliverable. Within 12 calendar months of the removal of a tree a replacement tree shall be planted in a position and shall be of a species and size to be agreed in writing by the Local Planning Authority.

REASON: In order to ensure the continued presence of trees on the site in the interest of visual amenity in accordance with the following policies of the Local Plan: DM10.4, DM19.2.

- 53 A Waste Management Plan to include details of backloading of waste onto delivery vehicles from the consolidation centre shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Waste Management Plan (or any amended Waste Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.

REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policy of the Local Plan: DM16.1.

- 54 The development shall provide:
- 67,802 sq.m of office floorspace (Class B1);
 - 4,398 sq.m of retail floorspace (Class A1/A2/A3/A4/A5);
 - 1363 sq.m of leisure and entertainment floorspace (Class D2);
 - 1,343 sq.m of flexible floorspace (A1-A5, B1, D2); and
 - 450 sq.m of rooftop restaurant (A3);
 - up to 685 sq.m of publicly accessible access route through the site (sui generis); and
 - 483 sq.m of publicly accessible roof terrace (sui generis).
- REASON: To ensure the development is carried out in accordance with the approved plans.

- 55 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: PA 001, 002, PA 003 Rev 02;

Demolition drawings -PA 048, PA 049, PA 050, PA 051, PA 052, PA 053, PA 054, PA 055, PA 056, PA 057 , PA 058, PA 059, PA 060, PA 061, PA 070, PA 071, PA 072, PA 073, Proposed drawings -PA 097, PA 098, PA 099 Rev 02, PA 100 Rev 04, PA 101, PA 102, PA 103, PA 104, PA 105, PA 106, PA 107, PA 108, PA 109, PA 110, PA 111, PA 112, PA 113 Rev 01, PA 114 Rev 01, PA 120 Rev 03, PA 121 Rev 02, PA 122 Rev 02, PA 123 Rev 01, PA 125 Rev 01, PA 201, PA 202, PA 203 Rev 01, PA 204 Rev 01, PA 205 Rev 01, PA 206 Rev 01, PA 210, PA 250 Rev 01, PA 251 Rev 01, PA 252 Rev 01, PA 260, PA 265, PA 301 Rev 01, PA 302 Rev 01, PA 303 Rev 01, PA 304 Rev 01, PA 305, PA 306, PA 307, 00-102 Rev P14, 00-103 Rev P13, 00-105 Rev P10, 02-101 Rev P00, 03-101 Rev P00, 04-101 Rev P01, 07-101 Rev P00, 08-101 Rev P00, 09-101 Rev P01, 10-101 Rev P01, 11-101 Rev P01, 12-101 Rev P01, 13-100 Rev P15, 13-101 Rev P07, 13-103 Rev P02, 00-601 Rev P08 and Written Scheme of Investigation for an Archaeological Evaluation, Mills Whipp Projects, dated June 2020 and Method Statement for an Archaeological Evaluation, Pre-Construct Archaeology, dated May 2020.

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

INFORMATIVES

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

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

a full pre application advice service has been offered;

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

- 2 During the construction phase of the development, the City of London Corporation encourages all owners/developers to commit to the principles outlined in the City of London Corporation's Local Procurement Charter, i.e.

- to identify opportunities for local small to medium sized businesses to bid/tender for the provision of goods and services;

- aim to achieve the procurement of goods and services, relating to the development, from small to medium sized businesses based in the City and the surrounding boroughs, towards a target of 10% of the total procurement spend;
- or where the procurement of goods and services is contracted out
- ensure the above two principles are met by inserting local procurement clauses in the tender documentation issued to contractors or subcontractors (further information can be found in our 'Guidance note for developers').

For additional details please refer to the City of London's 'Local Procurement Charter' and 'Local Procurement - Guidance Note for City Developers'. These documents can be found at

http://www.cityoflondon.gov.uk/Corporation/LGNL_Services/Environment_and_planning/Planning

Further guidance can be obtained by contacting the 'City Procurement Project' which provides free advice to City based businesses and City developers. They can signpost you to local supplier databases, give one to one advice and provide written guidance via the City of London Corporation's Local Purchasing Toolkit and other resources.

To access free support in procuring locally please call 020 7332 1532 or email city.procurement@cityoflondon.gov.uk

- 3 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 #140 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).

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.

- 4 As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-2:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to their website for further information
- 5 Where the proposal includes a swimming pool, Thames Water requests that the following conditions are adhered to with regard to the emptying of swimming pools into a public sewer to prevent the risk of flooding or surcharging:
 - 1. The pool to be emptied overnight and in dry periods.
 - 2. The discharge rate is controlled such that it does not exceed a flow rate of 5 litres/ second into the public sewer network.
- 6 A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include:
 - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc may be required before the Company can give its consent.

- 7 There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
- 8 The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.
- 9 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.
- 10 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) Connections to the local sewerage and surface water system.

(g) Carriageway crossovers.

(h) 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".

- 11 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 12 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety