

Committee:	Date:
Planning and Transportation	27 October 2020
Subject: 1 - 12 Long Lane London EC1A 9HF Demolition of existing buildings and structures to basement level and construction of a eight storey office (Class B1) building with basement and lower basement with retail (Class A1/A2/A3) at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.	Public
Ward: Farringdon Within	For Decision
Registered No: 18/01020/FULMAJ	Registered on: 18 October 2018
Conservation Area:	Listed Building: No

Summary

Planning permission is sought for the demolition of the existing buildings and structures on the site and the construction of an eight storey office building with a part single part two storey basement, with retail uses at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

71 objections have been received across four public consultations from residents and their representatives regarding the proposed development (27 from November 2018; 31 from December 2019; 7 from March 2020; 6 from September 2020).

The objections relate to the height, design and massing of the scheme, its impact on views of historic buildings and other landmarks, the potential impact of the development on residential amenity including loss of daylight and sunlight, noise and overlooking from the proposed amenity terraces, noise from construction works, light pollution, adverse impact on the character of the Culture Mile, and the impact of the development on the local environment, include the wind microclimate, traffic and pedestrian comfort levels.

The proposed development would provide a total of 8,069sq.m of flexible and enhanced office floorspace within a single building and ancillary retail units that would provide active frontages in a prominent location next to public transport links within the Culture Mile. The development would provide opportunities for an enhanced public realm within and around the site.

The proposed development in terms of its height, massing, materials, architectural design and greening would enhance the visual appearance of this part of the City. The setting of nearby listed buildings would not be

harmed. The development would provide a visually positive contribution to the character of this part of the City. It would not harm the setting of any nearby heritage assets and would not detract from views along Long Lane or views into and out of the surrounding conservation areas.

The height and mass of the proposed development has been designed, through revisions, to sufficiently minimise the potential impact on the amenities of nearby occupiers in relation to privacy, overlooking, noise, daylight and sunlight.

The proposed development is considered to comply with the Development Plan as a whole and to be appropriate subject to conditions, CIL payments and a Section 106 agreement being entered into to cover matters set out in this report.

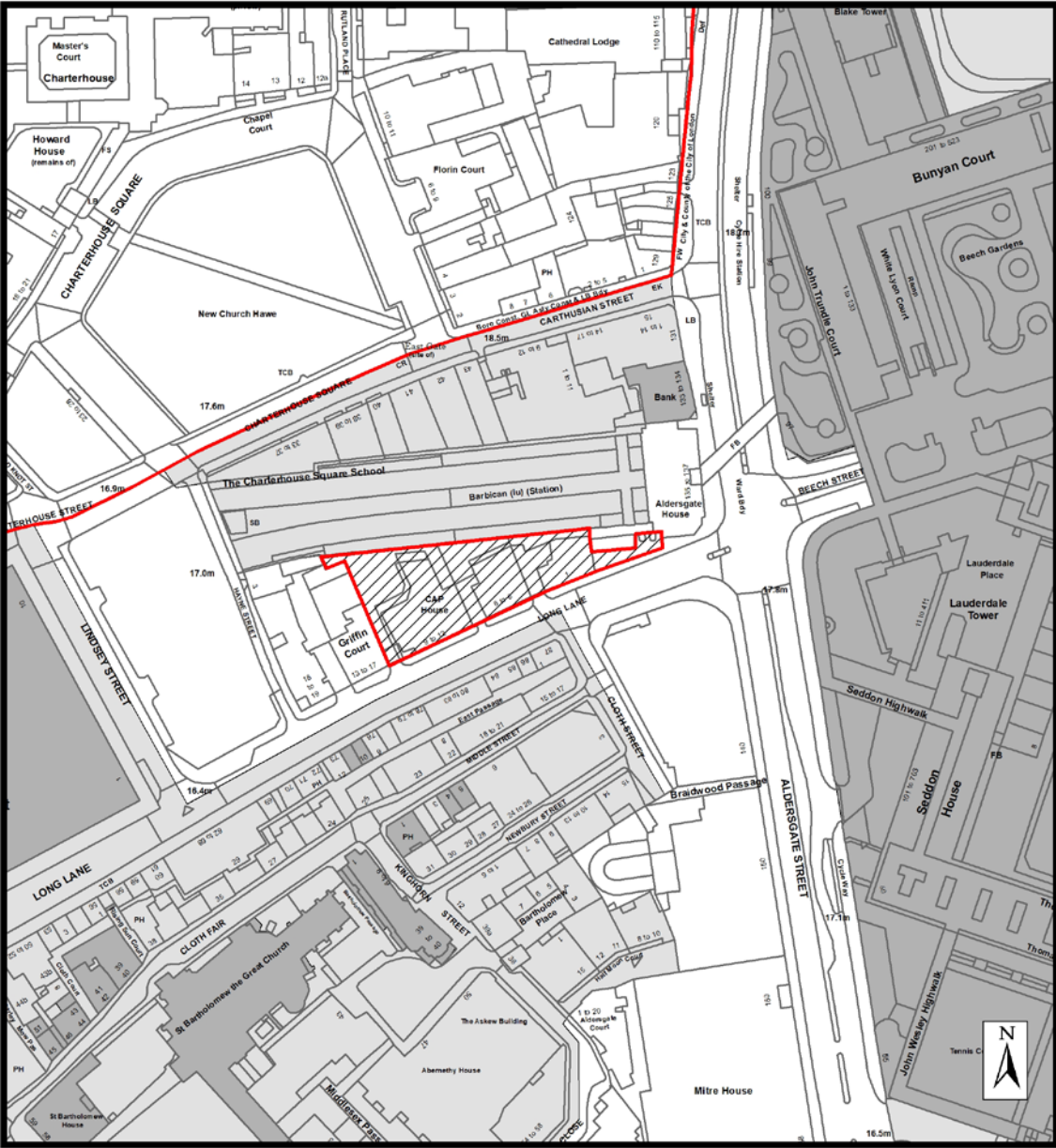
Recommendation

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 106 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:
1-12 Long Lane

CASE No.
18/01020/FULMAJ

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Current view on Long Lane looking west.



View down Long Lane with proposed scheme



Proposed Long Lane elevation

Main Report

Application Site and Surroundings

1. The application site is an urban block of three, six storey office buildings (1-5, 6-8 and Cap House, 9-12 Long Lane) situated on the north side of Long Lane.
2. 1-5 Long Lane, at the eastern end of the site, was constructed in the 1970s with basement, ground and four upper floors. A fifth upper floor was subsequently added. The freehold title for the building includes an open space to the east of the building, which forms part of the application site. The space is currently occupied by external seating associated with a café (Class A1) within the ground floor of the building. 6-8 Long Lane and Cap House, 9-12 Long Lane are 1960s office buildings with single basements, ground and four upper floors. The total floor area for the site is 5,595sq.m (GIA).
3. Immediately to the north and east of the site is the Barbican Station. Immediately to the south is Long Lane and a terrace of four storey office buildings. Immediately to the west is Griffin Court, 13-17 Long Lane, a five-storey office building with two additional mansard storeys, that provide residential accommodation. Further to the west is the recently completed Farringdon East Crossrail Station oversite development.
4. The site lies within the Culture Mile area and within a Retail Link.

Proposal

5. Planning permission is sought for the demolition of the existing buildings and structures on the site and the construction of an eight storey office (Class B1) building with a part single part two storey basement, with retail uses (Class A1/A2/A3) at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.
6. The development would provide a total of 8,069sq.m of office floorspace and 731sq.m of retail floorspace (total floorspace 8,800sq.m GIA).
7. The building would be constructed so that the footprint of the basement and upper floors would run parallel with the London Underground lines to the north of the site. The basements and ground floor would abut the retaining wall of the railway, while the upper floors would cantilever to sit directly above the retaining wall.
8. The lower basement level would be located towards the western part of the site in order to accommodate plant. The upper basement level would accommodate cycle storage, associated facilities, retail floorspace, a bin store and plant.
9. The ground floor would accommodate a central office reception, with retail units to either side. It is proposed that the eastern retail unit would

have no physical separation between the office reception, to allow activity to flow between the two uses internally.

10. The area to the rear of the ground floor would provide an area for servicing, a UKPN sub station, stair and lift cores and access to the basement cycle store.
11. The ground floor open space, at the eastern end of the site, would be retained as part of the proposal and would be landscaped to provide an open seating area in conjunction with the proposed adjacent retail use and publicly accessible open space.
12. The upper floors of the building would be solely in office use (Class B1).
13. The building massing / floor plates of the building would begin to step back at fifth floor level to respond to the immediate townscape and neighbouring buildings. The setbacks provide the opportunity for amenity terraces at sixth and seventh floor levels and urban greening at each set back level.

Consultations

14. The application has been advertised on site and in the local press. Nearby residential properties have been individually consulted.
15. Revisions have been made to proposals in response to residents' concerns and officers' requests, which has led to three additional consultations being undertaken in December 2019, March 2020 and September 2020.
16. The revisions that have been consulted on as part of the application are:
 - December 2019: A reduction in massing through the removal of the ninth floor and plant enclosure above and a reduction in the footprint of the seventh and eighth floors.
 - March 2020: The alterations involved a set back to the elevations on the north west corner of the building at fifth to eight floors to minimise the daylight impact on Griffin Court.
 - September 2020: The additional changes introduced through this revision include the removal of the eighth floor and the further setting back of the fifth, sixth and seventh floors from the western end of the building to minimise the daylight and sunlight impact on surrounding properties. A small change to the parapet and articulation of the south west corner of the proposed building has been introduced to enable the western parapet line to be slightly reduced whilst maintaining the overall architectural form of the building.
17. Whilst there has been some support from residents for the principle of the demolition and replacement of the existing buildings, to date, a total number of 71 objections have been received across the four consultations periods (27 from November 2018; 31 from December

2019; 7 from March 2020; 6 from September 2020). The objections and responses are summarised in the table below.

18. One letter of support from a local resident has been received, which refers to the proposal's attractive design and the continued renewal and improvement of the area, through increased activity and animation along Long Lane and the provision of new retail units and flexible working space / café.
19. Copies of all letters and e-mails received from residents in response to the consultations are attached to the report.

Topic	Objection
Design and Heritage	<ul style="list-style-type: none"> • The height and massing are out of scale and would adversely affect the character of Long Lane and have detrimental impact on surrounding conservation areas. • The proposed building would impact on views of St. Paul's Cathedral, the Old Bailey, historic churches and other landmarks. • The proposed building should match the height of the Crossrail oversite development and other surrounding buildings. • The proposed building would not integrate with the plans for the Culture Mile. • The excessive use of blue faience is attention seeking and lacks contextual sympathy. • If approved the development will set a precedent for future developments which would further destroy the character of the area.
Residential Amenity	<ul style="list-style-type: none"> • The proposed development would adversely impact the daylight and sunlight received by neighbouring residential properties. • The proposed terraces would increase noise nuisance and overlooking of nearby residential properties. • The hours of use of the terraces should be limited by condition. • Adverse impact of construction noise. • The electric lighting within the building would disturb residents in the surrounding properties at night.
Transport and Highways	<ul style="list-style-type: none"> • Missed opportunity to provide improved pedestrian access to the Barbican London Underground station. • The increased floorspace would create overcrowding at street level, both by pedestrians and motor vehicles. • Concern over railway safeguarding during demolition and construction
Environment and	<ul style="list-style-type: none"> • A larger building would increase wind speeds in the local area.

Sustainability	<ul style="list-style-type: none"> • The proposed urban greening should be included at the lower levels of the building to provide public benefit. • The proposed greening would die if not maintained properly. • The proposed greening appears to be self-serving rather than beneficial for biodiversity. • The circular economy statement is primarily focused on the new building and not the retention and re-use potential of the existing buildings. • The ecological appraisal is out of date.
Submission details	<ul style="list-style-type: none"> • The application is missing existing and proposed east elevation drawings.

20. The Barbican Association object to the proposal on the grounds of its unacceptable height and mass and the consequent loss of residential amenity on the grounds of loss of light, overlooking and noise pollution.
21. The Lead Local Flood Authority has raised no objections to the development subject to the imposition of a condition regarding details of sustainable urban drainage systems (SuDS) within the development.
22. Historic England has been consulted and have raised no objections to the proposal in its current form.
23. London Underground have raised no objection to the proposal subject to the condition that the development is not commenced until detail design and method statements for all foundations, basement and ground floor structures have been submitted and approved in writing by the local planning authority, in consultation with London Underground.
24. Transport for London (TfL) objected to the application on the grounds that short stay cycle parking was not provided within the public realm area of the development site. This has now been addressed through revisions to the proposals. TfL has also sought assurance that the cycle parking would be delivered in accordance with the London Cycling Design Standards, which would be required by condition.
25. Natural England have raised no objections to the application.
26. Network Rail have confirmed that they have no objections to the proposals.
27. The views of other City of London departments have been considered in the preparation of this development scheme and some detailed matters remain to be dealt with under conditions and in clauses in the Section 106 agreement.

Policy Context

28. 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 in the determination of both applications.

29. 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.
30. The draft City Plan 2036 was agreed by the Court of Common Council in May 2020 for pre-submission, Regulation 19, consultation. The Plan is therefore a material consideration in the determination of planning applications. Regulation 19 consultation has been paused until early 2021 to enable the City Corporation to update policies in light of changes to the Use Class Order, but the fundamental principles in relation to this application remain unchanged.
31. The London Plan and Local Plan policies and supplementary planning guidance documents that are most relevant to the consideration of this case are set out in Appendix A to this report.
32. Government Guidance is contained in the National Planning Policy Framework (NPPF) February 2019 and the Planning Practice Guidance (PPG) which is amended, as necessary.

Considerations

33. The Corporation, in determining the planning applications, 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).
34. 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...'.
35. 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.

36. 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.
37. In considering the planning applications before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.

Principal Issues to be Considered

38. The principal issues in considering this application are:
- The appropriateness of the proposed uses.
 - The appropriateness of the bulk, massing and design of the proposals.
 - The impact of the proposals on local townscape views and strategic views in the London Views Management Framework.
 - The impact on designated and non-designated heritage assets.
 - The proposed public realm improvement works.
 - The impact of the proposed development on the amenity of nearby residential occupiers, including noise, overlooking, daylight, sunlight and light pollution.
 - Transport, servicing and cycle parking provision.
 - The environmental impacts of the proposal including wind microclimate, flood risk, air quality, building resource efficiency, energy consumption and sustainability; and
 - The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.

Proposed Uses

Office Accommodation

39. The site lies within the North of the City, a Key City Place as defined within Core Strategic Policy CS5 and within a rejuvenation area. Policy CS5 supports implementing proposals for the rejuvenation, intensification and further improvement of this area. The existing office provision comprises 5306sq.m (Class B1) within three adjacent buildings. The proposal for 8,069sq.m (GIA) Class B1 office floorspace consolidates office accommodation within a single building over eight floors.

40. The proposal is in accordance with Core Strategic Policy CS1 to provide additional office floorspace to meet the projected long term economic and employment growth to 2026 and encouraging high quality office accommodation. It is welcomed that the proposal comprises flexible floorspaces in accordance with Policy DM1.3 to promote small and medium sized businesses in the City which can accommodate a range of developer's needs. The proposal comprising a mix of commercial uses with ancillary retail units is in accordance with Policy DM1.5 which will contribute to the vitality of the area and provide a service to the workforce and visitors.

Retail Uses

41. The site is not within a designated Principal Shopping Centre (PSC) but is located within a Retail Link. Local Plan Policy DM1.5 aims to encourage a mix of commercial uses within office developments which contribute to the City's economy and character. Policy DM 20.2 (Retail Links) aims 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 Retail Links.
42. The retail provision within the existing building comprises one retail unit occupied by Pret a Manger totalling 289sq.m (GIA). A total of 731sq.m (GIA) of flexible retail floorspace (Class A1/A2/A3) is proposed across two retail units at ground and lower ground floor levels and would be positioned either side of the centrally located office reception on Long Lane. The units would provide additional retail provision which is complementary to the City's business function and would provide facilities which would enhance the environment of the Retail Link. It is welcome that this stretch in a prominent location on a Retail Link close to Barbican Station and the new Elizabeth Line Station would provide retail units enabling an active frontage in an area which currently lacks animation.

Design and Heritage Considerations

Existing Site and Surroundings

43. Nos 1-12 Long Lane comprises three office buildings (1-5, 6-8 and 9-12 Long Lane) dating from the 1960's and 1970's on the north side of Long Lane and east side of Griffin Court. The three blocks are clad in brick, concrete and render and comprise basement, ground and five upper storeys. They are not considered to be of aesthetic, cultural, historic or evidential significance. The buildings are architecturally unremarkable and not considered to be heritage assets or significant contributors to the setting of nearby listed buildings.
44. The application site is not within a conservation area. It lies to the north of the Smithfield Conservation Area, to the south of Charterhouse Square Conservation Area and to the east of the Barbican and Golden Lane Conservation area. The development site is visible in views into and out of the surrounding conservation areas.
45. The site is within the wider settings of several listed buildings, including the grade II listed Barbican Estate located to the east on Aldersgate

Street, the Grade II* listed Smithfield Central Market buildings to the west on Long Lane and West Smithfield and the Grade II listed buildings at Nos. 74 and 75 Long Lane. Some distance from the site on the northern side of Charterhouse Square are the listed buildings of The Charterhouse and its precinct (Grade I) and the St Bartholomew's Medical College buildings and railings, including nos 12a, 12-13 and 14 (Grade II). On the east side of Charterhouse Square is Nos 4 and 5 Florin Court (Grade II).

Design - Proposal

46. The three existing, six storey buildings are proposed to be replaced by one development which would be divided into three bays along Long Lane to create a vertical rhythm alluding to the former smaller plots.
47. The new building would rise sheer up to fourth floor and then would progressively set back from fifth to seventh floors to minimise the visual bulk of the top three storeys. The stepped upper levels would be recessed so to not appear prominent in views from street level.
48. The building would be clad in high quality materials including blue terracotta, white terracotta, Portland Stone, glazed white bricks, green walls, green roofs, anodised bronze aluminium and glazing. The materials as well as greening would create visual richness and depth to the facades. Samples of materials and greening would be reserved by condition.

Long Lane and Griffin Court Elevations

49. The proposed Long Lane elevation is separated into three clearly identified bays of fluted faience which project out from a secondary recessed plane with punched openings. This articulation creates depth and layering of the facade. The bays give the entire frontage a rhythm and verticality that reflects earlier historic plots on this site and effectively breaks up the horizontal mass.
50. The stone clad 'secondary plane' of the Long Lane façade wraps around and along the western, side elevation. The regularity of the punched window rhythm continues around to the west facing facade. At fifth floor the masonry façade sets back opposite Griffin Court and steps back even further at sixth and seventh floors on Griffin Court and Long Lane.
51. The central bay includes coloured faience 'fluted' piers that span from first to fourth floor. This effect creates a verticality to the central bay that highlights the office entrance below. Stone spandrels at each floor pick up horizontal lines and would be enriched with a decorative carved motif.
52. The profile of the convex pattern of blue fluted faience on the eastern bay would be read against the sky, providing an attractive crenelated termination to the façade. The Central and Western bays on Long Lane feature white faience on the main facades, articulated with stone and coloured faience detailing. The detailing and use of materials would

enrich the character of the facades and reinforce the difference between the three bay facades and the Portland stone recess.

North Elevation Facing Charterhouse Square

53. The northern elevation would be clad in white glazed brick from first to fifth floor with stone banding at every two floors. The windows are arranged in bays and separated by brick piers in a double order with a blue faience spandrel panels that add richness to the facade. The proposed light-coloured brick would provide visual continuity with the existing brick arches that form the retaining wall to Barbican Station at the rear of the site below ground level.
54. A central bay of the facade is proposed to be clad in stone (where the core is) and replicates the same fluted motif that occurs on the Long Lane side. The glazed sixth floor sets back facing Charterhouse Square. The plant enclosure would be clad in a green wall.
55. In order to minimise light spillage into Charterhouse Square, the amount of glazing proposed on the northern elevation is reduced compared to the Long Lane facade.

Terraces and Roof

56. The terrace spaces at fifth, sixth and seventh floors are proposed to be planted and on the sixth floor the glazing would be interlocked with green living walls. The plant enclosure at seventh floor would be wrapped in green living walls to soften its appearance in longer views, such as from the Barbican and across Charterhouse Square. The greening at the upper levels would soften the visual bulk of the building as well as provide benefits in terms of biodiversity, thermal cooling and visual amenity. Details of the hard and soft landscaping, vertical greening, balustrades and lighting on the terraces would be reserved by condition.

Bulk, Height and Design

57. The proposed modelling of the facades, splitting into three bays and setting back of the top of the building at 5th, 6th and 7th floors would effectively break down the massing and minimise the visual bulk of the building in views from street level. The north side of Long Lane is characterised by large modern buildings of varying heights. The proposed height, bulk and massing are considered appropriate to this northern side of Long Lane, outside of a conservation area. The proposed building would respect that character and contribute positively to the appearance of the area, including views into and out of surrounding Smithfield, Barbican and Golden Lane and Charterhouse Square Conservation Areas.
58. The height of the building would be one storey higher than the height of the recently constructed Crossrail oversite development on Lyndsey Street and Long Lane, which forms the western end of the same street block. However, in views from the west the oversite Crossrail development would appear as a comparable height as the proposed

development due to the considerably set back at 6th and 7th floors, following negotiation to reduce the massing of the building.

59. The detailed design and materials are considered to be of high quality and appropriate to the area. The additional height and bulk have been reduced through negotiation to ensure that the building would sit comfortably in this location. The impact would be a new building which provides architectural richness and uses traditional materials, maintaining the visual positive contribution to the character of this part of the City and enhancing the setting of nearby listed buildings and conservation areas.

Impact on the Setting and Significance of Listed Buildings

60. In considering whether to grant planning permission for development which affects the setting of a listed building, the local planning authority should have special regard to the desirability of preserving the building's setting or any features of special architectural or historic interest which it possesses.

Smithfield Central Market Building – Grade II*

61. The proposed development would be seen behind the distinctive south eastern cupola of Smithfield Market, in views along the northern side of Long Lane. The cupola would remain the predominant feature in this part of the view due to its height, which exceeds that of the proposed development. The contrasting materials of the proposed building would enable the cupola of the listed Smithfield Market to be clearly identified and appreciated in views from West Smithfield.
62. The new Farringdon East Crossrail Station would be a prominent element in the middle ground of the view from West Smithfield, seen behind Smithfield Market. This would screen the western and rear parts of the proposed development.
63. The ability to appreciate the heritage value of listed Smithfield Market would be preserved. The wider setting of the listed Eastern and Central Meat Market would not be harmed.

Barbican Estate – Grade II

64. The listed 1980's Barbican Estate lies to the east of the site on the far side of Aldersgate Street. Its distinguished by its massive scale, tall towers and brutalist concrete architecture and gardens. The new proposed development would be significantly smaller in scale and height and would not harm the wider setting and views of the Barbican Estate.

74 and 75 Long Lane – Grade II

65. These domestic scaled buildings are on the southern side of Long Lane, and the application site is on the northern side of Long Lane, forming part of the wider setting of the listed buildings. The proposed development would replace an existing 1980's building with a new building of high-quality design and materials. As such the wider setting would be slightly enhanced.

Charterhouse Square

66. The Charterhouse and its precinct (grade I) and the St Bartholomew's Medical College buildings and railings, including Nos 12a, 12-13 and 14 (grade II) are some distance from the site on the northern side of Charterhouse Square and separated in terms of direct view by a terrace of buildings on Charterhouse Street. On the east side of Charterhouse Square is Nos. 4 and 5 Florin Court (Grade II).
67. The setting of the listed buildings that make up the Charterhouse precincts and St Bartholomew Medical College on the north side of Charterhouse Square and that of 4 and 5 Florin Court, would not be adversely affected by the proposals due to the relative distance of the buildings, the presence of other taller buildings that characterise the setting and trees blocking the view of the proposed development. The top floor of the building would be visible only in wintertime. The proposed development would not be unduly prominent in the view in the context of the surroundings and distance. The settings of these listed buildings would not be harmed by the proposed development.
68. The proposed height and bulk of the building would not over dominate or detract from the settings of the nearby listed buildings, the Barbican Estate, 74 and 75 Long Lane and the Central and Eastern Smithfield Market Buildings. The proposals would not detract from views of or harm the wider settings of any of the nearby listed buildings, including those listed buildings around Charterhouse Square. The proposals would not harm the significance of the settings of any nearby listed buildings.

Impact on Nearby Conservation Areas

69. The impact would be a new building of high quality design which provide the architectural richness, traditional materials, greening and appropriate height and massing, contributing positively to views into and out of the surrounding Smithfield, Barbican and Golden Lane and Charterhouse Square Conservation Areas. The character and appearance of these conservation areas would not be harmed by the proposed development.

Views of St Paul's Cathedral and LVMF

70. The site does not fall within the St Paul's Heights Limitation Policy Area.

Townscape and LVMF Views

71. The site falls within the LVMF View 1A.2 from Alexandra Palace towards St Paul's Cathedral. The development would not be visible in the protected view and therefore there would not be any change or impact on this view.
72. The proposal has been assessed in terms of its impact on 11 views of the surrounding townscape as set out in the Addendum Built Heritage, Townscape and Visual Impact Assessment document prepared by Montagu Evans submitted as part of this revised application.

73. The views from Charterhouse Street, outside no 55, Hayne Street, West Smithfield outside No 8, Long Lane outside Nos. 53 and 76 and the junction with Aldersgate Street, Cloth Fair, corner with Middle Street, Barbican, Ben Johnson Place, Charterhouse Square at the Gatehouse and Charterhouse Precincts from the centre of the Green have been assessed and taken into consideration. The proposed development would not result in any harm to any of the views identified in the Addendum Built Heritage, Townscape and Visual Impact Assessment. The settings of the listed buildings featured within these views would not be harmed by the proposals.
74. The new development would not detract from the views into or out of surrounding conservation areas, including views east along West Smithfield, Charterhouse and Long Lane, south from Hayne Street and Charterhouse Square, north from Cloth Street or west from the Barbican Highwalk and Aldersgate Street. The proposals would enhance the views out of and into nearby conservation areas.
75. The Crossrail over site development at the junction of Long Lane and Hayne Street has now been completed in the life time of the application and would block the view of the western façade of the proposed development in views looking east from West Smithfield.
76. In terms of the townscape, the Built Heritage Townscape Visual Impact Assessment concludes that the impact the development has on the townscape is beneficial. Officers concur with this assessment and consider the impacts of the proposed development on townscape views is minor to major beneficial. The views affecting the settings of nearby listed buildings, including views from The Green at Charterhouse, across Charterhouse Square, views of the East and Central Meat Market, 74 and 75 Long Lane and the Barbican Estate, have been assessed to be beneficial in terms of the Proposed Development's enhancement of the townscape, view and setting of designated heritage assets.

Public Realm

77. The area to the east of the building would be re-landscaped including a range of seating, Sheffield bicycle stands and a living green wall. The proposals would provide an enhancement to the public realm and an attractive open amenity space.

Conclusion

78. The proposed development in terms of its height, massing, materials, architectural design and greening would enhance the visual appearance of this part of the City. The setting of nearby listed buildings would not be harmed. The development would provide a visually positive contribution to the character of this part of the City.
79. It would not harm the setting of any heritage assets and would not detract from the views along Long Lane or views into and out of the surrounding conservation areas.

Inclusive Design and Accessibility

- 80. The proposed office reception and ground floor retail units would offer direct level access from long lane. Access to the office reception would be via revolving doors and adjacent pass doors that would be required to be available for use while the office is open.
- 81. All building floors, including the basement, would be accessible via a bank of four lifts. Accessible toilets would be provided on each office floor. An accessible shower and toilet facility would be provided at lower ground floor level.
- 82. The proposed cycle facilities would include space for adapted cycles and would be accessible via the good lifts located within the service area.

Archaeology

- 83. The site is in an area of archaeological potential outside the Roman and medieval walled City where remains from Roman to post medieval periods have been recorded. An Historic Environment Assessment setting out the archaeological potential and impact of the proposed building has been submitted with the application.
- 84. There is high archaeological potential for Roman remains, including burials and occupation close to a major Roman road into the City, later medieval remains due to the proximity of the site to the Charterhouse precinct and the growth of building development along the road in the medieval and post medieval periods.
- 85. There are three existing buildings on the site which have basements at different depths, and it is considered that only early remains would survive below the basement slabs. Archaeological survival is considered higher for all periods outside the building basements and in the existing car park areas. The northern boundary of the site would have been affected by the railway construction.
- 86. The proposed building would have two basements and new piled foundations which would remove any surviving archaeological remains. The upper level basement/lower ground floor would cover the full extent of the building footprint. The lower level basement would cover approximately 30% of the site.
- 87. Archaeological evaluation is necessary to provide additional information on the nature, character and date of archaeological survival and help design an appropriate mitigation strategy.
- 88. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation design.

Residential Amenity

- 89. The application site is close to the edge of the Smithfield Residential Area. Local Plan Policy DM21.3 Residential Environment states that the amenity of existing residents within identified residential areas will be protected by resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements

likely to cause disturbance and requiring new development near existing dwellings to demonstrate adequate mitigation measures to address any potential detrimental impact.

Daylight and Sunlight

90. Local Plan Policy DM10.7 Daylight and Sunlight resists 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 (BRE) guidelines 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice'. Paragraph 3.10.41 of the Local Plan indicates that BRE guidelines will be applied consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely developed city centre locations.
91. Policy DM21.3 requires development proposals to be designed to avoid overlooking and seek to protect the privacy, daylighting and sunlighting levels to adjacent residential accommodation.
92. The BRE guidelines present the following methodologies for measuring the impact of development on the daylight and sunlight received by nearby existing dwellings and any existing non-domestic buildings where the occupants have a reasonable expectation of natural light (such as schools, hotels and hostels):
 - **Daylight to windows: Vertical Sky Component (VSC):** a measure of the amount of sky visible from a centre point of a window. The VSC test is the main test used to assess the impact of a development on neighbouring properties. A window that achieves 27% or more is considered to provide good levels of light, but if with the proposed development in place the figure is both less than 27% and reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable.
 - **Daylight Distribution: No Sky Line (NSL):** The distribution of daylight within a room is measured by the no sky line, which separates the areas of the room (usually measured in sq.ft) at a working height (usually 0.85m) that do and do not have a direct view of the sky. The BRE guidelines states that if with the proposed development in place the level of daylight distribution in a room is reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are considered less important.
 - **Sunlight to windows: Annual Probable Sunlight Hours (APSH):** sunlight levels are calculated for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are considered less important although care should be taken not to block too much sun. The BRE explains that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH),

or less than 5% APSH between 21 September and 21 March; and receives less than 0.8 times its former sunlight hours as result of a proposed development; and has a reduction in sunlight hours received over the whole year greater than 4% of annual probable sunlight hours.

Daylight and Sunlight Assessment

93. The application is supported by a daylight and sunlight report which assesses the impact of the proposed development on the daylight and sunlight received by neighbouring residential properties and any existing non-domestic buildings where the occupants have a reasonable expectation of natural light.
94. The properties that have been assessed are Griffin Court, 13-17 Long Lane, 74-75, 76, 78-79 and 80-83 Long Lane, 38-39, 40 and 41-43 Charterhouse Square, 12 and 15 Carthusian Court, 4-5, 15-17, 18-21, 22, 23 and 24-25 Middle Street, 3 Hayden Street, 3 Cloth Street, Lauderdale Tower, Seddon House and John Trundle Court.
95. An initial daylight and sunlight report was submitted with the application in 2018. The City Corporation commissioned BRE to undertake an independent review of the report. The review confirmed officers' concerns that there were a number of significant adverse impacts on the daylight and sunlight received by neighbouring properties, most notably Griffin Court, 13-17 Long Lane and properties in Charterhouse Square.
96. Following revisions to the scheme the latest daylight and sunlight report has been the subject of a further review by BRE. The comments below relate to the latest proposals and not earlier iterations of the proposed development.
97. Reductions in daylight to all windows at 3 Hayne Street, 15 Carthusian Court, 74-75, 76 and 78-79 Long Lane, 4-5, 18-21, 22, 23 and 24-25 Middle Street, Seddon House, Lauderdale Place and John Trundle Court would be within the BRE guidelines. The impact on daylight distribution (no sky line) for one living/kitchen/diner in 3 Cloth Street would be outside the guideline. This is a deep room and the area losing direct access to sky light would be the area at the back of the room; the loss of amount of light, measured by the vertical sky component (VSC), is well within the guidelines. This is therefore assessed as a minor adverse impact for this room only.
98. There would be noticeable reductions in daylight to more windows and/or rooms at Griffin Court (13-17 Long Lane), Charterhouse Square, 12 Carthusian Street (Carthusian Court), 80-83 Long Lane and 15-17 Middle Street. These are addressed below.

Griffin Court (13-17 Long Lane)

99. This building is immediately to the west of the application site. It has commercial uses on the lowest five floors. The upper two floors are in residential use.

100. Seven windows on the fifth floor in the side facing the new development would experience reductions in daylight outside the BRE guidelines. Currently, most of the windows have very good access to light, with vertical sky components ranging from 25 to 36%. With the new development in place, they would lose between 20 and 40% of their VSC, with residual values of between 15 and 26%. For one bedroom there would also be an impact on daylight distribution.
101. Flat 2 on the fifth floor would lose light to its kitchen and to two of its living room windows (one of which appears to be the main window). Another living room window, and the bedroom window, face out into Long Lane and would be unaffected. Loss of daylight to this flat would be classed as a moderate adverse impact. Flat 4 on the fifth floor appears to have all its windows in this side of the building. For the living room windows, at the north end of the façade, the loss of light would be within the BRE guidelines, but there would be noticeable losses to the bedrooms and kitchen. This is considered to be a minor adverse impact overall.
102. The daylight results for this property are significantly better than for the previous design of the proposed development. With the new design, reduction in light to the sixth floor would be within the BRE guidelines.
103. The affected windows are close to the site boundary (the commercial part of the building goes right up to the boundary, but the flats on the upper floors are set back). In these situations, the BRE guidelines suggests comparing the reduction in light, as a result of the proposed development, to that for a mirror image building, the same height and distance from the boundary as the existing building. The daylight report has undertaken this assessment; for all the windows the loss of light caused by the proposed development would be less than that for the mirror image comparator. This indicates that a loss of light outside the BRE guidelines could be expected for Griffin Court, as it is a tall building with windows set close to the boundary.

38-39 and 40 Charterhouse Square

104. 38-40 Charterhouse Square is a private school for children aged 3-11. In numbers 38-39, reduction of light was only analysed to the ground floor windows; The submitted report states that the upper floors are not part of the school.
105. Loss of daylight to the nursery at number 38 would be within the BRE guidelines. The reduction to VSC to one window in number 39 would be marginally outside the BRE guidelines, and the impact on daylight distribution would be within the guidelines.
106. In number 40, reduction of the vertical sky component would be outside the BRE guidelines for three of the windows analysed, but only marginally. There would be a noticeable impact on daylight distribution to four of the six rooms analysed. Daylight provision is particularly important for young children, and the impact of this reduction would be dependent on the use of the rooms and whether children would be in the rooms all day. In the absence of detailed information on the specific

use of the rooms, a minor adverse impact is suggested; the results are notably better than for the previous massing proposed.

41-43 Charterhouse Square

107. 41-43 Charterhouse Square incorporate residential apartments on the upper floors; there are offices on the ground floor. The rear windows face south towards the proposed development site across Barbican station.
108. Except on the top floor of number 43, and a small number of secondary windows that do not directly face the proposal site, all the windows on the southern side of this property, would have a loss of light outside the BRE guidelines. Windows on the main façade would have relative reductions in vertical sky component of between 20-40%. Daylight distribution would also be adversely affected in some of these rooms, with three rooms in 42 Charterhouse Square losing over a third of their daylight area.
109. It is noted that the south facing windows on this property have balconies above and adjacent fire escapes which block a proportion of light available to these windows. In such circumstances the BRE guidelines suggest an extra calculation be undertaken without these obstructions in place. The submitted report includes this additional assessment. Without the balconies and fire escapes, the relative reductions in VSC would generally be between 20% and 23%, which is marginally outside the BRE guidelines. At first floor level VSC levels would reduce from the current 25-27% to 20% with the new development in place. At second floor level VSC levels would reduce from 28-29% to 22%, and on the third floor from 29-31% to 22-25%. These reductions in daylight are notably less than for the previous massing proposed and the residual VSC values would be considered to be good for an urban location.
110. The apartments at Charterhouse Square have large windows, and normally this would allow adequate daylight with lower vertical sky components, typically in the 18-25% range. However, the apartments are unusually deep in plan (around 20 metres front to back), which means that a greater access to daylight is needed to achieve daylight distribution throughout the depth of the room. In this scenario the parts of the room furthest away from the window would have greater sensitivity to a potential loss of a view of the sky as a result of a reduction in the vertical sky component. Consequently, the increased height and massing proposed as part of the new development would result in larger non-daylight areas on the first and second floors within some of these flats.
111. Overall, taking account of the impact of the existing balconies and fire escapes on the amount of sky visible from the windows of these apartments, and the depth of plan of the rooms that the windows serve, the overall impact of the proposed development is considered to be minor to moderate adverse.

12 Carthusian Street (Carthusian Court)

112. This building is to the north east of the development site, on the other side of the Barbican station. The lower four floors of this building are in office use. The top three floors are in residential use. A reduction in the vertical sky component to one of the 35 residential windows assessed would be marginally outside the BRE guidelines. However, the room that the window serves benefits from another window that would meet the BRE guidelines. Four of the 24 rooms assessed would experience an adverse effect on their daylight distribution, however, the losses of light are not far below the BRE guidelines, and the overall impact is considered to be negligible to minor adverse impact.

80-83 Long Lane

113. 80-83 Long Lane is a four-storey building directly to the south of the application site. The lower three floors are in office use, but records suggest that there is a flat on the third floor. Reduction of light to all the windows of this flat would be outside the BRE guidelines (there appear to be no windows on the south side). Daylight to the windows is already obstructed by the existing buildings on the application site, with vertical sky components of 23-24%. Following redevelopment, the VSCs would be reduced to 15-19%, with the living room windows experiencing the greatest reduction. The living room would also experience a noticeable impact on its daylight distribution. The daylight results are better than for the previous massing proposed on the site and the overall loss of daylight is considered to be a moderate adverse impact.

15-17 Middle Street

114. 15-17 Middle Street is a residential property located to the south of the application site. There are 13 windows in this property that have been assessed: eight would meet the BRE guidelines, and the reduction in daylight to the five remaining windows would be marginally outside the BRE guidelines. The report submitted daylight report suggests larger impacts on daylight distribution to five of the rooms served by the windows assessed, though these findings are based on assumed room layouts. The overall daylight impact to this property is considered to be minor adverse.

Effects on Sunlight

115. Loss of sunlight is not an issue for many of the above properties as most of them face northwards. Only the school and a couple of the flats in Charterhouse Square would experience a reduction in sunlight outside the BRE guidelines, but in the winter months only. This is considered to be a minor adverse impact.
116. For an earlier revision to the scheme, the submitted daylight and sunlight report analysed overshadowing of the roof terrace garden on top of 41 and 42 Charterhouse Square. There was a reduction in sunlight on March 21, but the terrace still met the BRE guideline of two hours of sunlight in total. While no such analysis has been given in the latest report, the results would be better given the reduced massing of

the proposed development compared to the earlier revision to the scheme.

Daylight and Sunlight Conclusions

117. Of the buildings assessed, the majority of the surrounding properties would not experience any noticeable reductions in the daylight that they currently receive. The properties that would experience noticeable reductions in daylight are those that are closest to the application site; Griffin Court, 41-43 Charterhouse Square and 80-83 Long Lane. Overall, the impact on daylight for these properties is notably less than for the previous massing proposed on the site.
118. It is noted that the affected windows in Griffin Court are close to the site boundary and that a reduction in light outside the BRE guidelines could be expected.
119. The impact on daylight to properties in Charterhouse Square can, in part, be attributed the presence of existing obstructions to windows and the depth of the rooms that the windows serve. Without these obstructions in place the windows in these properties would experience only minor reductions in daylight and would retain good levels of VSC.
120. 80-83 Long Lane is an isolated residential property on the stretch of Long Lane directly opposite the development site. Whilst it would experience some moderate impacts on the daylight received the residual levels of daylight to the property's windows are considered to be good for a dense urban location.
121. Loss of sunlight is not an issue for many of the properties assessed as many of the windows face northwards. Where windows have been assessed only a small number would experience a loss of sunlight, and in the winter months only.
122. Overall, the daylight and sunlight impact of the proposed development on neighbouring properties is considered to be acceptable and in accordance with the requirements of Local Plan Policy DM10.7 and DM21.3.

Proposed Roof Terraces: Privacy, Overlooking and Noise

123. The proposal includes accessible set back office amenity terraces at the western and southern areas of the building at sixth and seventh floor levels. The terraces would include a mixture of hard and soft landscaping and would provide outdoor amenity space for the office occupiers.
124. Policy DM10.3 'Roof Gardens and Terraces' of the Local Plan seeks to encourage high quality roof gardens and terraces where they do not: immediately overlook residential premises; adversely affect rooflines or roof profiles; result in the loss of historic or locally distinctive roof forms, features or coverings; or impact on identified views.
125. Residents have raised objections that the proposed terraces would give rise to increased noise nuisance and overlooking over nearby

residential properties and have suggested that the hours of use of the roof terraces should be limited by condition.

126. The proposed terrace at seventh floor has been designed and located to help ensure that there would be no direct overlooking of the adjacent residential properties on the upper floors of Griffin Court, 13 – 17 Long Lane. The terrace has been set back from the western edge of the building and the layout has been designed to include a landscaped buffer zone along their western perimeter, to further reduce the potential for overlooking. The western end of the proposed terrace at sixth floor level is considered to have the potential to overlook the residential premises at Griffin Court. Therefore, a condition is recommended restricting access to the western end other than for maintenance purposes or in the case of emergency.
127. The hours of use of the terraces would be restricted by condition so that cannot be used or accessed between the hours of 21:00 on one day and 08:00 on the following day and not at any time on Saturdays, Sundays or Bank Holidays, other than in the case of emergency.
128. Conditions are included requiring that no amplified or other music shall be played on the roof terraces and that no live or recorded music that can be heard outside the premises shall be played. Promoted events would be prohibited by condition.
129. The location and design of the proposed terraces, and the inclusion of the above conditions, are considered to be sufficient to safeguard the protection of the amenity of adjoining residential premises, and the area generally.

Light Pollution

130. Policy DM15.7 'Noise and Light Pollution' of the Local Plan requires that "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."
131. Residents have raised concerns that the electric lighting within the development would disturb occupants of the surrounding residential properties at night.
132. The proposed development would be predominantly of a traditional masonry construction with punched window openings. The proposed office use with retail units at ground floor level would be the same as the existing buildings on the site. Whilst the development would be of a larger scale than the existing buildings it would benefit from the inclusion of passive infrared (PIR) light sensors that would limit the quantum of internal lighting that would be used unnecessarily. The PIR sensors would ensure that the office floorplates would not be lit when they are not in use.
133. The development has targeted BREEAM credit Pol 04 'reduction of night time light pollution', which seeks to ensure that external lighting is concentrated in the appropriate areas and that upward lighting is

minimised, reducing unnecessary light pollution, energy consumption and nuisance to neighbouring properties.

134. A condition has been included which requires a detailed lighting strategy to be submitted for approval prior to the occupation of the building demonstrating the measures that would be utilised to mitigate the impact of internal and external lighting on light pollution and residential amenity.

Transport, Servicing and Cycle Parking

Public Transport

135. The site has the highest level of public transport provision with a public transport accessibility level (PTAL) of 6B. The site is located close to Barbican Underground station and the Farringdon East Crossrail / Elizabeth Line station. The site is close to several bus routes running close by on Aldersgate Street and Goswell Road.

Servicing and Deliveries

136. Servicing of the building would take place off street within a loading bay located at the west of the site. The loading bay would be accessed from the alley between Cap House and Griffin Court, (historically known as White Hart Court), which would be gated with a replacement gate that would be set back 8m from the highway to ensure vehicles would not obstruct the footway. Details of the gate would be secured by condition.
137. The loading area would accommodate two to three vehicles at any one time, up to and including 8m long vehicles. Service vehicles would be able to exit and enter the site from the highway network in a forward gear.
138. Deliveries made by vehicles larger than 8m would be required infrequently. The applicant has committed to ensuring any such deliveries are organised with the City of London's Traffic Management team. The submission of detail on how this would be managed would be provided in a final delivery and servicing plan, which would be secured through the Section 106 Agreement.
139. The applicant has predicted that there will be 30 deliveries per day to service both the offices and the retail units. The servicing for the office units will be managed through a physical consolidation centre, and a cap limiting the number of daily deliveries to 20 would be written into the Section 106 Agreement.
140. The development would be subject to the requirement for a delivery and servicing plan, which would be secured through a Section 106 Agreement. Deliveries would be prohibited between the hours of 11pm one evening and 10am the following day, 12noon - 2pm and 4pm – 7pm. These restrictions will be written into the Section 106 Agreement. This will allow a total of 8 hours for deliveries to take place, which would be enough to accommodate 20 deliveries.

141. The Cleansing Team have confirmed that the waste storage and collection facilities comply with their requirements and are acceptable.

Cycle Parking

142. The Intend to Publish London Plan cycle parking standards require a minimum of 116 long-stay (111 for the office use and 5 for the retail use) and 50 short-stay (11 for the office use and 39 for the retail use) cycle parking spaces.
143. The proposals include the provision of 115 long stay cycle parking spaces at lower ground floor level. The mix of cycle parking would include 54 double stacker stands and 7 spaces for larger adapted bicycles.
144. The long stay cycle parking would be accessed via a lift and staircase from the loading area. The shared use of the loading area by delivery and servicing vehicles and cyclists will be managed by prohibiting deliveries during peak times at which cyclists would arrive and leave and providing demarcated routes for cyclists and pedestrians.
145. 10 short stay cycle parking spaces are proposed in the form of Sheffield stands in the area of public realm to the east of the building, which sits within the application red line boundary. While the total provision of short stay parking falls short of the required 50 spaces, the proposals are considered acceptable due to the limited amount of public realm available to the applicant and the aspirations for the public realm to also deliver valuable outdoor amenity space.
146. The proposals include 14 showers and 136 lockers (1 shower per 10 cycle parking spaces, and more than one locker per each cycle parking space) in line with the City of London's minimum recommended provision.

Section 278 Agreement

147. A Section 278 agreement for improvements to the walking and cycling environment, in line with the 10 Healthy Streets indicators and to deliver the City of London's wider Smithfield Public Realm project, including the potential for footway widening and greening, would be secured through the Section 106 agreement.

Environment and Sustainability

Wind Microclimate

148. A desktop wind study has been undertaken for the proposal. The wind microclimate for the development would be required to have areas suitable for frequent and occasional sitting, standing and walking.
149. The proposed development is eight storeys high and the uplift in height is not significantly greater than the existing six storey buildings on the site. The surrounding townscape comprises a mixture of building heights ranging from four to eight storeys.
150. The desktop assessment concludes that the proposed wind conditions around the site would remain acceptable for the proposed uses and

would be broadly in accordance with the City of London Wind Guidelines. This includes the open space to the east of the building which is likely to be suitable for sitting and the entrances to the offices and retail units along Long Lane. It is anticipated that there would be a negligible impact to the wind conditions at the Barbican Station entrances and platforms.

151. It is considered that the microclimate in and around the site, with regard to wind conditions, would be acceptable in accordance with London Plan Policy 7.6, Intend to Publish London Plan Policy D8, Local Plan 2015 policy DM10.1 and policies S8 and DE2 of the draft City Plan 2036 and the guidance contained in the Wind Microclimate Guidelines for Developments in the City of London.

Circular Economy

152. The circular economy statement submitted with the application has stated that the developer will make the following circular economy and resource efficiency commitments:
- A pre-demolition audit to identify the potential for the re-use and recycling of existing on-site materials so that at least 80% of demolition and excavation material can be diverted from landfill.
 - The new development would be designed to be in use for over 25 years.
 - An end of life strategy to ensure that the building structure, materials and services can be reused at the end of the building's life, as may be required.
153. A pre-commencement condition has been included requiring the submission of a detailed Circular Economy Statement, providing details of how the building would adhere to the following 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.

Energy Consumption

154. This development is assessed against the current London Plan carbon target of 35% reduction in carbon emissions compared with the Building Regulations.
155. The submitted Energy Strategy follows the London Plan hierarchy set out in Policy 5.2 regarding carbon reductions and shows that the development has been designed to achieve a carbon reduction of 14.1% compared with Part L of the Building Regulations requirements. This would be achieved through energy efficiency measures including connection to the Citigen district heating network, both of which are welcomed and enhance the credentials of the scheme. On the basis of this predicted shortfall a carbon offsetting contribution would be required for this development which would be secured by the S106 agreement to capture any changes in carbon performance between design and completion of this development.

156. It should be noted that through the detailed design stage carbon reduction had been assumed to be higher (nominally 31.97%) based on past performance of the Citigen network. However, the most recent figures have recently been provided and the performance is much lower. The network's plant and equipment is due for an upgrade which is expected to improve performance due to technological advances. The final carbon offsetting payment would be calculated on completion of the building, which would provide opportunities for an improvement in the carbon performance of the development.
157. A condition is recommended which would require the applicant to submit an updated energy strategy to seek improvements in carbon reduction prior to the commencement of development.
158. The proposal is considered to accord with policies 5.2, 5.3, 5.5, 5.6, 5.7 of the London Plan, policies CS15, DM15.1 and DM15.3 of the Local Plan and policy DE1 of the draft City Plan 2036 which relate to carbon dioxide emissions, sustainable design and decentralised energy.

BREEAM

159. BREEAM assessments have been submitted for the office and retail elements of the scheme. The assessments demonstrate that the office element has been designed to achieve a BREEAM rating of "Excellent" against the 2018 new construction criteria. The Retail element (731 sq m) has been designed to achieve a BREEAM rating of "Very Good". The retail element does not include fit out therefore an "excellent" rating is not achievable.
160. The findings of the submitted assessments are considered to be acceptable. A condition has been included requiring the submission of a post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating).

Urban Greening and Biodiversity

161. Local Plan Policy DM19.2 promotes Urban Greening and Biodiversity, DM 10.2 (Design of green roofs and walls) and 10.3 (Roof gardens and terraces) encourages high quality roof gardens and terraces. Vertical greening and green roofs are proposed at fifth, sixth and seventh floor levels as well as landscaping at ground level. The development would provide 250sq.m of intensive green roofs, standard/multi-stem trees and 304sq.m of green walls. The proposed greening would provide an Urban Greening Factor of 0.3 which complies with the expectation of the draft London Plan Greening Policy G5.
162. Chapter 10 of the Design and Access Statement entitled 'Sustainability & Biodiversity' sets out that the development site would not result in the loss of biodiversity value, as landscaping proposals will deliver a net benefit to biodiversity. The proposal includes planting of suitable flora species and habitat aids for birds and invertebrates. Native and non-native plants will be planted within the green wall and on the roof

terraces, including species providing pollen, nectar and berries. It is proposed that nest boxes are located either on the plant screens, green walls or other appropriate vertical surfaces on the roof tops.

163. The proposed greening would enhance the visual and environmental amenity of the building and the area. Details of the greening would be reserved by condition.

Noise and Vibration

164. In City development 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 and Construction Logistics Plan required by condition.
165. During operation of the building, noise and vibration would be generated from mechanical plant. 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 office amenity terraces would be controlled by condition.

Flood Risk and Sustainable Urban Drainage

166. Local Plan 2015 policy CS18 seeks to "reduce the risk of flooding from surface water throughout the City, by ensuring the development proposals minimise water use, reduce demands on the combined surface water sewer and sewerage network". The use of Sustainable Urban Drainage Systems (SUDs) is supported by Local Plan policy CS18 and policy CR3 of the draft City Plan 2036.
167. A Flood Risk Assessment has been submitted in support of the proposal. The site is in Flood Zone 1 (land assessed as having a less than 1 in 1000 annual probability of river or sea flooding), it is within one of four Local Flood Risk Zones identified within the City of London. In accordance with the NPPF the proposed uses of the development would be appropriate in Flood Zone 1.
168. Flood risk from surface water, ground water, sewers and artificial water bodies is deemed to be low on site and the development would not lead to an increase in impermeable area when compared to the existing site.
169. A SUDS scheme is proposed in conjunction with the development. This would include measures such as attenuation tanks and green and brown roof. Conditions are recommended to provide detailed designs and layouts of the proposed SUDs components (restricting surface water flow rates to no greater than 5 l/s) and lifetime maintenance plan for the SUDs scheme.
170. The proposed Flood Risk and SUDS strategy would accord with policies CS18 of the Local Plan 2015, CR3 of the draft City Plan 2036, policies 5.12 and 5.13 of the London Plan and policies SI12 and 13 of the Intend to Publish London Plan.

Air Quality

171. Local Plan 2015 policy CS15 seeks to ensure that developments positively address air quality. Policy DE1 of the draft City Plan 2036 states that London Plan carbon emissions and air quality requirements should be met on sites and policy HL2 requires all developments to be at least Air Quality Neutral. Developers are expected to install non-combustion energy technology where available; construction and deconstruction must minimise air quality impacts and all combustion flues should terminate above the roof height of the tallest part of the development. The requirements to positively address air quality and be air quality neutral are supported by policy 7.14 of the London Plan and policy SI of the Intend to Publish London Plan.
172. The submitted Air Quality Impact Assessment (AQIA) has assessed the construction and operational phases of the development.
173. During the demolition and construction phase, the assessment suggests there is likely to be a higher risk of dust soiling and PM₁₀, releases. Through good site practice, the implementation of suitable mitigation measures and adhering to City of London (CoL) Code of Practice, the impact of dust and PM10 releases could be minimised. Conditions have been recommended for a Construction Management Plan be submitted which would include measures for controlling dust and pollution during the demolition and construction phases of the development, as well as requiring a scheme for protective works to be submitted and approved prior to any works commencing.
174. For the operational phase, the development would be car free with only service vehicles coming to and from the site. The AQIA states that the building would be connected to the Citigen district heat network and therefore would have no significant detrimental impact on air quality.
175. In order to ensure the proposed development minimises emissions and exposure to air pollution during the operational phase of the development, the Air Quality Officer has recommended a condition requiring an Air Quality Report to be submitted and approved prior to any plant being commissioned and installed.
176. The proposed development would be air quality neutral, therefore mitigation or additional off-setting would not be required (other than the conditions recommended during the demolition and construction phases of the development). Subject to conditions the development would have minimal impact on local air quality. The scheme meets the air quality neutral benchmarks. The proposed development would accord with Local Plan 2015 policy CS15, policies HL2 and DE1 of the draft City Plan 2036, policy 7.14 of the London Plan and policy SI of the Intend to Publish London Plan.

Planning Obligations and Community Infrastructure Levy

177. 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.

178. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
179. 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).
180. 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	£587,600	£564,096	£23,504

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	£240,375	£228,356	£12,019
City Planning Obligations			
Affordable Housing	£64,100	£63,459	£641
Local, Training, Skills & Job Brokerage	£9,615	£9,519	£96
Carbon Reduction Shortfall (as designed)	£97,512	£97,512	£0
Section 278 Design and Evaluation	£50,000	£50,000	£0
S106 Monitoring Charge	£2,750	£0	£2,750
Total liability in accordance with the City of London's policies	£464,352	£448,846	£15,506

City's Planning Obligations

181. 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 (Demolition)
 - Local Training, Skills and Job Brokerage Strategy (Construction)
 - Delivery and Servicing Management Plan (including Consolidation)
 - Travel Plan (including Cycling Promotion Plan)
 - Carbon Offsetting
 - Utility Connections
 - Section 278 Agreement
 - Cultural Plan (in accordance with the Culture Mile Look and Feel Strategy)
 - Public Route Access and Public Realm Specification (Eastern Public Space) to align with the Concept Design set out in the Smithfield Public Realm project.
182. I request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations and enter into the S278 agreement.
183. The scope of the s278 agreement may include, but is not limited to, vehicle crossover works on Long Lane, tree planting and improving crossings, footways and carriageways in the vicinity of the site to accommodate increased pedestrian and cyclist movements.

Monitoring and Administrative Costs

184. 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.
185. 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

186. 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.

Conclusion

187. 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.
188. The proposed development would provide a total of 8,069sq.m of flexible and enhanced office floorspace within a single building and ancillary retail units that would provide active frontages in a prominent location next to public transport links within the Culture Mile. The development would provide opportunities for an enhanced public realm within and around the site.
189. The proposed development in terms of its height, massing, materials, architectural design and greening would enhance the visual appearance of this part of the City. The setting of nearby listed buildings would not be harmed. The development would provide a visually positive contribution to the character of this part of the City. It would not harm the setting of any nearby heritage assets and would not detract from views along Long Lane or views into and out of the surrounding conservation areas.
190. The height and mass of the proposed development has been designed, through revisions, to sufficiently minimise the potential impact on the amenities of nearby occupiers in relation to privacy, overlooking, noise, daylight and sunlight.
191. The proposed development is considered to comply with the Development Plan as a whole and to be appropriate subject to conditions, CIL payments and a Section 106 agreement being entered into to cover matters set out in this report.

Background Papers

Application Documents

Historic Environment Assessment 03 July 2018 MOLA

Flood Risk Assessment 15 August 2018 Elliot Wood

Statement of Community Involvement September 2019 Concilio

Noise Impact Assessment 18 September 2018 Hilson Moran

Air Quality Assessment 20 September 2018 Hilson Moran

Existing and Demolition Drawings 21 September 2018 Emrys Architects

Delivering and Servicing Plan September 2018 Caneparo Associates

Workplace Travel Plan September 2018 Caneparo Associates

Transport Assessment September 2018 Caneparo Associates

Landscape Statement September 2018 Farrer Huxley

Planning Statement September 2020 Montagu Evans

Statement of Community Involvement September 2019 Concilio

Sustainability Statement 20 September 2018 Hilson Moran

BREEAM Office Pre-Assessment 20 September 2018 Hilson Moran

Climate Change Risk & Adaptation Strategy 20 September 2018 Hilson Moran

Desktop Wind Study 20 September 2018 Hilson Moran

Ecological Appraisal 20 September 2018 Hilson Moran

Energy Strategy 20 September 2018 Hilson Moran

Letter 24 September 2018 Montagu Evans

Heritage, Townscape and Visual Impact Assessment October 2018 Montagu Evans

Design and Access Statement 16 October 2018 Emrys Architects

Delivery and Servicing Plan November 2019 Caneparo Associates;

Transport Assessment November 2019 Caneparo Associates;

Workplace Travel Plan November 2019 Caneparo Associates

Planning Statement Addendum November 2019 Montagu Evans

Landscape Assessment November 2019 Farrer Huxley

Letter 13 November 2019 Montagu Evans

Letter 5 March 2020 Montagu Evans

Daylight, Sunlight and Overshadowing Report 29 July 2020 Point 2 Surveyors

Design and Access Statement Addendum 29 July 2020 Emrys Architects

Letter 30 July 2020 Montagu Evans

Landscape Addendum: Urban Greening Factor August 2020 Farrer Huxley
Heritage, Townscape and Visual Impact Assessment Addendum August
2020 Montagu Evans

Circular Economy Statement 27 August 2020 Hilson Moran

Materials Efficiency Statement 27 August 2020 Hilson Moran

BREEAM 2018 NC Pre-Assessment Report (offices) 13 October 2020 Hilson
Moran

BREEAM 2018 NC Pre-Assessment Report (retail) 13 October 2020 Hilson
Moran

Desktop Wind Study (issue 05) 13 October 2020 Hilson Moran

Internal Consultation Comments

E-mail 07 November 2018 Patrick Hegarty, Open Spaces Department

Memo 21 November 2018 Vimal Varma, Community Facilities Manager

Memo 03 December 2018 Stefanie Hughes, Air Quality Officer

Memo 14 December 2018 Department of Markets and Consumer Protection

External Consultation Comments

E-mail 08 November 2018 Thames Water

E-mail 16 November 2018 Natural England

Letter 22 November 2018 London Underground

Letter 26 November 2018 Historic England

E-mail 27 November 2018 Transport for London

E-mail 30 November 2018 Crossrail Safeguarding

E-mail 23 December 2019 Network Rail

E-mail 24 December 2019 Transport for London

Letter 08 February 2020 BRE

E-mail 12 March 2020 Thames Water

E-mail 13 March 2020 London Underground

Letter 17 March 2020 BRE

E-mail 18 March 2020 Natural England

E-mail 08 September 2020 London Underground

E-mail 18 September 2020 Natural England

Letter 21 September 2020 Historic England

Letter 02 October BRE

Public Consultation Comments:

November 2018

Online	14 November 2018	Dr Stuart Morganstein
Online	14 November 2018	Dr Stuart Morganstein
Online	14 November 2018	Mr Patrick Marber
Letter	18 November 2018	Mollie Bickerstaff
Online	18 November 2018	Ms Clare Fielding
Online	19 November 2018	Dr Orlando Figes
Online	24 November 2018	Mrs Sarah Mann
Email	25 November 2018	Dr Natasha Curran
Email	28 November 2018	Mr Fred Rodgers
Online	28 November 2018	Ms Olivia Forty
Online	29 November 2018	Dr Marion Ano
Letter	29 November 2018	Lauderdale Tower House Group
Online	30 November 2018	Mrs Ann Hodson
Online	30 November 2018	Mr Kevin Hodson
Online	30 November 2018	Mr Nigel Bolt
Online	02 December 2018	Ms Deborah Anness
Online	03 December 2018	Ms Pauline Fasoli
Online	03 December 2018	Mr James Torr
Email	05 December 2018	Seddon House Group
Letter	06 December 2018	Barbican Association
Online	06 December 2018	Mrs Susan Cox
Email	12 December 2018	Joyce Wood
Online	16 December 2018	Mrs Yukimi Rabnott
Email	18 December 2019	Mr Fred Rodgers
Online	02 January 2019	Richard & Jane Wentworth
Letter	15 January 2019	Mr Fred Rodgers
Online	16 January 2019	Mr Giordano Suergiu
Email	31 January 2019	Mr Fred Rodgers
Online	31 March 2019	Mrs Kirstin Kaszubowska

December 2019

Online	12 December 2019	Mr Keith Greenfield
Email	13 December 2019	Mr Richard Wentworth

Online	16 December 2019	Mr Patrick Marber
Online	16 December 2019	Mrs Debra Marber
Email	21 December 2019	Sir Anthony Holland
Online	27 December 2019	Dr Patricia Marsden
Online	29 December 2019	Mrs Sarah Mann
Email	30 December 2019	Ms Deborah Anness
Email	30 December 2019	Mr Giordano Suergiu
Online	30 December 2019	Mr David Lawrence
Online	01 January 2020	Dr N Deakin
Online	05 January 2020	Mr Stephen Gocke
Online	06 January 2020	Mrs Susan Cox
Online	08 January 2020	Dr Duncan Greig
Online	10 January 2020	Prof Richard Lynch
Online	10 January 2020	Mr Roland Jeffery
Online	11 January 2020	Dr Adrian Tanovic
Online	17 January 2020	Mr Ian Burton
Email	20 January 2020	Dr Max Pemberton
Letter	20 January 2020	Lauderdale Tower House Group
Online	20 January 2020	Mr John Bryden
Online	20 January 2020	Ms Judith Brown
Online	21 January 2020	Baroness Murphy
Online	21 January 2020	Mr Anthony Richards
Online	21 January 2020	Mr Richard Stone
Online	21 January 2020	Mr Oliver Pauley
Online	21 January 2020	Dr Nicholas Deakin
Online	22 January 2020	Mrs Lesley Stewart
Online	24 January 2020	Mrs Ann Hodson
Online	24 January 2020	Mr Kevin Hodson
Online	24 January 2020	Mr Graham Wallace

March 2020

Online	10 March 2020	Mr Patrick Marber
Online	11 March 2020	Ms Clare Fielding
Email	13 March 2020	Sam Anker
Online	13 March 2020	Mr Richard Stone

Online 14 March 2020 Ms Kate Biro
Letter 23 March 2020 Mr James Torr
Online 10 April 2020 Mrs Sarah Mann
Online 02 June 2020 Mr Mark Chester

September 2020

Online 10 September 2020 Mr Richard Stone
Online 11 September 2020 Mr Michael Callow
Online 21 September .2020 Ms Tamzin Lawrence
Letter 07 October 2020 Barbican Association
Letter 08 October 2020 Mr Fred Rodgers
Online 11 October 2020 Mrs Olivia Chopin

Appendix A

Relevant 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.

Relevant Intend to publish London Plan policies – 20/00214/FULMAJ & 20/00235/FULL

- Policy SD4 The Central Activities Zone (CAZ)
- Policy SD5 Offices, and other strategic functions and residential development in the CAZ
- Policy SD6 Town centres and high streets
- Policy S5 Sports and recreation facilities
- Policy E1 Offices
- Policy E9 Retail, markets and hot food takeaways
- Policy E10 Visitor infrastructure
- Policy SI1 Improving air quality
- Policy SI2 Minimising greenhouse gas emissions
- Policy SI4 Managing heat risk
- Policy SI7 Reducing waste and supporting the circular economy
- Policy SI 8 Waste capacity and net waste self-sufficiency
- Policy G5 Urban Greening
- Policy G6 Biodiversity and access to nature
- Policy G7 Trees and woodlands
- Policy SL13 Sustainable drainage

- Policy T1 Strategic approach to transport
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Parking
- Policy D1 London's form, character and capacity for growth
- Policy D3 Optimising site capacity through the design-led approach
- Policy D5 Inclusive Design
- Policy D8 Public realm
- Policy D11 Safety, security and resilience to emergency
- Policy D14 Noise
- Policy HC1 Heritage conservation and growth
- Policy HC2 World Heritage Sites
- Policy HC4 London View Management Framework
- Policy HC5 Supporting London's culture and creative industries

Relevant GLA Supplementary Planning Guidance (SPG):

- Accessible London: Achieving an Inclusive Environment SPG (October 2014);
- Control of Dust and Emissions during Construction and Demolition SPG (September 2014);
- Sustainable Design and Construction (September 2014);
- Social Infrastructure (May 2015);
- Culture and Night-Time Economy SPG (November 2017);
- London Environment Strategy (May 2018);
- London View Management Framework SPG (March 2012);
- Cultural Strategy (2018);
- Mayoral CIL 2 Charging Schedule (April 2019);
- Central Activities Zone (March 2016).

Relevant Draft City Plan 2036 Policies

S1 Healthy and inclusive city

HL1 Inclusive buildings and spaces

- HL2 Air quality
- HL3 Noise and light pollution
- HL4 Contaminated land and water quality
- S2 Safe and Secure City
 - SA3 Designing in security
- S3 Housing
 - HS3 Residential environment
- S4 Offices
 - OF1 Office development
- S5 Retailing
 - RE2 Retail links
- S8 Design
 - DE1 Sustainability requirements
 - DE2 New development
 - DE3 Public realm
 - DE5 Terraces and viewing galleries
 - DE6 Shopfronts
 - DE8 Daylight and sunlight
 - DE9 Lighting
- S9 Vehicular transport and servicing
 - VT1 The impacts of development on transport
 - VT2 Freight and servicing
- 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
- S14 Open spaces and green infrastructure
 - OS2 City greening
 - OS3 Biodiversity
- S15 Climate resilience and flood risk
 - CR1 Overheating and Urban Heat Island effect
 - CR3 Sustainable drainage systems (SuDS)

CR4 Flood protection and flood defences
S16 Circular economy and waste
CE1 Zero Waste City
S23 Smithfield and Barbican
S24 Culture Mile Implementation
SB1 Culture Mile Impacts
S27 Planning contributions

Relevant City Corporation Guidance and Supplementary Planning Documents (SPDs)

- Air Quality SPD (July 2017);
- Archaeology and Development Guidance SPD (July 2017);
- City Lighting Strategy (October 2018);
- City Transport Strategy (May 2019);
- City Waste Strategy 2013-2020 (January 2014);
- Protected Views SPD (January 2012);
- City of London's Wind Microclimate Guidelines (2019);
- Planning Obligations SPD (July 2014);
- Open Space Strategy (2016);
- Office Use SPD (2015);
- City Public Realm (2016);
- Culture Mile Strategy (2018);
- Cultural Strategy 2018 – 2022 (2018).

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.

CS3 Ensure security from crime/terrorism

To ensure that the City is secure from crime, disorder and terrorism, has safety systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing

public and corporate confidence in the City's role as the world's leading international financial and business centre.

CS4 Seek planning contributions

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

CS5 Meet challenges facing North of City

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

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.

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.

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.

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.

CS17 Minimising and managing waste

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

CS18 Minimise flood risk

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

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.

CS21 Protect and provide housing

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

DM1.5 Mixed uses in commercial areas

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

DM3.2 Security measures

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

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

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height,

building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;

b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;

c) appropriate, high quality and durable materials are used;

d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;

e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;

f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;

g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;

h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;

i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;

j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;

k) there is provision of amenity space, where appropriate;

l) there is the highest standard of accessible and inclusive design.

DM10.2 Design of green roofs and walls

1) To encourage the installation of green roofs on all appropriate developments. On each building the maximum practicable coverage of green roof should be achieved. Extensive green roofs are preferred and their design should aim to maximise the roof's environmental benefits, including biodiversity, run-off attenuation and building insulation.

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

DM10.3 Roof gardens and terraces

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

a) immediately overlook residential premises;

b) adversely affect rooflines or roof profiles;

- c) result in the loss of historic or locally distinctive roof forms, features or coverings;
 - d) impact on identified views.
- 2) Public access will be sought where feasible in new development.

DM10.4 Environmental enhancement

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

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

DM10.5 Shopfronts

To ensure that shopfronts are of a high standard of design and appearance and to resist inappropriate designs and alterations. Proposals for shopfronts should:

- a) respect the quality and architectural contribution of any existing shopfront;
- b) respect the relationship between the shopfront, the building and its context;
- c) use high quality and sympathetic materials;

- d) include signage only in appropriate locations and in proportion to the shopfront;
- e) consider the impact of the installation of louvres, plant and access to refuse storage;
- f) incorporate awnings and canopies only in locations where they would not harm the appearance of the shopfront or obstruct architectural features;
- g) not include openable shopfronts or large serving openings where they would have a harmful impact on the appearance of the building and/or amenity;
- h) resist external shutters and consider other measures required for security;
- i) consider the internal treatment of shop windows (displays and opaque windows) and the contribution to passive surveillance;
- j) be designed to allow access by users, for example, incorporating level entrances and adequate door widths.

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.

DM10.8 Access and inclusive design

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

- a) inclusive and safe for all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;
- b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
- c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

DM12.1 Change affecting heritage assets

- 1. To sustain and enhance heritage assets, their settings and significance.
- 2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage

assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.

3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.
4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

DM12.4 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.

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.

DM16.1 Transport impacts of development

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

DM16.2 Pedestrian movement

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

DM16.3 Cycle parking

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

DM16.4 Encouraging active travel

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.
2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

DM16.5 Parking and servicing standards

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.
2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.
3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.
4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.

5. Coach parking facilities for hotels (use class C1) will not be permitted.
6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.
7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

DM17.1 Provision for waste

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.
2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

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.

DM18.3 Flood protection and climate

1. Development must protect the integrity and effectiveness of structures intended to minimise flood risk and, where appropriate, enhance their effectiveness.
2. Wherever practicable, development should contribute to an overall reduction in flood risk within and beyond the site boundaries, incorporating flood alleviation measures for the public realm, where feasible.

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.

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.

DM20.4 Retail unit sizes

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

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:
 - a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
 - b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.
2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.

3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

SCHEDULE

APPLICATION: 18/01020/FULMAJ

1 - 12 Long Lane London EC1A 9HF

Demolition of existing buildings and structures to basement level and construction of a eight storey office (Class B1) building with basement and lower basement with retail (Class A1/A2/A3) at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity 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 There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.
- 3 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. These details are required prior to demolition in order that the impact on amenities is minimised from the time that the construction starts.

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

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

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

REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with

London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.

- 6 None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:-
- (i) Accommodate the proposed location of the Crossrail structures including tunnels, shafts and temporary works,
 - (iii) Mitigate the effects of noise and vibration arising from the operation of the Crossrail railway within the tunnels and other structures.
 - (iv) Mitigate the effects on Crossrail, of ground movement arising from development.
- The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs 1(i), 1 (iii) and 1(iv) of this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied.
- Reason: To ensure that the development does not impact on transport infrastructure, in accordance with London Plan 2015 Table 6.1, draft London Plan policy T3 and Land for Industry and Transport Supplementary Planning Guidance 2012.
- 7 None of the development hereby permitted shall be commenced until a method statement has been submitted to, and approved in writing, by the Local Planning Authority to include arrangements to secure that, during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of the Crossrail structures and tunnels is not impeded.
- Reason: To ensure that the development does not impact on transport infrastructure, in accordance with London Plan 2015 Table 6.1, draft London Plan policy T3 and Land for Industry and Transport Supplementary Planning Guidance 2012.
- 8 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces and panels of brickwork to show bond, mortar and pointing;
 - (b) detailed drawings of the proposed new facade(s) including typical details of the stonework, faience, brickwork, fenestration and entrances;

- (c) details of green roofs, green walls and soft landscaping to upper terraces and ground level;
- (d) details of the ground floor entrance(s);
- (e) details of the flank wall(s) of the proposed new building;
- (f) details of windows and external joinery;
- (h) details of soffits, hand rails and balustrades;
- (i) details of external lighting;
- (j) details of junctions with adjoining premises;
- (k) details of the integration of window cleaning equipment and the garaging thereof, plant, plant enclosures, flues, fire escapes and other excrescences at roof level
- (l) details of plant, plant enclosures and ductwork to serve the Class A use(s);
- (m) details of the access gates to White Hart Court.

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.

- 9 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:
- provide details on all structures
 - acommodate the location of the existing London Underground structures
 - there should be no opening windows or balconies facing the LU elevation
 - demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land
 - demonstrate that there will at no time be any potential security risk to our railway, property or structures
 - accommodate ground movement arising from the construction thereof
 - mitigate the effects of noise and vibration arising from the adjoining operations within the structures
- 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, draft London Plan policy T3 and Land for Industry and Transport Supplementary Planning Guidance 2012.

- 10 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.
- 11 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.
REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.
- 12 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.
- 13 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.

- 14 Prior to any plant being commissioned and installed in or on the building an Air Quality Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any submitted and approved Air Quality Assessment. The measures detailed in the report shall thereafter be maintained in accordance with the approved report(s) for the life of the installation on the building.
REASON: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.
- 15 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 uses. 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 uses 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.
- 16 No cooking shall take place within any Class A unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Any works that would materially affect the external appearance of the building will require a separate planning permission.
REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.
- 17 (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.

- 18 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.

- 19 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: attenuation systems, rainwater pipework, pumps, green roofs, design for system exceedance, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 5 l/s from no more than one distinct outfalls, provision should be made for an attenuation volume capacity capable of achieving this, which should be no less than 62m³;
 - (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.

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

- 20 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.

- 21 Except as may otherwise be approved in writing by the Local Planning Authority, no development shall be carried out in advance of the building lines as shown on the deposited plans.
REASON: To ensure compliance with the proposed building lines and site boundaries in accordance with the following policies of the Local Plan: DM16.1, DM16.2.
- 22 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety
- 23 No servicing of the premises shall be carried out between the hours of:
(i) 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays; or
(ii) 07:00hrs and 09:00hrs, 12:00hrs and 1400hrs, 16:00hrs and 19:00hrs, Mondays to Fridays.
Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.
REASON: To manage traffic, avoid congestion and manage the safe and convenient movement of pedestrians and cyclists in the area and to reduce air and noise pollution, in accordance with the following policies of the Local Plan: DM15.7, DM16.1, and DM16.2, DM21.3.
- 24 The terraces hereby permitted shall not be used or accessed between the hours of 21:00 on one day and 08:00 on the following day and not at any time on Saturdays, Sundays or Bank Holidays, other than in the case of emergency.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 25 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.
- 26 No live or recorded music that can be heard outside the premises shall be played.
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.
- 27 There shall be no promoted events on the premises. A promoted event for this purpose, is an event involving music and dancing where the musical entertainment is provided at any time between 23:00 and 07:00 by a disc jockey or disc jockeys one or some of whom are not employees of the premises licence holder and the event is promoted to the general public.

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.

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

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

- 29 Details of the construction, planting irrigation and maintenance regime for the proposed green wall(s) shall be submitted to and approved in writing by the local planning authority before any works affected thereby 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.

- 30 Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.

REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.

- 31 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.

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

- 32 Before any construction works hereby permitted are begun details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.
REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policy of the Local Plan: CS18. 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.
- 33 No piling or construction of basements using penetrative methods shall take place until it has been demonstrated that there would be no unacceptable risk to below ground utilities infrastructure, details of which shall be approved in writing by the Local Planning Authority in liaison with Thames Water before such works commence and the development shall be carried out in accordance with the approved details.
REASON: To ensure that below ground utilities infrastructure is protected in accordance with the following policy of the Local Plan: DM2.1.
- 34 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.
- 35 Permanently installed pedal cycle storage shall be provided on the site in accordance with the London Cycling Design Standards and maintained throughout the life of the building sufficient to accommodate a minimum of 130 pedal cycles (120 of which would be long stay. 10 of which would be short stay), 5% of which must be able to accommodate larger adapted pedal cycles). The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
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.

- 36 Changing facilities and showers 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.
- 37 The pass door shown adjacent to or near to the main entrance on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Local Plan: DM10.8.
- 38 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 development hereby approved will adhere to circular economy principles where reasonably possible. The Statement shall be completed in accordance with the Mayor of London's Circular Economy Statement Guidance (Draft) 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; 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.
- 39 The terraces proposed at the western end of the development at fifth and sixth floor level shall not be accessible other than for the purposes of maintenance or 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.
- 40 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.

- 41 The A1, A2 and A3 uses within the development site shall be used for shop, financial and professional services and caf?/restaurant purposes as indicated on the ground floor and basement plans hereby approved and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987, (including any purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 2020) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

REASON: To ensure that active uses are retained on the ground floor in accordance with Local Plan Policy DM20.2.

- 42 Prior to the occupation of the development a lighting strategy shall be submitted to and approved in writing by the Local Planning Authority to demonstrate mitigation of the impact of internal and external lighting on light pollution and residential amenity. The development shall be carried out and maintained in accordance with the details of the approved lighting strategy.

Reason: To ensure that the lighting design of the development does not have an adverse impact in respect of light pollution and residential amenity in accordance with the following policies of the Local Plan: DM10.1, DM.15.7.

- 43 Before any construction works hereby permitted are begun an updated energy strategy comprising a detailed assessment of further measures to improve carbon dioxide emissions savings shall be submitted to and approved in writing by the local planning authority.

REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Local Plan: DM15.1, DM15.3. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 44 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: Site Plan, Drawing nos. 1506-0200-AP-001 PL03, 1506-0200-AP-002 PL06, 1506-0200-AP-003 PL06, 1506-0200-AP-004 PL03, 1506-0200-AP-005 PL03, 1506-0200-

AP-006 PL03, 1506-0200-AP-007 PL03, 1506-0200-AP-008 PL05, 1506-0200-AP-009 PL05, 1506-0200-AP-010 PL05, 1506-0200-AP-011 PL05, 1506-0300-AP-001 PL04, 1506-0300-AP-002 PL04, 1506-0400-AP-001 PL05, 1506-0400-AP-002 PL06, 1506-0400-AP-003 PL06, 1506-0400-AP-004 PL06, 1506-0400-AP-005 PL07, 1506-0400-AP-006 PL07, 1506-0400-AP-007 PL05, 1506-0600-AP-001 PL01, 1506-0600-AP-002 PL01, 1506-0600-AP-003 PL01.

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 Core Strategy/ Unitary Development Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

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

- 2 The 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.

- 3 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.
- 4 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.
- 5 The Department of the Built Environment (Transportation & Public Realm Division) must be consulted on the following matters which require specific approval:
 - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
 - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.
 - (c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath,

over or into any public way (including any cleaning equipment overhanging any public footway or carriageway).

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

(d) Bridges over highways

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

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

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

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

(i) Carriageway crossovers.

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

6 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:

(a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.

(b) Installation of engine generators using fuel oil.

(c) The control of noise and other potential nuisances arising from the demolition and construction works on this site the Department of Markets and Consumer Protection should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.

(d) Alterations to the drainage and sanitary arrangements.

(e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments in particular:

- the identification, encapsulation and removal of asbestos in accordance with a planned programme;
- provision for window cleaning (internal and external) to be carried out safely.

(f) The use of premises for the storage, handling, preparation or sale of food.

(g) Use of the premises for public entertainment.

(h) Approvals relating to the storage and collection of wastes.

(i) The detailed layout of public conveniences.

(j) Limitations which may be imposed on hours of work, noise and other environmental disturbance.

(k) The control of noise from plant and equipment;

(l) Methods of odour control.

7 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

Noise and Dust

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

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

(c) Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the

Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(d) Deconstruction or Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Markets and Consumer Protection Department including payment of any agreed monitoring contribution.

Air Quality

(e) Compliance with the Clean Air Act 1993

Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires chimney height approval. Use of such a furnace without chimney height approval is an offence. The calculated chimney height can conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.

Boilers and CHP plant

(f) The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO_x emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2015.

(g) All gas Combined Heat and Power plant should be low NO_x technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2015.

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

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

Standby Generators

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

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

- 8 Transport for London has indicated its preparedness to provide guidelines in relation to the proposed location of the CrossRail structures and tunnels, ground movement arising from the construction of the running tunnels, and noise and vibration arising from the use of the running tunnels. Applicants are encouraged to discuss the guidelines with the CrossRail Engineer in the course of preparing detailed design and method statements.