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| Committee: | Date: |
| Planning and Transportation | 17 November 2020 |
| Subject: 150 Aldersgate Street 3-4 Bartholomew Place London EC1A (i) Demolition of roof top plant enclosure, rear service ramp and removal of cladding to facilitate the refurbishment, recladding and extension of the existing Office (Class B1(a)) building at 150 Aldersgate Street to create a basement, ground plus nine storey building, including rear and roof top extensions, infill extensions to the rear courtyard (ground plus two storeys) to link with 3-4 Bartholomew Place; (ii) a part change of use at ground floor from Office (Class B1) to Cafe (Class A1). (iii) erection of a new building Office (Class B1(a)) at 3-4 Bartholomew Place comprised of basement, ground plus three storeys; (iv) the amalgamation of the two buildings; (v) the creation of new accessible and inaccessible terraces, green roofs, hard and soft landscaping, and creation of external courtyards; (vi) upgrade works to Braidwood Passage, including new lighting; and (vii) reconfiguration of the loading bay and associated works. | Public |
| Ward: Farringdon Within | For Decision |
| Registered No: 20/00371/FULMAJ | Registered on: 1 May 2020 |
| Conservation Area: Smithfield | Listed Building: NO |

Summary

Planning permission is sought for Demolition of roof top plant enclosure, rear service ramp and removal of cladding to facilitate the refurbishment, recladding and extension of the existing Office (Class B1(a)) building at 150 Aldersgate Street to create a basement, ground plus nine storey building, including rear and roof top extensions, infill extensions to the rear courtyard (ground plus two storeys) to link with 3-4 Bartholomew Place. New accessible and inaccessible terraces, green roofs, hard and soft landscaping, and

creation of external courtyards are proposed. The land at 3-4 Bartholomew Place is currently vacant and the previous building on the site has been demolished. The previous, building comprised a lower ground, ground plus two storey twentieth century light industrial (Class B1(c) building. A part change of use is proposed at ground floor from Office (Class B1) to Cafe (Class A1) The erection of a new building Office (Class B1(a) is proposed at 3-4 Bartholomew Place comprised of basement, ground plus three storeys resulting in the amalgamation of the two buildings. As part of the scheme Section 278 works are proposed to upgrade Braidwood Passage to include new lighting. The proposed development would provide 17,133 sqm of office (Class B1) floorspace and 41 sqm of retail (Class A1) floorspace across two public consultations (26/05/2020 and 28/09/2020) from residents regarding the proposed development. The objections relate to Height bulk and Massing, Design, Construction noise/traffic/air pollution, Daylight & Sunlight, Overlooking, Servicing and waste management, Light pollution, Bartholomew Place Reception and increased footfall.

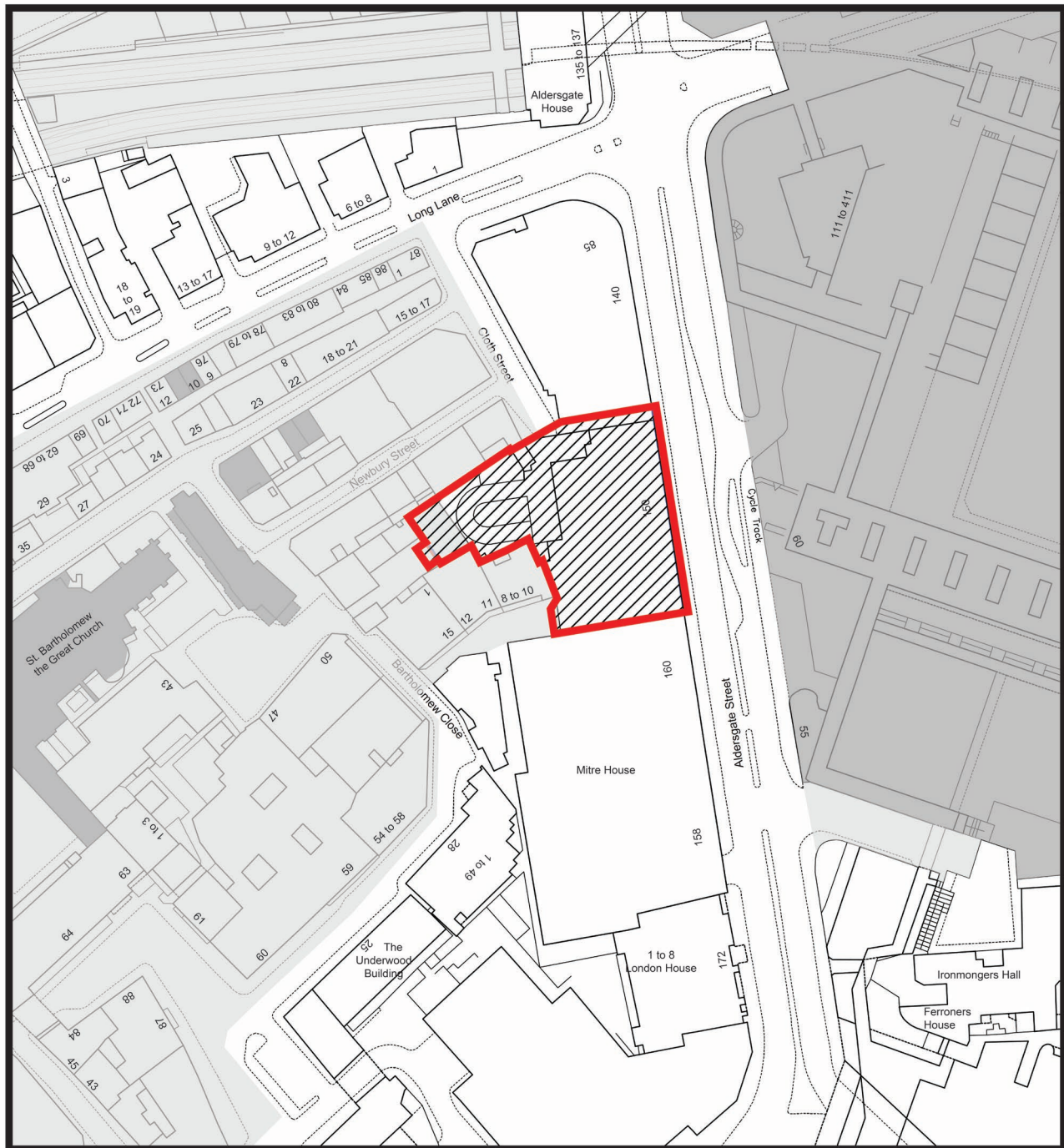
127 Letters of objection relating to planning matters have been received, 126 from residents and one from the Barbican Association, one letter of support has been received. The height and mass of the proposed development has been designed, through revisions, to sufficiently minimise the potential impact on the amenities of nearby occupiers in relation to privacy, overlooking, noise, daylight and sunlight. The scheme offers public benefits in terms of the 1. The scheme offers public benefits in terms of the proposed upgrade works to Braidwood Passage, new paving materials and interface with the junction of Braidwood Passage with Cloth Street and improvements to the resurfacing of the courtyard of Bartholomew Place and Half Moon Court. The provision of greening at roof level offers important benefits contributing to improved visual amenity, well-being and biodiversity. The proposals accord with the principles of the NPPF, the London Plan and Local Plan policies and the emerging London Plan and Local Plan policies. 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

150 Aldersgate Street, 4-5 Bartholomew Place

CASE No.

20/00371/FULMAJ



SITE LOCATION



LISTED BUILDINGS



CONSERVATION AREA BOUNDARY



CITY OF LONDON BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



Existing Site 3D view facing west



Existing Site 3D view facing east

Main Report

Site

1. The application includes two buildings, 150 Aldersgate Street and the cleared site of 3-4 Bartholomew Place.

150 Aldersgate Street

2. The existing building is bounded by Aldersgate Street to the east, Cloth Street to the north, Half Moon Court to the south, and Bartholomew Place to the west. The building comprises a lower ground, ground plus seven upper storey building which shares party walls with buildings to the north and south; 160 Aldersgate Street which was recently redeveloped and is approximately two and a half storeys taller than the existing building.
3. The Aldersgate Street frontage comprises a postmodernist design and faced in dark red-brown and grey granite with additional set back corrugated metal clad mansard plant floor. The façade is symmetrical with a central raised entrance and is 50 % glazing with, heavy mullions and transoms. There are existing balconies centrally positioned which cantilevered over the existing public highway by 800mm. The rear elevation is comprised of brick with a large glazed atrium within the centre of the elevation.
4. The building scale steps down via a series of terraces and setbacks to the rear and east at the interfaces with the existing townscape of Half Moon Court and Bartholomew Place. Elevations are tiered to 5 storey and include a glazed atrium and are detailed in red brick with stone lintels and parapet and flush formulaic window patterns and are bland in appearance. The existing building includes a large roof terrace to the rear. The use of this terrace is not controlled through conditions.
5. The Cloth Street elevation has a symmetrical post-modernist elevation which terminates the cul-de-sac comprising ground plus 4 storeys (including a mansard set back floor) including a loading bay at ground floor. A vehicle ramp provides access to the lower ground floor of the building to provide office car parking and dominates the sunken rear courtyard space.
6. Braidwood Passage is a public pedestrian route that runs from Aldersgate Street to Cloth Street along the northern boundary of the existing building and is located within the Applicant's ownership boundary. This a pedestrian connector between Aldersgate Street and Cloth Street and is a part of the City's Heritage Walk and although well used the existing route is dark and narrow
7. The existing building is comprised of 10,986 sqm GIA of Office (Class B1) floorspace and has been occupied by a single tenant who have vacated the building and current lease expires in December 2020 when Applicant expects to take vacant possession of the site. and stepped The primary entrance to the building is located on Aldersgate Street with the ground floor level raised approximately 1.5m above the footway. There are two platform lifts and stairs which provide access to

the building. A secondary staff entrance is located on Cloth Street at the junction with Braidwood Passage which provides access to the existing loading area and is used primarily by cyclists.

8. In the round the existing building is dated in terms of thermal performance, materials and design and quality of office accommodation. The main frontage to Aldersgate Street is unwelcoming with a hard urban edge and lacks activation due to the raised ground floor (1.5m) and recessed and stepped entrance. Currently the building does not positively contribute to the townscape experience of Aldersgate Street, or the setting of surrounding designated heritage assets or in terms of visual amenity from elevated positions looking down onto the 5th elevation and the plant roof scape
9. The building is not listed or located within a conservation area and is not considered to be an undesignated heritage asset. The Smithfield Conservation Area abuts the site boundary to the rear, and the Barbican and Golden Lane Conservation Area boundary is located on the opposite side of Aldersgate Street. The Barbican Estate is a grade II listed building, included in the Barbican and Golden Lane Conservation Area and is designated as a registered historic park and garden listed grade II*. There are several other designated heritage assets in the surrounding streets.

3-4 Bartholomew Place

10. The land at 3-4 Bartholomew Place is currently vacant and the previous building on the site has been demolished. The demolition of the building took place before this Applicant acquired the site. The previous, building comprised a lower ground, ground plus two storey twentieth century light industrial (Class B1(c) building. The building was demolished pursuant to planning permission for the redevelopment of the site which was granted on 08.05.18. The previous building on this site was a white brick warehouse building with Crittall windows
11. Bartholomew Place is a small courtyard which is accessed from Bartholomew Place and forms part of the tight-knit network medieval street pattern within Smithfield. The existing courtyard adjacent to the site is unknown, and currently unregistered land however, the courtyard does not form part of the development site.
12. This part of the development site is located within the Smithfield Conservation Area. 3-4 Bartholomew Place shares a boundary with the land at 150 Aldersgate Street on its eastern boundary with the rear courtyard located between the two properties.

Surroundings

13. The surrounding area comprises two very different and distinct characters. Aldersgate Street is a busy hard edged thoroughfare of a much greater scale following extensive post-war redevelopment. The western side of Aldersgate Street is predominantly commercial in nature in stark contrast to the Barbican estate on the eastern side of Aldersgate Street which is entirely residential.

14. The Barbican Estate to the east is a residential housing development conceived and built in the 1960s-1980s. The Estate now also encompasses several culture and leisure facilities including the Barbican Arts Centre, the Museum of London, the Guildhall School of Music and Drama and the Barbican Public Library. The western boundary of Estate is directly opposite the site and is formed by Seddon House (8 storeys) and Thomas Moore House. Seddon House is the closest block to the site and angled in terms of its alignment to Aldersgate Street the southernmost point is 24.5m away from the existing facade at 150 Aldersgate Street and the southern end is 45m away from the existing facade at 150 Aldersgate Street. Lauderdale Tower is immediately to the north and this is 42 storeys.
15. The rear of the site is characterised by Smithfield Conservation Area and is entirely different to Aldersgate Street and is of a much finer grain with tight-knit narrow streets. The area is genuinely mixed use with a balance of commercial and residential uses. Residential dwellings occupy buildings to the rear of the Site, particularly along Cloth Fair, Bartholomew Close, Newbury Street, Kinghorn Street and Long Lane.
16. There are no listed buildings which adjoin the Site, although there are several located nearby. These include the Barbican (Grade II) to the east, the Founders' Hall (Grade II), St. Bartholomew the Great of West Smithfield Church (Grade I) and West Smithfield Market (East Building) (Grade II*) to the west.
17. The Site is not located within a protected viewing corridor, and there are no scheduled ancient monuments located within the site or nearby.

Relevant Planning History

3-4 Bartholomew Place

18. Planning permission 17/00875/FULL was granted in respect of 3-4 Bartholomew Place on 08.05.2018 for 'Demolition of existing light industrial building, Class B1(c) and redevelopment to provide a seven-storey building (Basement, Ground and five upper floors) to create nine residential units (Class C3), including terraces at lower ground floor level, lightwells and associated works. (674sq.m).

Surrounding Development Sites

19. Planning permission was refused in respect of 160 Aldersgate Street, which adjoins the site, on 03 December 2014 (ref. 14/00878/FULMAJ) for the "refurbishment and extension of the existing office building including (i) the construction of an additional storey (incorporating plant) (ii) reconstruction of the facade on Aldersgate Street (iii) provision of retail floorspace (Class A1) at ground floor level (84sq.m.) (iv) provision of roof terraces at 7th and 8th floor levels (v) installation of an additional access point at the rear of the building, and (vi) associated internal and external alterations (total increase in floorspace 1,913sq.m.)". The decision was subsequently appealed, the Planning Inspectorate allowed the appeal (APP/K5030/W/15/3003027) on 31 July 2015.

20. Concurrently with the appeal, planning permission (ref. 15/00086/FULMAJ) was granted on 30 April 2015 for “the refurbishment and extension of the existing office building including (i) the construction of an additional storey (incorporating plant) (ii) reconstruction of the facade on Aldersgate Street (iii) provision of roof terraces at the 7th and 8th floor levels (iv) installation of an additional access point at the rear of the building and (v) associated internal and external alterations (total increase in floorspace 1899sq.m).”

Proposals

21. Planning permission is sought for:
- i. Demolition of roof top plant enclosure, rear service ramp and removal of cladding to facilitate the refurbishment, recladding and extension of the existing Office (Class B1(a)) building at 150 Aldersgate Street to create a basement, ground plus nine storey building, including rear and roof top extensions, infill extensions to the rear courtyard (ground plus two storeys) to link with 3-4 Bartholomew Place.
 - ii. a part change of use at ground floor from Office (Class B1) to Cafe (Class A1).
 - iii. erection of a new building Office (Class B1(a)) at 3-4 Bartholomew Place comprised of basement, ground plus three storeys.
 - iv. the amalgamation of the two buildings.
 - v. the creation of new accessible and inaccessible terraces, green roofs, hard and soft landscaping, and creation of external courtyards.
 - vi. upgrade works to Braidwood Passage, including new lighting.
 - vii. reconfiguration of the loading bay and associated works.
22. The proposed development would provide 17,133 sqm of office (Class B1) floorspace and 41 sqm of retail (Class A1) floorspace.

Consultations

Pre-Application Consultation

23. The Applicant has submitted a Statement of Community Involvement outlining the programme of engagement prior to the submission of the application. In summary, the Applicant has undertaken early stakeholder engagement, a residents' preview and two evenings of public exhibitions and follow up virtual meetings with the Barbican Association and West Smithfield residents and written correspondence.

Early Stakeholder Engagement (January 2020 – March 2020)

24. Meetings were held with Aldersgate and Farringdon within Ward Councillors; A meeting was held with the Barbican Association

Public Exhibitions (March 2020)

- 2 March 2020 – exhibition for the immediate neighbours.
 - 3 March 2020 – full public exhibition; and
 - 4 March 2020 – full public exhibition.
25. The public exhibitions were advertised to residents by letter in February 2020 and a flyer was sent to over 1,800 addresses. The flyer was also placed in City Matters on the 19 February 2020. A project website, email address and freephone number were also set up to allow stakeholders to contact the project team to learn more about the proposals.

Ongoing stakeholder engagement (March 2020 – April 2020).

26. Following the public exhibition, the restrictions imposed by the Covid-19 pandemic precluded further face-to-face meetings. The Applicant held two virtual meetings with residents on 03 April 2020 and with representatives of residents in West Smithfield and the Barbican Association on 07 April 2020.

Application Consultation

27. Following receipt of the application by the City, the application was advertised by site and press notices and letters to affected residents on 26/05/2020 and 28/09/2020 following the submission of updated documents. Copies of all letters and e-mails received making representations are attached to the report.
28. 127 Letters of objection relating to planning matters have been received. 126 from residents, one from the Barbican Association, one letter of support has been received. The objections are summarised in the table below. 123 comments were received in response to the first consultation 4 responses were received in response to the second consultation.

| Topic | Objection |
|--|---|
| Height bulk and Massing | <ul style="list-style-type: none">• General concern about the impact of the development in terms of its size |
| Design | <ul style="list-style-type: none">• The proposed extensions are out of scale and overbearing, detrimental impact on the locality |
| Construction noise/traffic/air pollution | <ul style="list-style-type: none">• The proposed development would have a negative effect on the locality during the demolition and construction phase. |
| Daylight Sunlight Overlooking | <ul style="list-style-type: none">• The proposed development would adversely impact on the daylight and sunlight received by neighboring residential properties.• The development would result in greater overlooking and lead to a loss of privacy for neighboring residential occupiers. |

| | |
|--|--|
| Servicing and waste management | <ul style="list-style-type: none"> • Servicing the proposed development would negatively impact the area for residents. |
| Light pollution | <ul style="list-style-type: none"> • The proposed development would create light pollution, affecting nearby residents. |
| Bartholomew Place Reception and increased footfall | <ul style="list-style-type: none"> • The proposed entrance on Bartholomew Place would increase footfall, changing the character of the locality and creating noise. |
| Proposed Class A1 retail use | <ul style="list-style-type: none"> • The need for the A1 use and the noise it would create. |

29. The City Heritage Society raised no objections but are concerned the any proposed greening of the upper levels of the building should be controlled by conditions.
30. The Conservation Area Advisory Committee raised no objections to the replacement of the existing building or the additional height to Aldersgate Street which was acceptable. However, the Committee objected to the use of concealing greenery believing that a more considered architectural design would make a better contribution to, and be more respectful of, the character of the Conservation Area evident from the proposed view from Bartholomew Passage. The Committee also objected to the proposed rear elevations facing Bartholomew Place and Half Moon Court considering them to be out of character with the Conservation Area and paying no respect to the existing adjacent buildings. The Applicant has subsequently amended the design of the Bartholomew Place, Half Moon Court, and Cloth Street façades.
31. The Lead Local Flood Authority raised no objections subject to the imposition of conditions.
32. Historic England has been consulted and raise no objections to the proposal.
33. 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

34. 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.

35. 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.
36. 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.
37. 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

38. The Corporation, in determining the planning application, has the following main statutory duties to perform: -
 - To have regard to the provisions of the development plan, so far as material to the application, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990); and
 - To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
39. 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...'
40. 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.
41. 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.

42. 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

43. The principal issues in considering this application are:
- The benefits of the proposed new uses throughout the building,
 - The appropriateness of the bulk, massing and design of the proposals.
 - The impact on designated and non-designated heritage assets.
 - The proposed public realm improvement
 - The impact of the proposed development on the amenity of nearby residential occupiers, including noise, overlooking, daylight, sunlight and light pollution.
 - Transport, Servicing, and the impact on public highways and pedestrian movement.
 - The environmental impacts of the proposal including wind microclimate, air quality, building resource efficiency, circular economy principles, 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

44. The site is within the Central Activities Zone (CAZ) as defined in the London Plan, the core business location and one of the main areas where new office development should be prioritised.
45. Strategic Policy CS1 of the City of London Local Plan 2015 seeks to ensure that there is sufficient office space to meet demand and encourages the supply of a range of office accommodation to meet the varied needs of City occupiers. Policy S4 of the draft City Plan 2036 also seeks to facilitate significant growth in office floorspace.
46. This application proposes refurbishment and extension of an existing office building currently of 10,986sqm Class B1a office floorspace, with the resulting building providing 17,133sqm of Class B1a office floorspace. The total uplift of Class B1a office floorspace is therefore 6,147sqm. The office accommodation has been designed to ensure flexibility with the ability for the building to be pre-let to a single

occupier or split into two tenancies over each floor. The proposed redevelopment and modernisation will ensure the longer-term viability of the building for office use in accordance with Local Plan Policy DM1.1.

Retail Class A1 use

47. The site is not located in a Principal Shopping Centre (PSC) or a Retail Link as set out in the current City of London Local Plan. There is no retail floorspace in the existing building but 41sq.m of retail (Class A1) is proposed, providing a minor uplift in retail floorspace. The proposed cafe (Class A1) would help activate the frontages of Aldersgate Street and Braidwood Passage at ground floor level. Subject to demand it is anticipated that the café would be open 7am to 7pm (Monday to Friday) and 8am to 5pm (Saturday, Sunday and Bank Holidays).
48. This area of the City is lacking in retail provision so further retail at ground level would have been welcome, but it is recognised that the proposal is an improvement on the existing situation. The proposed retail is supported in accordance with Local Plan Policy DM1.5 as it provides a complementary use to the office building and contributes to the City's economy and character.

Height, massing and design

49. The proposals would comprehensively refurbish, extend and remodel 150 Aldersgate Street and provide a new building at 3-4 Bartholomew Place. The site has a number of different elevations, context and characters to which the reimagined buildings needs to respond to and be compatible with including the varied and differing distinctive townscapes of Aldersgate Street and Barbican to the east and finer urban grain of Smithfield Conservation Area to the west. In addition, there are a number of designated heritage assets to which the development is required to pay special attention and to have regard. This results in a refurbishment and extension scheme which is modelled according to context and there are four different frontages – Aldersgate Street, Cloth Street, Half Moon Court and Bartholomew Place. Overall, there is a consistency in terms of materiality, approach to urban greening, sustainability and the continued narrative with the historic past including the connection with textile industries. The scheme seeks to fuse these differing and complex contexts together to deliver a sustainable, legible and coherent scheme with a common architectural vocabulary and rhythm.

Aldersgate Street elevation

50. 150 Aldersgate Street is currently ground plus 7 storeys with the majority of this building super structure, floor plates and cores would be retained although the building would be entirely reclad and be extended at roof level by a further tiered 3 storeys of commercial floor space together with lateral rear extensions to each floor. The proposals seek to revitalise a dated commercial building in a highly sustainable manner by reusing 80% of the existing super structure and existing foundations. The Aldersgate Street elevation would be transformed

from a dark and inward facing post-modernist block into a more inclusive and engaging architectural ensemble. The development would have a significantly improved connection with the street and seeks to soften the hard edges of its highly urban context through integrated meaningful biophilia.

Rooftop massing

51. The 8th and 9th floors would be recessed from the front and rear parapet with planted terraces and the uppermost pavilion part office/ plant space at level 10 would have a smaller footprint and be further set in on both elevations with additional planting and a green roof. This would be surmounted by an incidental lift overrun to the north due to the retention of the existing core. These setbacks would align with the front elevation profile of 160 Aldersgate Street. In addition, the massing at the junction with 140 Aldersgate Street would be significantly stepped in from the party wall to deliver a more comfortable transition of stepping down from 10 storeys to the 8 storeys of the adjoining building. Overall, the resulting maximum height would match 160 Aldersgate Street aside from an incidental lift overrun. The maximum height to the uppermost office would be increased from 51.173m AOD to 59.680m AOD with the lift overrun extending to 61.330m AOD.
52. This eastern side of Aldersgate Street is comprised of large modern office buildings and the townscape steps down in building height and massing south to north ranging from 16 storeys to 4-5 storeys at Barbican tube station. The Barbican Estate on the opposite side of the street ranges from Seddon House 8 storeys to Lauderdale Tower 45 storeys. The proposed 3 storey increase in height and resulting bulk would be a bold visual addition to the building and evident in views from the street, including the highwalks beneath Seddon House, Lauderdale Tower and from within other public vantage points within the Barbican Estate from the various high walks and podium as well as Smithfield Conservation Area.

The remodelling and extension would result in the removal and replacement of the existing unsightly metal clad roof. The replacement roof form whilst increasing the bulk would be visually more attractive and incorporating lush urban greening is considered to be environmentally, socially and aesthetically beneficial. The overall massing and height is compatible with the established context, would match the massing of 160 Aldersgate Street and would continue to maintain the stepping down which is evident the townscape from south to north. The setbacks and urban greening seek to integrate the building into its context.

Elevation remodelling and materiality

53. The principal elevation would be reclad in reconstituted stone with recessed metal double glazed windows. Levels 1st to 7th floor would be interspersed by vertical fins with light- coloured stone beads to provide solar shading and importantly would provide a degree of privacy inwards and outwards which would be an improvement

compared to the current level of overlooking to neighbouring buildings such as Seddon House. As these fins are not solid, they would allow light to penetrate the main building whilst giving the façade a more solid appearance in oblique views from and to the main building. This combination of layering would create a gridded elevation and rhythmic visual interest, texture and articulation which is not evident on the existing building. The fins have an additional benefit of enabling a degree of natural ventilation as the windows behind the vent would be fully openable. This is a long term desirable option as pollution is reduced and government emission targets are met over time which further reduces energy demand during temperate periods.

54. The depth of this outer layer of fins would extend 800mm from the main façade over the Highway. This projection would align with the depth of existing central balconies on the buildings. This change to the building line would not be inconsistent with 160 Aldersgate Street which was cantilevered by 1.2 m from level 2 to level 8. The facade to 140 Aldersgate also has a slight forward projection of 400 mm.
55. The two storey roof extension to the 8th and 9th floors on all elevations would be partly glazed and partly clad with angled vertical mesh screen panels to support integrated additional climbing plants to form an outer layer screening to the glazed and anodised metal facade. The upper most pavilion at 10th floor would be single aspect facing west and combine glazing and planting to continue the urban greening narrative
56. The overall elevation would have a lighter palette of materials and a richness in terms of modelling and articulation as well as a new softness. This would be achieved through reconstituted stone, mesh screens, pebble fins and integrated planting. The reimagining of the building would be a welcomed addition to the Aldersgate Street townscape delivering a much more sustainable, greener, visually interesting and engaging.

Pedestrian experience and inclusive access

57. The remodelling at street level would enable the ground floor slab to be partially lowered to grade introducing a level access and a generous welcoming entrance. This would be anchored by a horizontal stone band running the width of the building defining the base of the building. The entrance would be made more legible by the angled concrete panelled walls which would support climbing plants. Between the entrance and Braidwood Passage a new active use would be provided and to the south the ground floor slab would be set back from the frontage by 3m to allow views into the lower ground floor office space. Additional visual permeability would be provided into the building with views through to the new Bartholomew Place secondary entrance to the office building to the west. In addition, the consistent theme of urban greening and chamfered woven mesh screens would be continued to provide a coherent design approach to the overall Aldersgate Street facade. The ground floor would become accessible and inclusive and the currently opaque hostile and dated experience

would be activated through the increased glazing creating a more outward facing building which would be of a more human scale at pedestrian level.

Rear elevation of Aldersgate Street block

58. The scale and height of the building would transform through the site to respond to the varied context and there would be a significant change in height from east to west. The modelling and treatment of the rear elevation is complex and comprises three parts. Stepping down in tiered green terraces to the north west; a sheer west facing elevation to the centre and an angled south west corner to provide a further sheer elevation to Half Moon Court.

The design of the building would step down with a series of landscaped tiered terraces from level 8-10 where it aligns with 140 Aldersgate Street and 160 Aldersgate Street. Greening would continue in a similar way to the Aldersgate Street elevation using mesh cladding for climbers interspersed with glazing. At 2nd to 7th floor where the building steps down there would be pocket balconies to all windows with planted balustrades and metal mesh panels for planting between the windows to continue this fundamental greening narrative which is at the core of the scheme. The elevation would continue to step down to a central sunken courtyard with a 2 storey link building internally allowing access from Bartholomew Place to Aldersgate Street. Whilst there would be an increase in massing and bulk to the rear and this would have a limited impact on the Smithfield Conservation Area. The overall approach is more considered and coherent compared to the existing and the urban greening is considered to be a significant benefit to townscape views, for pollution absorption, wellbeing and wider biodiversity.

Cloth Street elevation

59. This is currently a dark service area with the existing 5 storey building presenting a red brick postmodernist elevation with ground floor loading bay. The development would introduce a new façade to this elevation and additional mass increasing the height to 7 storeys as a sheer facade and set back additional floor with integrated greening. Above this the terraces to the rear elevations would be visible at an oblique angle. The facade would be constructed in a brighter pale grey coloured brick with horizontal bands of reconstituted stone between each floor. The fenestration and proportions and design would have a warehouse aesthetic which links with historic uses on the site and the wider character of this fringe to the Smithfield Conservation Area. The fenestration would also serve to reduce light pollution and respect privacy.
60. The industrial crittall windows would be positioned asymmetrically as a single vertical bay and would be recessed to introduce modelling. The western side of Cloth Street is within the Smithfield Conservation Area. This refronted simple elevation is considered to be compatible in terms of scale and design treatment and is an appropriate connector between

the monumental architecture of Aldersgate Street and the building typology in the adjacent Smithfield Conservation Area. The loading bay at ground floor would be retained but a more decorative design for the entrance gate is proposed subject to further detail. This would reflect the references to mesh and textiles which is a consistent narrative for the building. There have been some minor amendments to this elevation in the application to refine the design including introduction of solid course and reconstituted stone sills.

Half Moon Court Elevation

61. The existing elevation is a sheer red brick utilitarian façade ground to 3rd floor with the additional massing of Aldersgate Street set back slightly from the site boundary. The existing elevation detracts from the setting of the Smithfield Conservation Area and the courtyard. The remodelled elevation would be 7 storeys and would be a sheer façade with setback massing above with a similar architectural language as Cloth Street and Bartholomew Place.
62. The CAAC have raised objections to the Half Moon Court elevation (prior to its subsequent amendment by the applicant) referring to this as being out of character with the Conservation Area and paying no respect to the existing adjacent buildings. This part of the development is outside of the Conservation Area but does abut the boundary and forms an important townscape role of enclosure to the courtyard.
63. The elevation would be pale grey brick with horizontal bands of reconstituted stone bands and crissall style asymmetrically positioned windows. There would be a full height window to the ground floor with a sliding mesh panel. The elevation would also incorporate a perforated area of bricks matching the existing to accommodate internal servicing and ventilation. Overall the proposed elevation is considered to be appropriate in scale and the materiality and architectural language would be compatible with other glazed brick warehouse buildings in the Smithfield Conservation Area including the white glazed brick building within Half Moon Court. The simple elevation would provide an attractive and active backdrop to the retained tree which is on private land and related to 8-10 Half Moon Court which is in the process of being extended upwards by the owner. The development would define the courtyard with a more active elevation and provide additional natural surveillance. Urban greening would just be visible on the upper levels and introducing an attractive connection with the tree in the foreground.

Bartholomew Place

64. Bartholomew Place is also a courtyard and accessed via an attractive archway under buildings fronting Bartholomew Close. The arch frames views into the space which are varied with a mix of low rise office, residential and medical uses there is a distinctively more intimate and finer urban grain which is intrinsic to the character and appearance of the Conservation Area. The architecture and materiality is varied and is a combination of red, yellow, brown and white bricks but

generally there is a more intimate domestic scale in terms of building type and proportion of openings and a sense of solidity and simplicity.

65. The proposed development would be 5 storeys and have a more contextual response reflecting the language of the elevations to Cloth Street and Half Moon Court. The massing and height is almost identical to the approved scheme for this site (refer to relevant planning history) and would comprise an asymmetrical arrangement with large industrial crissall windows and a large opening at ground floor. This would function as a secondary entrance to the office entrance and activate the ground floor with a level access introducing visual permeability through to Aldersgate Street.
66. The CAAC and others have raised objections to the Bartholomew Place elevations referring to this being out of character with the Conservation Area and paying no respect to the existing adjacent buildings. Through the course of the application brickwork has been changed from a grey brick to a pink/red brick to integrated with neighbouring materiality in Bartholomew Place such as No 1 and No 7 Bartholomew Place and No 43 Bartholomew Close. It is considered that the simple proposed elevational treatment would sit comfortably with pared back architecture of the adjacent 19th and 20th century buildings that enclose this small space. The setback 3rd floor would remain mid grey and be unchanged to integrate with the wider development and reflect the hierarchy of the building.
67. Minor adjustments have been undertaken to refine the elevation including a reconstituted stone window sills and solidier course details and texture added to the ground floor brickwork by random coursing. At ground floor the proportions of the entrances screen have been revised to increase the solidity to the left hand side and the screen would have a darker metal finish to reflect the crissall windows. These metal framed windows although larger in size than those found on neighbouring domestic buildings would reflect the fenestration proportions found on surrounding industrial buildings in the Conservation Area and are reminiscent of the previous warehouse building which was previously on this site and demolished in 2019. The proposed development would have significantly more solidity which is a characteristic of this courtyard. Proportionally this would be 29% glazing: solid and this compares favourably with the 59% glazing: solid of the demolished warehouse building and 45% glazing: solid for the approved application 17/00875/FULL.
68. The elevation treatment to Bartholomew Place is considered to be beneficial to the conservation area and would provide a visually interesting and attractive intervention.

Impact on views and surrounding heritage assets

Smithfield Conservation Area

69. The Smithfield Conservation Area extends northwards to Snow Hill towards Charterhouse Street, Lindsey Street and Long Lane between Cloth Street, Bartholomew Close and Little Britain/King Edward Street to the west. The Conservation Area centres upon Smithfield Market and the St Bartholomew's Hospital complex, both to the west of the site, which comprise a number of buildings of high historic and architectural significance. The Smithfield Conservation Area SPD describes the area as having evolved incrementally with a diversity of built forms and uses that reflect the development of its specialised institutions and activities.
70. Area 1 of the SPD is the most pertinent to this application and this is defined by buildings arranged around connecting passages, lanes and courts which are irregular in form and have individual character. Buildings in these streets are characterised by stock brick, red brick and glazed bricks and often have a warehouse appearance which have lent themselves to conversion with largely concealed roof extensions as experienced from the street. Buildings in Area 1 within the network of streets are modest and attractive largely 4-5 storeys or less as in the with a consistent cornice and parapet lines. The character of the sub area is also defined by short and kinetic views. Half Moon Court, Cloth Street and Bartholomew Place also typify this with glimpses into the narrow passages.
71. The west of the site Bartholomew Place is within the conservation area Cloth Street and Half Moon Court adjoin the boundary but are not within the Conservation Area. The SPD sets out local views of importance within conservation area. Largely the development does not appear in any of these designated views other than Middlesex Passage View 13 View to Lauderdale Tower and Barbican Estate. The rear of Aldersgate Street building already appears in this view and whilst there would be an increase in height and massing and part of Lauderdale Tower could be obscured the overall impact would not be adverse. In general terms the upper floors of the development would appear in the background in kinetic views in and around the Conservation Area such as from Cloth Fair and from outside St Bartholomew the Great. Where the development is visible it would present a largely green planted background silhouette which would not detract from the character and appearance of the conservation area and would read as background architectural layering which would add visual interest.
72. The most significant impact of the development would be in the context of the background to Half Moon Court, Cloth Street and Bartholomew Place. In all these circumstances the scale and massing and design detailed is considered to be compatible with the character and appearance of the conservation area referencing masonry and industrial window types and proportions. The proposed Bartholomew Place elevation is considered to enhance the character and

appearance introducing an active elevation which is simple and yet is clearly a modern intervention and urban greening which is a welcomed addition would provide visual delight when glimpsed through the archway. The elevations which adjoin the Conservation Area at Half Moon Court and Cloth Street are both considered to be compatible with context having regard for scale, materiality and local design detail. In both cases the new elevations would provide more enhanced elevations to terminate views and enclose courtyards.

The Barbican and Golden Lane Estate Conservation Area

73. The key criteria which define this Conservation Area are its monumental scale, geometry and use as a pedestrian public realm separated from vehicular level are representative of the architectural character and appearance of the estate. The streetscape of Aldersgate Street forms part of the background setting to the boundary of the Conservation Area, the character of this backdrop is modern large commercial buildings which have a hard urban edge. The application site is glimpsed in views from the Conservation Area from elevated walkways and across the landscape. In particular as a background building it does not make a positive contribution and the utilitarian roof is unsightly the facing materials are dark and the development has an inward-looking character at ground floor level.
74. The proposed massing and bulk would be visible in views north and south along Aldersgate Street where it would be seen in relation to Seddon House and the western boundary and from within the Barbican Estate glimpsed between buildings from the elevated podium level. It would also be experienced from high level views looking from Barbican buildings towards the site particularly Thomas Moore House, Seddon House and Lauderdale Tower. There would be a change in massing by an increase of 3 storeys and to the physical appearance through recladding, increasing glazing and urban greening.
75. The reimagined 150 Aldersgate Street would introduce a new backdrop to the Barbican Estate looking outwards with a bulkier building form on Aldersgate Street. However this increased massing and redesign would be compatible with this western side of Aldersgate Street aligning with the massing of 160 Aldersgate Street and stepping down where the building adjoins 140 Aldersgate Street and so would continue to read as part of the monumental urban grain which defines this street and the setting of the Conservation Area. The increased scale and bulk and elevation changes would not compete with or detract from the distinctive character and appearance of the Barbican and Golden Lane Conservation Area. The vertical fins would mitigate potential overlooking and reduce light spillage in the background. In addition the substantial biodiverse green planting backdrop and activated ground level would all be beneficial aspects. The outlook onto green roofs from elevated positions in the Barbican onto green roofs is also considered to be a visual enhancement. There would be no harm to the character and appearance of the Barbican and Golden Lane Conservation Area.

The Barbican Registered landscape – Grade II* listed

76. The registered park and garden comprise a group of public, communal and domestic gardens, squares and connecting routes which are integral to the estate designed by Chamberlain, Powell and Bon. The significance of this part of the landscape is its use as an elevated walkway linking places and spaces within the Barbican complex and the wider network of the City. The Barbican is the only surviving part of the planned City Walkway Network. The Listed Building Management Guidelines IV indicates views of importance within the Barbican Estate and the development site is not within the context of any of these vantage points. A number of viewpoints have been undertaken as part of a views study to support and test the impact including night time studies: at the corner from the Barbican podium at Aldersgate Street and Long Lane junction; Seddon Highwalk: John Wesley Highwalk and from Lauderdale Place. Whilst these are just glimpse views they provide an indication of the visual impact of the proposed development as a kinetic experience. In all cases it is considered that the height, massing and design is sufficiently distanced and responsive to its context that it would continue to read as a background development to the Estate and would not detract or harm the significance of the registered park garden. The proposed urban greening and biodiversity are considered to be beneficial and would create a green corridor with the existing landscape of the Barbican Estate which is welcomed.

Setting of listed buildings

Barbican Estate(Grade II)

77. The Estate is designated as a grade II listed building and has a commanding presence on Aldersgate Street with Lauderdale Tower marking the junction with Long Lane/Beech Street and Seddon House and Thomas Moore House angled at a tangent to Aldersgate Street. The Barbican Estate's overarching heritage significance lies in its totality as a set piece and its significance is derived from its architectural and historic values including: its inward-looking, bold, architectural concept for modern urban living; asymmetric and geometric compositions; variety of mixes uses; layering of historic buildings; innovative use of materials; layouts of private and public spaces; and raised series of complex walkways. The western boundary of the Estate is formed by series of Seddon House, Lauderdale House and distinct walkways and other residential blocks. There are glimpses from and through the Estate of the application site which would currently read as and would continue to be a backdrop building and strong urban edge to Aldersgate Street. The proposed increase in height and bulk to 150 Aldersgate Street would result in a building which would be higher than Seddon House and Thomas Moore House but it would be no higher than 160 Aldersgate Street which it adjoins. The height, massing and resulting bulk would be compatible with the local context and would not detract from or dominate the listed buildings when glimpsed in the background

between Barbican buildings or from Aldersgate Street. The distinct materiality of the remodelled building would further ensure that it remains as background architecture which contrasts with the Barbican Estate. The Estate has a unique, distinctive and monumental heritage significance in terms of concept, materials, scale and architectural language and the proposed development and there would be no adverse impact. There would be no harm to the special architectural and historic interest of the listed building or its setting.

West Smithfield Church of St Bartholomew the Great (Grade I), Hand and Shears Public House (Grade II) and 4-5 Middle Street (Grade II)

78. The proposed development would not be appreciated in the context of these designated assets and there would no harm to the special architectural or historic interest of these listed buildings.

Founders Hall including 39-40 Bartholomew Court (Grade II)

79. The proposed development would just be glimpsed rising behind Founders Hall from Cloth Fair to the southeast but there would be no harm to the setting of the designated heritage asset.

Summary height, massing, design and impact on designated assets

80. In summary the proposed refurbishment, increased massing at roof level and to the rear are considered to be compatible in terms of massing, height and design with the existing contexts. The impact of the additional massing corresponds to the height to 160 Aldersgate Street and has been mitigated by set backs and steps down as well. In addition the reimagined building has creatively embedded urban greening and would provide improved frontages to all the elevations which are experienced from the public realm and updates an unfriendly inward looking development. The development would offer a number enhancements which would benefit the townscape and the designated heritage assets and their settings including : biodiverse roofs; urban greening; activated ground floor frontages and level access; visual permeability; considerable improvements to Braidwood Passage ; and coherent and visually attractive architecture.
81. The proposals would not harm the setting of nearby heritage assets and overall the setting of nearby heritage assets and would comply with para 66 and 72 of the Planning (Listed building and Conservation Areas) Act 1990 . The development would deliver improved frontages in all cases. The development would provide economic , environmental and social benefits and comply with NPPF paragraphs 193 and 200. and City Plan Policies CS10, CS12 and DM10.1- DM10.3 and relevant design policies DM10.1, DM10.2, DM10.3 and DM10.4 and DM10.8

Public Realm and Cultural benefits

82. Braidwood Passage is currently dark and unappealing and the application includes upgrade works which would be a significant enhancement making this route safer and more attractive as a pedestrian route. Initial ideas for the southern side include a mix of

solid and glazed materials including a textured metal treatment referencing cloth and textiles which will run along the entire length, including the loading bay entrance. The increase in height will allow some natural light into the passage in the morning, with activity from the office and café elements behind the mesh wall giving some activation, and natural surveillance. In addition, new lighting is proposed

83. The northern side of the Passage is a party wall with 140 Aldersgate Street. It is anticipated that the full extent of works for the entire passage will be the subject of detailed design once party wall discussions begin.
84. This part of the scheme would provide a cultural dimension and its envisaged to deliver an art wall which would be appropriate for the site's location -in respect of the Culture Mile. Initial ideas have explored a commitment to working with local artists to assist with the design concepts This would be secured through a S106 and the requirement for a Cultural Plan. The Plan would set out the vision and delivery including public engagement and would be developed in collaboration with the Culture Mile Team.
85. New paving materials and the interface with the junction of Braidwood Passage with Cloth Street would also improve the pedestrian environment and it is proposed to use York stone. This would unify the area and have a positive impact on the Smithfield Conservation Area.
86. Improvements to the resurfacing of the courtyard of Bartholomew Place are an aspirational part of the scheme and long term ambition subject to the previously discussed land ownership considerations. which could be secured through a Section 278 agreement.

Urban Greening and Roof Terraces

87. The current site has two hardscaped private roof terraces at Level 6 to the rear of the building. This application proposes 60 % of the roof to be planted.
88. Urban greening and biophilia have been embedded in the scheme from the outset and the narrative is integral to the delivery of the scheme and the transformation of the building. The CAAC has objected to this component of the development. However the London Plan and the emerging City Plan support the delivery of urban greening in development due to the multiple evidenced benefits including: biodiversity; wellness; climate resilience; carbon capture; and visual amenity.
89. New roof terraces and balconies are proposed at levels three to ten on the rear elevation. The application is proposing extensive planting across the building which would include trees, intensive and extensive green roofs, green walls, planted office terraces and a private garden at the rear of the site. These planting proposals are welcomed in principle, particularly the inclusion of species that help absorb air pollution as the site is situated close to a busy thoroughfare. The roof terraces and

private garden offer important amenity spaces for tenants of the building and would provide a green and attractive setting. The proposed extensive green roofs will maximize opportunities for wildlife and the species with the City of London Biodiversity Action Plan have been targeted.

90. The planting scheme has been thoughtfully designed to provide long lasting visually impactful and ecological beneficial urban greening responsive to the microclimate and location on the building. There would be a combination of courtyards elevated gardens pocket gardens, terraces and biodiverse roofs with year-round seasonality. There would be a combination of intensive and extensive roofs with a wide range of planting from woodland to grassland.. The microclimate for each terrace has been assessed to ensure the planting delivered is a long-term benefit. Substrate depths have been considered and designed into the architecture of the building to ensure there are adequate to thrive and flourish with passive maintenance measures included.
91. Policy DM 10.3 (Roof gardens and terraces) encourages high quality roof gardens and terraces where they do not overlook residential premises. There are four residential units (serviced apartments) to the west of the site at Newbury House, 10-13 Newbury Street. In order to mitigate the impact on residential amenity the office roof terraces would need to appropriately manage to ensure residents are not disturbed from activity in this location.
92. The UGF for this application has been calculated as 0.59 based on the information provided, which exceeds both the draft London Plan and the City's draft Local Plan UGF target of 0.3 for commercial development.

| Surface Cover Type | Area (sq.m) | UGF (Draft London Plan) | Score |
|------------------------------|-------------|-------------------------|-------------|
| Intensive green roof | 1212 | 0.8 | 969.6 |
| Extensive green roof | 368 | 0.7 | 257.6 |
| Green wall | 68 | 0.6 | 40.8 |
| Total | 6208 | - | 1268 |
| Calculating UGF Score | | | |
| Site Area (sq.m) | 2135 | | |
| UGF Calculation (sq.m) | 1268/2135 | | |
| UGF Score Total | 0.59 | | |

Residential Amenity

93. The application site is close to the edge of the Smithfield Residential Area and the Barbican?. 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.

94. The Applicant has prepared and submitted a Residential Amenity Management Plan which sets out how the development would mitigate any potential negative impacts on residential amenity which are outlined below.
95. To mitigate the potential impact of noise from the terraces and to protect residential amenity opening hours would be controlled by condition to 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.

Overlooking

96. Objections have been received from residents regarding overlooking and privacy concerns. The proposed design of the building has responded to these concerns.

Aldersgate Street

97. It is recognised that there is a high degree of overlooking between the existing building and the Barbican Estate. To provide a degree of mitigation, the development proposes a series of stone panels on the new Aldersgate Street elevation which are angled and set out in such a way which responds directly to its closest neighbour, Seddon House. The stone panels appear more solid in oblique views from Seddon House which also aid in minimising direct views from the office floorplates towards the residential properties.
98. There is no external access (other than for maintenance) proposed on any level which faces Aldersgate Street.

Smithfield

99. The rear elevation features external terraces and balconies from levels three to ten. The lower level terraces are proposed as balconies with heavy planted balustrades to screen views to neighbouring residential windows. Upper floors are also screened with balustrades and greening.
100. Overall, it is acknowledged that whilst a degree of overlooking would still exist as a result of the development, it is not considered that this would result in a significant adverse effect on the amenity of the adjoining residents over and above the existing arrangement.

Daylight and Sunlight

101. 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.

102. Policy DM21.3 requires development proposals to be designed to avoid overlooking and seek to protect the privacy, daylighting and sun-lighting levels to adjacent residential accommodation.
103. 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):
104. **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.
105. **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.
106. **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.
107. **Mirror Image:** BRE also address the situation where a development is built up to the edge of its site and daylight and sunlight to this building is potentially disproportionately impacted by new development on an adjoining site, reducing the scope for new development on the adjoining site. This is sometimes referred to as the concept of a 'bad

neighbour', taking more than its fair share of light. To ensure that new development matches the height and proportions of existing buildings, the VSC and APSH targets for windows could be set to those for a 'mirror image' building of the same height and size, an equal distance away from the other side of the boundary.

Daylight and Sunlight Assessment

108. The application is supported by a daylight and sunlight assessment which considers the impact of the proposed development on the daylight and sunlight received by surrounding existing and proposed residential properties. The City Corporation commissioned BRE to undertake an independent review of the applicant's daylight and sunlight assessment using BRE published guidelines.
109. The BRE review found that the loss of daylight and sunlight to residential buildings in Long Lane, Middle Street, Aldersgate Court, Carthusian Court and Kinghorn Street, 7, 38, 39-40, 48 and 54-58 Bartholomew Close, 1-6 and 24-31 Newbury Street, 15 Half Moon Court, John Hosier Annexe, Thomas More House and Mountjoy House would be within the BRE guidelines and therefore classified as negligible. The daylight and sunlight impacts to these properties is therefore considered to be acceptable and accord with Local Plan Policy DM10.7.
110. In Lauderdale Tower, only 1 window would experience loss of daylight marginally outside the BRE guidelines. The affected room has another window of similar size that would not lose any light and therefore the effect on the room as a whole is within BRE guidelines.
111. In Seddon House, 31 windows would have a reduction in daylight outside the BRE guidelines, ranging from 0.6 to 0.8 times their existing values. These windows serve 6 living rooms and 16 bedrooms. The living rooms have other windows which meet the BRE guidelines and BRE consider it is likely that the impact on the rooms would be within the BRE guidelines. All of the affected rooms (bedrooms and living rooms) have balconies above them. The BRE assessment notes that these balconies limit light from the sky such that even a small obstruction can have a disproportionate effect on daylight. In these circumstances, the BRE guidelines recommend an additional daylight calculation without the balconies in place. The applicant has undertaken this additional assessment which shows that without the balconies, the loss of light would be within BRE guidelines, indicating that the presence of the balconies is a significant factor in the loss of light to Seddon House. Overall, BRE conclude that the impact on Seddon House would be minor adverse. Loss of sunlight would not be an issue as the relevant windows face slightly north of due west.
112. Cloth House, which is situated close to the proposed development at the corner of Cloth Street and Newbury Street, would have 2 secondary windows serving living rooms that do not meet BRE daylight and sunlight guidelines, but because these rooms have other large windows that meet the guidelines the loss of daylight to these rooms would be

negligible or minor adverse. The same two windows would also have loss of annual sunlight outside of BRE guidelines, but the other windows in these rooms would be almost unaffected, so sunlight to these rooms would not change significantly and BRE assess the loss of sunlight as negligible.

113. 10-13 Newbury Street currently contains serviced apartments. Loss of daylight to 6 windows, serving 3 living rooms, is considered by BRE to be a minor adverse impact. The applicant has undertaken a mirror image analysis to consider whether the proposed development would have a lesser or greater impact than a replica of the 10-13 Newbury Street building. This analysis shows that impacts from the proposed development would be less at ground and 1st floor of 10-13 Newbury Street than if a mirror image scheme were constructed. There would be a major loss of sunlight outside of the BRE guidelines to a ground floor rooflight which serves a living room and provides the main source of sunlight to this room, resulting in a reduction in Annual Probable Sunlight Hours of 48%, reducing to 13% in the summer and 0% in the winter, compared to the BRE guideline of 25% and 5% respectively. The applicant's analysis shows that the loss of sunlight would be significantly worse with the mirror image scheme in place than with the proposed development, implying that a loss of sunlight outside of the BRE guidelines may be expected given its location very close to the site boundary.
114. To address the impacts on 10-13 Newbury Street, the applicants were asked to consider massing changes. To deliver a scheme which would have only minor adverse impacts, would require extensive alteration to the proposed development at ground, 1st and 2nd floors. The applicant considers that such alterations would make the link between 150 Aldersgate and 3-4 Bartholomew Place at 1st and 2nd floors unviable. The potential impact of the necessary changes on the overall viability of the development has to be considered against the potential improvements in daylight and sunlight to a small number of rooms. The BRE review notes that 10-13 Newbury Street has a limited plot area and the windows are close to the site boundary. BRE also note that loss of sunlight outside of the BRE guidelines may be expected given the building's location close to the site boundary. In these circumstances, any development on the application site close to 10-13 Newbury Street is likely to impact on daylight and sunlight. In this case, it is considered that the benefits of the development in terms of providing additional, grade A office space, outweigh the loss of daylight and sunlight to a small number of rooms.
115. In August 2019, permission was granted for the change of use of the upper 3 floors of 9 Newbury Street from commercial to residential, with bedrooms on the first and second floors and a living room on the top floor. This change of use has yet to be implemented. Initial assessment by BRE indicated a potential major adverse impact on daylight to this proposed flat with a minor adverse impact on sunlight. In response, the

applicant has reduced the massing of the proposed development, which would reduce the adverse impact on the proposed residential use of 9 Newbury Street to minor adverse. There would be a minor adverse impact on daylight distribution to the living room. For the proposed bedrooms on the 1st and 2nd floors, there would be a minor to moderate adverse impact, although the absolute loss of VSC would be low.

116. 8-10 Half Moon Court has a planning consent for change of use from office to residential. For windows on the south side of the building, the loss of daylight would be small and within the BRE guidelines. The north facing windows already have very poor access to daylight and would lose light compared to the existing situation. For some of these windows, there would be a loss of VSC outside of BRE guidelines and some very low residual levels of VSC. There would also be substantial worsening to the daylight distribution in 4 proposed rooms. There would be no loss of sunlight to any of the relevant windows. The effect would be a minor adverse impact to 6 windows, a moderate adverse impact to 3 windows and a major adverse impact to 7 windows, with the overall impact assessed by BRE as a major adverse impact.
117. The moderate to major adverse impacts are principally to windows serving proposed kitchens and bedrooms, where the loss of daylight is considered by BRE to be less significant. There would be a major adverse impact to 2 proposed windows serving a linked kitchen and living room in the basement lightwell. The larger of these 2 windows will retain a level of VSC of 3.3%, a reduction of 61% compared to the baseline position without the proposed development, albeit that in the baseline this window had a non-BRE compliant VSC of 8.46%. The proposed levels of VSC to this window, at 3.3%, is above the recently consented levels of VSC to the basement ground floor living room within the same building at 2.34% & 2.49% VSC.
118. The applicant has undertaken a mirror image analysis of the impacts on daylight and sunlight to 8-10 Half Moon Court, which confirms that the adverse impacts from a mirror image development would be greater than the impacts of the proposed development.
119. Loss of sunlight to the playground below Seddon House would be very small and well within the BRE guidelines. BRE have queried the analysis undertaken by the applicant of the impact on sunlight on open space at Bartholomew Place and the rear of 11-12 Half Moon Court, but consider that, as the proposed development is mostly to the north of these spaces, loss of sunlight is very unlikely.

Daylight and Sunlight Conclusions

120. The application site is in a dense urban environment. The Local Plan and BRE guidance recognise that ideal daylight and sunlight conditions may not be practicable in densely developed city centre locations. In assessing potential impacts of daylight and sunlight in such locations, it is also important to consider absolute levels of daylight and sunlight that are retained, as well as the percentage loss of daylight and

sunlight without the proposed development. Small absolute changes in daylight and sunlight where levels are already low may produce moderate or major adverse impacts numerically.

121. The BRE analysis of daylight and sunlight impacts arising from the proposed development identified concerns at 9 Newbury Street, 10-13 Newbury Street and 8-10 Half Moon Court. Changes to the massing of the proposed building have resulted in an improvement to the daylight and sunlight position at 9 Newbury Street, reducing impacts to minor adverse. Further changes to reduce the impacts on 10-13 Newbury Street and 8-10 Half Moon Court would have a significant impact on the viability of the proposed development, so the impacts remain at minor adverse to a small number of proposed living room windows, with a major adverse impact on daylight to a proposed basement kitchen/living room at 8-10 Half Moon Court and a major adverse impact on sunlight to a ground floor rooflight at 10-13 Newbury Street.
122. Whilst there remain a small number of moderate adverse impacts to non-living rooms and major adverse to 2 living rooms in surrounding proposed buildings, these impacts need to be considered against the wider benefits arising from the proposed development, which will provide additional and refurbished office space supporting the City's primary business function. The existing use of 9 Newbury Street, 10-13 Newbury Street and 8-10 Half Moon Court is also relevant in this instance. On balance, the impact of the proposed development is considered to align with the requirements of City Plan policy DM10.7.

Light Pollution

123. 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." Several residents have raised potential light pollution from the office building having a negative impact on surrounding residents taking into account cumulative impact from surrounding development. It is noted that the existing building has no modern lighting controls and is generally in an "always on" configuration. Further, Aldersgate Street has very bright street lighting which remains from the time when it was a dual carriageway.
124. The Applicant has submitted a Light Pollution Report, prepared by Waldrams which assesses the likely impacts of the development on neighbouring residents. The Report concludes that the likely levels of internal light based on the use of a managed passive infrared (PIR) system which would use downlighting throughout the building, shows that none of the residential neighbours would experience additional light spill from the proposal in excess of 5 lux which is the recommended maximum light intrusion post-curfew. The Applicant recognises the need to manage light spillage at night and has agreed to a condition 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.

Archaeology

125. The site is in an area of archaeological potential, located outside the Roman and medieval City Wall and a Roman road ran adjacent to or through the site. An Archaeological desk-based Assessment has been submitted with the application.
126. There is potential for Roman remains including remains of the road, roadside buildings and occupation and ditches. The site was within the precinct of St Bartholomew's Priory in the later medieval period and activity such as gravel extraction and horticulture have been found in the area. Foundations of the Priory precinct wall, which runs north-south through the site, may survive and there is potential for the survival of burials from the former Fairground of the Priory. There is also potential for post medieval remains.
127. 3-4 Bartholomew Place has a single basement over part of the site and 150 Aldersgate Street has a single basement and extensive piled foundations. There is potential for archaeological remains to survive below the basement floors and outside the existing foundations and due to this disturbance, the overall potential is considered low to moderate.
128. The proposed building would have a single split-level basement at a similar level to the existing basement in 150 Aldersgate Street. It is thought that the existing foundations would be reused with additional foundations as required. Construction of the new basement and foundations in 3-4 Bartholomew Place may have a greater impact.
129. It is appropriate to carry out archaeological evaluation on the site to provide more information on the date character and extent of archaeological remains, to supplement the findings of the archaeological assessment and design an appropriate mitigation strategy. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and details of foundations and piling design.
130. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation and piling design.

Inclusive Design and Access

131. In terms of access, the primary entrance would remain on Aldersgate Street and would now have a level threshold with the new, lowered ground floor.
132. An Additional secondary access is proposed from Bartholomew Place. This would be for the occupants of the development only and would have the benefit of improved natural surveillance.

133. A cycle/Back of House entrance is proposed from within Braidwood Passage in addition to Cloth Street. An existing fire exit door is to be maintained on Aldersgate Street and there is no pedestrian access to Half Moon Court. The proposals incorporate the provision of accessible cycle storage, WC and shower facilities.

Transport, Servicing and Cycle Parking

Public Transport

134. 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

135. The building is serviced from a loading bay located to the west of the site accessed through a gate via a crossover from Cloth Street. The existing loading bay has been reconfigured to allow vehicles to enter and exit in a forward gear.
136. The loading area can accommodate two vehicles at any one time, up to and including 8m long vehicles. A rapid electric vehicle charging point would be provided in the loading area, the provision of which will be secured by condition.
137. The applicant has predicted that there will be 28 deliveries per day to service both the offices and the retail units, which includes a 50% reduction applied to office deliveries following the use of a physical consolidation centre. The requirement to use a physical consolidation centre and a cap limiting the number of daily deliveries to 28 will be written into the S106 agreement.
138. Deliveries would be prohibited during the hours of 7am - 10am, 12pm - 2pm and 4pm – 7pm. These restrictions will be written into the S106 agreement. The submission of a Delivery and Servicing Plan, detailing how deliveries and servicing of the development would be managed to minimise the impacts of this activity will be secured through the S106 agreement.

Impact on Surrounding Highway Network

139. The transport statement estimates that the development would generate 192 additional trips an hour during the AM peak and 174 additional trips an hour in the PM peak, the majority of which would access the site on foot.
140. Adding these as pedestrian movements to existing flows along the western Aldersgate Street footway during the AM and PM peak hours would result in a slight worsening of pedestrian comfort, however the overall pedestrian comfort level would remain at level B+.
141. The transport statement estimates that the proposal would result in a reduction in vehicular traffic travelling to and from the site, following the

removal of the car parking spaces at lower ground floor and the consolidation of deliveries to the site.

Cycle Parking

142. Intend to Publish London Plan standards require a minimum of 247 long-stay and 13 short-stay cycle parking spaces.
143. The proposals include the provision of 250 long stay cycle parking spaces at lower ground floor level. The mix of cycle parking would include 174 double stacker stands, 50 Sheffield stands; 13 of which would be capable of accommodating larger adapted bicycles and 24 folding bicycle lockers.
144. The long stay cycle parking would be accessed via a lift and staircase from a dedicated cycle entrance door on Braidwood Passage..
145. 14 short stay cycle parking spaces are proposed in the form of Sheffield stands, with the applicant suggesting indicative locations for the cycle parking in Half Moon Court, Bartholomew Place and potentially within the office reception. The submission of detail on the final location of the 14 short stay cycle parking spaces would be secured by condition.
146. The proposals include 30 showers and 250 lockers (in excess of 1 shower per each 9 cycle parking spaces, and one locker per each cycle parking space) in line with our minimum recommended provision.

Section 278 Agreement

147. A S278 agreement for improvements to the walking and cycling environment, in line with the 10 Healthy Streets indicators would be secured through the S106 agreement.

Wind Microclimate

148. The Corporation's Wind and Microclimate Guidance published in August 2019 provides guidance on when Wind Microclimate Studies should be carried out. The Guidance recommends that where proposed buildings are a "similar of lower than average height of the surrounding buildings – up to 25 metres" that wind studies are not required unless sensitive pedestrian activities are intended.
149. Although the proposed building would rise above 25 metres in height, the upwards extensions would see the building remain at a similar height to the surrounding buildings to the south and east and the proposals would not result in a significantly different building line along Aldersgate Street, Cloth Street, Bartholomew Place and Half Moon Court. It has been agreed that in line with the Wind and Microclimate guidance that Computational Fluid Dynamic (CFD) analysis for the proposed development is not required.

Sustainable Drainage Systems

150. The development would introduce 619 sqm of blue/green roofs together with one above ground and one below ground attenuation

tanks to provide a reduction in peak discharge equating to a runoff rate of 8.41 litres per second.

151. This strategy has been agreed with the Lead Local Flood Authority and Thames Water who have both recommended planning conditions.

Circular Economy

152. Circular Economy principles are fundamental to the success of this scheme and series of conditions are attached to the scheme to ensure support the implementation of this key driver. The proposed development would be designed and constructed to promote circular economy and resource efficiency, through the following measures:
- The proposed scheme utilises the existing structural frame and as such avoids waste that would arise from demolition, in line with the principles of circular economy (note 3-4 Bartholomew Place was demolished prior to acquisition by the Applicant). Approximately 80% of the existing structure will be retained, demolition is required for the remainder of the building to facilitate the new proposed extensions off the existing structural frame.
 - The design will aim to maximise the use of existing resources and materials and ensure that materials which are suitable for reuse or recycling are diverted from landfill. This will be informed by a pre-refurbishment audit which has been specified. The audit will identify suitable waste streams for diverting demolition waste from landfill and maximise the potential for reuse, in line with the principles of the circular economy.
 - The proposed facades consist of a unitised system that is manufactured offsite. Off-site manufacturing enables materials efficiency and contributes to minimisation of construction waste.
 - The materials proposed for the new facades are durable low maintenance or replacement requirement to reduce waste.
 - The proposed Development will promote resource efficiency via the effective management and reduction of construction waste. A site waste management plan (SWMP) will be developed and implemented by the principal contractor, according to best practice with the aim to reduce and manage the construction site waste effectively.
 - Construction waste would be sorted into separate key waste groups either on site or through a licensed contractor for recovery. The construction process will implement the waste hierarchy (prevent, reuse, recycle, recover, dispose) to promote resource efficiency.
 - Demolition and construction waste would be reduced and diverted from landfill where technically and economically feasible. The Energy and Sustainability Statement sets out measures to minimise waste during demolition and construction, the development will seek to meet the following targets: -

- a) The amount of non-hazardous on-site/off-site construction waste to be generated to be $\leq 7.5 \text{ m}^3/100\text{m}^2$ or 6.5 tonnes/100m² as a maximum.
- b) Non-hazardous waste to be diverted from landfill targeting the following minimum rates
- c) Demolition = 80% by volume / 90% by tonnage
- d) Non-demolition = 70% by volume / 80% by tonnage

Energy Consumption

- 153. The Energy and Sustainability Statement prepared by Norman, Disney and Young demonstrates that this development has been designed to achieve a 43.5% improvement over the baseline building in terms of carbon dioxide reductions. The new extensions have been assessed against Approved Document Part L2A 2013 as they exceed 1,000 sqm and account for more than 25% of the existing building. The retained elements of the building have been assessed against Approved Document Part L2B 2013.
- 154. This would be achieved through the installation of an all-electric building wide network of centralised plant, for all uses of the building with highly efficient air source heat pumps providing heating, cooling
- 155. and hot water with mechanical ventilation for heat recovery. These energy efficiency measures, and low/zero carbon technologies include a mixed mode ventilation system with openable windows to reduce energy demand in temperate periods. As the energy grid goes through a process of decarbonisation this is the most sustainable solution at present.
- 156. The applicant has considered connecting the development to the Citigen District Heating and Cooling centre. The existing Citigen network is served by gas-fired combined heating and cooling plant (CCHP), utilising combustion fuels to produce energy, which result in higher CO₂ and NO_x emissions compared to an all-electric energy strategy solution. The Applicant recognises that in the future a fifth generation network could be implemented and therefore provision has been made for future connection to a fifth generation Citigen network within the building and that the proposed plant system would be compatible with such a network. This would be secured by condition.
- 157. This target reduction exceeds the London Plan target of a 35% reduction and therefore a carbon offsetting contribution should not be required subject to the submission of an energy statement prior to the completion of the development demonstrating that the submitted energy statement has been implemented, or by submitting a revised energy statement to demonstrate any improvements. This would be secured through a S106 agreement.

BREEAM

- 158. The Sustainability and Energy Statement prepared by Norman Disney & Young shows that this development has been designed to

achieve a BREEAM rating of 'Excellent' with a score of 75.12% under the New Construction 2018 standards. This is in line with Local Plan policy CS15. It is recommended that the City's standard condition requiring post construction certificate for the office element is applied demonstrating that the proposed BREEAM 'Excellent' rating has been achieved. At this later stage opportunities to gain additional credits would be encouraged especially around materials and energy to seek to move the BREEAM rating into "Outstanding"

Air Quality

159. The submitted Air Quality Assessment, prepared by RSK considers the air quality impacts from the construction and operational phase. For the construction phase, mitigation measures are recommended to ensure that the risk from the dust is reduced to a minimum. Implementation of these measures and good site practice mean that the residual effect of construction would not be significant.
160. During operation of the proposed development, the proposal would be air quality neutral and therefore additional mitigation would not be required. The Corporation's Air Quality Officer has confirmed that the development will have no negative impacts on the local air quality and recommended conditions. The proposal is therefore in accordance with London Plan policy 7.14, emerging London Plan policy SL1 and Local Plan Core Strategy policy CS15 and DM 15.6, as well as emerging draft City Plan policy HL2, which all seek to improve air quality.

Noise and Vibration

161. 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.
162. An Acoustic Report has been undertaken by Sandy Brown in and has been submitted alongside the application.
163. The Report concludes based on the results of the environmental noise survey and in accordance with the City's plant noise policy, that all plant equipment proposed is expected to comply with the relevant background noise limits with no mitigation required. The analysis has considered background noise limits at the east and west of the Site to take account for the two very different contexts in terms of noise.
164. The Acoustic Report has assessed that the predicted noise levels from the external balconies and terraces and concludes that the likely operational noise will be below the representative background noise levels measured during the survey, and will not lead to a significant increase in the ambient noise levels for the occupants of nearby properties and not lead to any noise nuisance.
165. Noise levels from mechanical plant in the completed development would need to comply by condition with the City of London's standard

requirement that noise output should be 10dB below background noise levels and conditions have been included relating to restricting hours of use of the office terraces. Hours of use of the public roof terrace would be controlled by condition.

Community Infrastructure Levy (CIL) and Planning Obligations

166. 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.
167. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
168. From 01 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).
169. CIL contributions and City of London Planning obligations are set out below:

Mayoral CIL2

| Liability in accordance with the Mayor of London's policies | Contribution | Forwarded to the Mayor | City's charge for administration and monitoring |
|--|---------------------|-------------------------------|--|
| MCIL2 payable | £1,144,051 | £1,098,289 | £45,762 |

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 | £464,100 | £440,895 | £23,205 |
| City Planning Obligations | | | |
| Affordable Housing | £123,760 | £122,522 | £1,238 |
| Local, Training, Skills and Job Brokerage | £18,564 | £18,378 | £186 |
| Carbon Reduction Shortfall (<i>as designed</i>) | £0 | £0 | £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 | £659,174 | £631,795 | £27,379 |

City's Planning Obligations

170. The obligations set out below are required in accordance with the City's Planning Obligations Supplementary Planning Document (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)
171. It is requested that delegated authority be given to continue to negotiate and agree the terms of the proposed obligations and enter into the S278 agreement.
 172. The scope of the s278 agreement may include, but is not limited to, improving walking and cycling to and from the site by improving crossings and the surrounding footway/carriageway (including lighting, seating and / or greenery) on Aldersgate Street, Braidwood Passage, Cloth Street, Newbury Street (with the design informed by Transport for London's Healthy Streets indicators, the City Public Realm Supplementary Planning Document, and the City's emerging Climate Action Strategy).
 173. Bartholomew Place is currently unregistered land. The courtyard area of hard landscaping lies outside of the site application boundary for the development. The Applicant has confirmed that they have aspirations to improve the quality of the paving materials which are in poor condition. In the event the land is adopted as highway during the detailed design and construction stages, improvements to Bartholomew Place would be secured within the scope of the Section 278 Agreement.

Monitoring and Administrative Costs

174. 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.
175. 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

176. 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

177. The proposals have 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.
178. The proposed development would provide 17,133 sqm (GIA) of office (Class B1) floorspace and 41 sqm (GIA) of retail (Class A1) floorspace 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.

179. The proposed development in terms of its height, massing, materials, architectural design and urban greening would enhance the visual appearance of this part of the City. The development would update a tired and dated post-modernist building and provide a visually positive contribution to the character of this part of the City making the building more outward facing introducing visual permeability and activation at ground floor. The design approach has been holistic having regard for the differing context of the rear elevations to Aldersgate Street, Half Moon Court, Cloth Street and Bartholomew Place. The increased massing and extensions and overall design approach would not harm the setting of any nearby heritage assets and would not detract from views into and out of the surrounding conservation areas.
180. The height and mass of the proposed development has been designed, to sufficiently minimise the potential impact on the amenities of nearby occupiers in relation to privacy, overlooking, noise, daylight and sunlight.
181. The design seeks to weave a textile motif into the fabric of the building reflecting the site and wider areas association with the past and the textile industry and this would appear on the facade in details such as the mesh, pebble screens and within a remodelled Braidwood Passage. The scheme offers public benefits in terms of the proposed upgrade works to Braidwood Passage introducing a cultural art component, new paving materials, lighting and interface with the junction of Braidwood Passage with Cloth Street, and if possible to undertake improvements to the resurfacing of the courtyard of Bartholomew Place secured through a S278.
182. The provision of urban greening offers important benefits contributing to improved visual amenity, well-being and biodiversity and would significantly exceeds the required UGF in emerging policy delivering 0.59.
183. Sustainability is a key aspect of the design during construction and operation. The development would support the principles of circular economy retaining approximately 80% of the existing super structure and would deliver resource efficiency. The development aims to deliver a minimum BREEAM score of “Excellent” and achieve energy reductions of 43.5% through a comprehensive strategy
184. The proposals accord with the principles of the NPPF, the London Plan and Local Plan policies and the emerging London Plan and Local Plan policies.
185. 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

Internal

| | | |
|--------|------------|---|
| Letter | 03/06/2020 | Conservation Area Advisory Committee |
| Email | 14/07/2020 | Department of markets and consumer protection |
| Email | 12/10/2020 | City Air Quality Officer |

External

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|----------------|------------|--|
| Email | 09/06/2020 | Thames Water |
| Email | 05/10/2020 | Historic England |
| 20/04/2020 | | Acoustic Report, Sandy Brown |
| April 2020 | | Air Quality Assessment, RSK |
| 30/04/2020 | | Letter, Gerald Eve |
| March 2020 | | Construction Logistics Plan, Buro Four |
| 17/09/2020 | | Daylight & Sunlight Assessment Non- Technical Summary, Waldrams; |
| 17/09/2020 | | Daylight & Sunlight Assessment, Waldrams (ref. 2018) |
| April 2020 | | Delivery and Servicing Plan, Caneparo |
| 30/04/2020 | | Design and Access Statement, Fletcher Priest Architects |
| 14/09/2020 | | Design and Access Statement Addendum, Fletcher Priest Architects |
| 29/04/2020 | | Drainage and SUDs Strategy, AKT II (ref. 4668) |
| 27/04.20 | | Energy and Sustainability Statement, Norman Disney & Young (Rev. 3.0) |
| 29/04/20 | | Fire Statement, Norman Disney & Young (Rev. 2.0), |
| April 2020 | | Heritage and Townscape Impact Assessment, Donald Insall Associates |
| | | Heritage and Townscape Impact Assessment Addendum, Donald Insall Associates; |
| September 2020 | | Historic Environment Assessment, prepared by MOLA (ref. P19-542 V5) |
| 11/06/2020 | | Light Pollution Report, Waldrams, |
| April 2020 | | Preliminary Ecology Appraisal, Greengage |
| April 2020 | | Residential Amenity Management Plan |
| 29/04/2020 | | Statement of Community Involvement, London Communications Agency |
| 30/04/2020 | | Town Planning Statement, Gerald Eve |
| April 2020 | | Transport Statement, Caneparo |
| April 2020 | | Travel Plan, Caneparo |

Public Consultation Comments:

| | | |
|--------|------------|------------------|
| Online | 28/05/2020 | Philip Jeremy |
| Online | 28/05/2020 | Clare Fielding |
| Online | 01/06/2020 | Andrew Hawkins |
| Online | 01/06/2020 | Orlando Figes |
| Email | 02/06/2020 | John Fitzpatrick |

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|--------|------------|--------------------------------|
| Online | 03/06/2020 | Howard Hoveman |
| Online | 03/06/2020 | Martin Luff |
| Online | 03/06/2020 | Pauline Tambling |
| Email | 07/06/2020 | Brendan Barnes |
| Online | 08/06/2020 | O Nicolai |
| Letter | 09/06/2020 | A Garciga & A Swanson |
| Online | 09/06/2020 | Jennifer Brophy |
| Online | 09/06/2020 | David Graves |
| Online | 09/06/2020 | Gavin Love |
| Online | 09/06/2020 | Martin Seiffarth |
| Online | 09/06/2020 | J Logan |
| Online | 10/06/2020 | Ieuan Ashman |
| Online | 10/06/2020 | Kate Biro |
| Online | 11/06/2020 | Cathy Ross |
| Online | 11/06/2020 | Colin Slaughter |
| Online | 11/06/2020 | Pam Morris |
| Letter | 11/06/2020 | Jane Smith, Seddon House Group |
| Online | 11/06/2020 | Andrea De Vitis |
| Online | 11/06/2020 | Anthony Richards |
| Online | 11/06/2020 | Chris Young |
| Online | 11/06/2020 | Graeme Gordon |
| Online | 11/06/2020 | Graham Courtright |
| Online | 11/06/2020 | Joseph Reeves |
| Online | 11/06/2020 | Philip Crawford |
| Online | 11/06/2020 | Monique Long |
| Online | 11/06/2020 | Olivia Chopin |
| Online | 11/06/2020 | Reita Keswani |
| Online | 12/06/2020 | James Backhouse |
| Online | 12/06/2020 | Rainer Pratl |
| Online | 12/06/2020 | Sarah Cummings |
| Online | 12/06/2020 | Greg Grant |
| Letter | 12/06/2020 | Jonathan Mendelow |
| Online | 12/06/2020 | Nigel Pilkington |
| Online | 12/06/2020 | Oliver Lazarus |
| Online | 12/06/2020 | Pedro Moura |
| Online | 12/06/2020 | Vincent Keaveny |
| Online | 12/06/2020 | Dilys Cowan |
| Online | 12/06/2020 | Jennifer Mernagh |
| Online | 12/06/2020 | Rachel Richardson |
| Online | 12/06/2020 | Gelly Balanou |
| Online | 13/06/2020 | Matthew Hart |
| Online | 13/06/2020 | Fiona Jackson |
| Online | 13/06/2020 | John Morgan |
| Online | 13/06/2020 | Ann Black |
| Letter | 14/06/2020 | Michael Belben |
| Online | 14/06/2020 | Georgia House |
| Online | 14/06/2020 | Keith Jenkins |
| Online | 14/06/2020 | Olivia Chopin |
| Online | 14/06/2020 | Lucy Buckley |
| Email | 15/06/2020 | Alan Newman |

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|--------|------------|------------------------------|
| Letter | 15/06/2020 | Barbican Association |
| Online | 15/06/2020 | Caroline Pardy |
| Email | 15/06/2020 | Gareth Randell |
| Online | 15/06/2020 | Melissa Morgia |
| Email | 15/06/2020 | Brian Johnson |
| Online | 15/06/2020 | Paul Lee |
| Online | 15/06/2020 | Richard Clark |
| Online | 15/06/2020 | Saki Thethy |
| Email | 15/06/2020 | Paul Swann and Martin Spence |
| Online | 16/06/2020 | Markman Ellis |
| Online | 16/06/2020 | Adrian Tanovi |
| Online | 16/06/2020 | Geoff Chessum |
| Online | 16/06/2020 | Guy Nisbett |
| Online | 16/06/2020 | Jean Olivier N. |
| Online | 16/06/2020 | Joe Thomas |
| Online | 16/06/2020 | Peter Cox |
| Online | 16/06/2020 | Robert Bexson |
| Email | 16/06/2020 | Alison Thurgood |
| Email | 16/06/2020 | Averil Baldwin |
| Online | 16/06/2020 | Gaila Leahy |
| Email | 17/06/2020 | David Saunders |
| Online | 19/06/2020 | Anthony Price |
| Online | 22/06/2020 | Patricia Holmes |
| Online | 23/06/2020 | Brendan Barns |
| Online | 23/06/2020 | Shane Spall |
| Online | 24/06/2020 | Deborah Tyler |
| Online | 24/06/2020 | David Wilcox |
| Online | 24/06/2020 | Peter Bill |
| Online | 24/06/2020 | Peter Bowen |
| Online | 24/06/2020 | Rick Carrington |
| Online | 24/06/2020 | Susan Hoefling |
| Online | 24/06/2020 | Susie Carrington |
| Online | 24/06/2020 | Amanda Bridger |
| Online | 25/06/2020 | Edward Bates |
| Online | 25/06/2020 | Michael Reed |
| Online | 25/06/2020 | Bernadette Skehan |
| Letter | 25/06/2020 | Richard Tomkins |
| Online | 26/06/2020 | Emma Noehrbass |
| Online | 26/06/2020 | Fiona Thomson |
| Online | 26/06/2020 | Andrew Hubbard |
| Online | 26/06/2020 | Edward Hoskins |
| Online | 26/06/2020 | John Foley |
| Online | 26/06/2020 | Julian Payne |
| Online | 26/06/2020 | Julian Payne |
| Online | 26/06/2020 | Julian Payne |
| Online | 26/06/2020 | Patrick Mills |
| Online | 26/06/2020 | Carla Regan |
| Online | 26/06/2020 | Carla Regan |
| Online | 26/06/2020 | Helen Buckworth |
| Online | 26/06/2020 | Daniela Dennahy |

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|--------|------------|----------------------------|
| Online | 26/06/2020 | Kate Fellingham |
| Online | 26/06/2020 | Laura Catterick |
| Online | 26/06/2020 | Wendy Darke |
| Online | 27/06/2020 | Philippe Berrah |
| Online | 28/06/2020 | Helen Dickinson |
| Online | 30/06/2020 | Margaret Urry |
| Online | 03/07/2020 | Mary Hustings |
| Online | 03/07/2020 | Natasha Curran |
| Online | 08/07/2020 | Dominic Wilkinson |
| Online | 10/07/2020 | Laurent Veilex |
| Online | 15/07/2020 | Mark Chester |
| Online | 23/07/2020 | Geoff Megarity |
| Online | 23/07/2020 | Tamzin Lawrence |
| Online | 29/07/2020 | Helen Clifford |
| Online | 02/08/2020 | Eloise Reynolds |
| Online | 02/08/2020 | Richard Armitage |
| Online | 03/08/2020 | Vin B |
| Online | 08/10/2020 | Elizabeth Simpson |
| Online | 20/10/2020 | Alberto Garciga |
| Letter | 24/10/2020 | Paul Swann & Martin Spence |
| Online | 02/11/2020 | Daniela Dennahy |

Existing Drawings

AGS-FPA-SW-DR-A-01000-02, AGS-FPA-LG-DR-A-10000-01, AGS-FPA-GF-DR-A-10001-01, AGS-FPA-01-DR-A-10002-01, AGS-FPA-02-DR-A-10003-01, AGS-FPA-03-DR-A-10004-01, AGS-FPA-04-DR-A-10005-01, AGS-FPA-05-DR-A-10006-01, AGS-FPA-06-DR-A-10007-01, AGS-FPA-RF-DR-A-10008-01, AGS-FPA-XX-DR-A-11000-01, AGS-FPA-XX-DR-A-11001-01, AGS-FPA-XX-DR-A-11003-01, AGS-FPA-XX-DR-A-12001-01,

Illustrative Material

AGS-FPA-RF-IM-A-10008-01, AGS-FPA-XX-IM-A-11000-01, AGS-FPA-XX-IM-A-11001-01, AGS-FPA-RF-IM-A-20012-02, AGS-FPA-XX-IM-A-21000-02, AGS-FPA-XX-IM-A-21001-02, AGS-FPA-XX-IM-A-21002-02, AGS-FPA-XX-IM-A-21003-02

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 4.6 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 7.8 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 7.13 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

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 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 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

HL7 Sports and recreation

S3 Housing

HS3 Residential environment

S4 Offices

OF1 Office development

OF2 Protection of existing office floorspace

S5 Retailing

RE3 Ground floor retail provision elsewhere in the City

S6 Culture, Visitors and the Night-Time economy

S8 Design

DE1 Sustainability standards

DE2 New development

DE3 Public Realm

DE4 Pedestrian permeability

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

VT3 Vehicle parking

S10 Active travel and healthy streets

AT1 Pedestrian movement

AT2 Active travel including cycling

AT3 Cycle parking

S11 Historic Environment

HE2 Ancient monuments and archaeology

S14 Open spaces and green infrastructure

OS2 City greening

OS3 Biodiversity

OS4 Trees

S15 Climate Resilience and Flood Risk

CR1 Overheating and Urban Heat Island Effect

CR2 Flood Risk

CR3 Sustainable drainage systems

CR4 Flood protection and flood defences

S16 Circular economy and waste

CE1 Zero waste city

CE2 Sustainable waste transport

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 (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.

DM1.1 Protection of office accommodation

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

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

DM1.5 Mixed uses in commercial areas

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

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.

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.

CS12 Conserve or enhance heritage assets

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

DM12.4 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.

CS15 Creation of sustainable development

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

DM15.1 Sustainability requirements

- 1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
- 2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
 - a) BREEAM or Code for Sustainable Homes pre-assessment;
 - b) an energy statement in line with London Plan requirements;
 - c) demonstration of climate change resilience measures.

3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.
4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

DM15.2 Energy and CO2 emissions

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

DM15.3 Low and zero carbon technologies

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.
2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered

3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.4 Offsetting carbon emissions

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

DM15.5 Climate change resilience

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

DM15.6 Air quality

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact

assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.

5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.

6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.

2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.

3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.

4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.

5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

CS16 Improving transport and travel

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

DM16.1 Transport impacts of development

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

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

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

DM16.2 Pedestrian movement

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

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

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

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

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

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

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

DM16.3 Cycle parking

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

DM16.4 Encouraging active travel

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

DM16.5 Parking and servicing standards

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

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

CS17 Minimising and managing waste

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

DM17.1 Provision for waste

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

DM17.2 Designing out construction waste

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

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

CS18 Minimise flood risk

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

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.

CS19 Improve open space and biodiversity

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

DM19.2 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.

CS20 Improve retail facilities

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

DM20.3 Retail uses elsewhere

To resist the loss of isolated and small groups of retail units outside the PSCs and Retail Links that form an active retail frontage, particularly A1 units near residential areas, unless it is demonstrated that they are no longer needed.

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.

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: 20/00371/FULMAJ

150 Aldersgate Street 3-4 Bartholomew Place London

- (i) Demolition of roof top plant enclosure, rear service ramp and removal of cladding to facilitate the refurbishment, recladding and extension of the existing Office (Class B1(a)) building at 150 Aldersgate Street to create a basement, ground plus nine storey building, including rear and roof top extensions, infill extensions to the rear courtyard (ground plus two storeys) to link with 3-4 Bartholomew Place;**
- (ii) a part change of use at ground floor from Office (Class B1) to Cafe (Class A1).**
- (iii) erection of a new building Office (Class B1(a)) at 3-4 Bartholomew Place comprised of basement, ground plus three storeys;**
- (iv) the amalgamation of the two buildings;**
- (v) the creation of new accessible and inaccessible terraces, green roofs, hard and soft landscaping, and creation of external courtyards;**
- (vi) upgrade works to Braidwood Passage, including new lighting; and**
- (vii) reconfiguration of the loading bay and 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** 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.

- 3 There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.
- 4 Prior to the commencement of the development a detailed Circular Economy Statement shall be submitted to and approved in writing by the Local Planning Authority, providing final details on how the building would adhere to circular economy principles: build in layers, design out waste, design for longevity, design for flexibility and adaptability, design for disassembly and using systems, elements or materials that can be re-used and recycled, and the development shall be carried out in accordance with the approved details.
REASON : To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development so that it reduces the demand for redevelopment, encourages re-use and reduces waste in accordance with the following policies in the Development Plan and draft Development Plans: Draft London Plan; 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.
- 5 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.

- 6 Prior to any demolition of the existing building, a material audit of the building should be submitted to and approved in writing by the Local Planning Authority to understand the value of it as a material bank, establishing what can be retained and what can be re-used either on-site, in the first instance, re-used off-site or recycled, with the presumption that as little waste as possible is generated and the development shall be carried out in accordance with the approved details. REASON : To ensure that the Local Planning Authority can be satisfied that the proposed development will be designed to promote circular economy principles to reduce waste and encourage recycling, reducing impact on virgin resources in accordance with the following policies in the Development Plan and the draft Development Plans: Draft London Plan ; GG5, GG6, D3, SI 7, SI 8 - Local Plan; CS 17, DM 17.2 - Draft City Plan 2036; S16, CEW 1. These details are required prior to demolition and construction work commencing in order to establish the extent of recycling and minimised waste from the time that demolition and construction starts.
- 7 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.

- 8 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.

- 9 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.

REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 10 Prior to the commencement of demolition works the developer/construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the NRMM Regulations and the inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations.

REASON: To reduce the emissions of construction and demolition in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction

- 11 Prior to the commencement of the relevant works, a full Lighting Strategy for external lighting and the proposed controlled internal system shall be submitted to and approved in writing by the Local

Planning Authority, which should include full details of all luminaires, associated infrastructure, and the lighting intensity, uniformity, colour and any associated measures to reduce the potential for glare. All works pursuant to this consent shall be carried out in accordance with the approved details.

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

- 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 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.
- 14 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.
- 15 Prior to the commencement of any construction works on the Half Moon Court elevation details shall be submitted to and approved in writing by the Local Planning Authority showing the means of protection of the existing tree and it's root system in Half Moon Court from within the site during the course of the building works as appropriate.

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

- 16 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 including sample panels of the new brickwork to be used on all external faces of the building including external ground and upper level surfaces.
 - (b) details of the proposed new facade(s) including typical details of the fenestration and entrances.
 - (c) details of a typical bays of the development.
 - (d) details of the stonework and brickwork.
 - (e) detail of the fins and external structure to the eastern elevation.
 - (f) details of the solar shading panels to the rear elevation.
 - (g) details of the mesh panels for the climbing plants.
 - (h) details of the chamfered concrete slabs to the Aldersgate Street entrance.
 - (i) details of the screen to the service bay.
 - (j) details of ground floor elevations.
 - (k) details of the ground floor office entrance(s).
 - (l) details of the flank wall(s) of the proposed new building.
 - (m) details of windows and external doors.
 - (n) details of soffits, handrails and balustrades.
 - (o) details of all alterations to the existing facade.
 - (p) details of junctions with adjoining premises.
 - (q) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level
 - (r) details of the integration of cleaning equipment, cradles and the garaging thereof.
 - (s) details of plant and ductwork to serve the proposed A1 use.
 - (t) details of ventilation and air-conditioning for the proposed A1 use.
 - (u) details of all ground level surfaces including materials to be used
 - (v) details of walkway surfaces including materials to be used.
 - (v) details of external surfaces within the site boundary including hard and soft landscaping.

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.

- 17 Details of the proposed changes to Braidwood Passage including surface treatment, soffit and lighting.

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.

- 18 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: blue roof systems, green roof systems, attenuation systems, rainwater pipework, flow control devices, pumps, design for system exceedance, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 2.6 litres per second and discharge via a minimum number of site outfalls; provision should be made for an attenuation volume capacity capable of achieving this, which shall be no less than 140m³;
 - (b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works;
 - (c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.

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

- 19 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, its aims and objectives and the flow control arrangements;

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- 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 A post construction BREEAM (2018) assessment demonstrating that a target rating of 'Excellent' has been achieved for the office and "Very good" for the retail (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' and "Very good" rating) shall be submitted as soon as practicable after practical completion. The post construction assessment should include the

credits achieved to demonstrate sustainability across the range of categories.

REASON: To demonstrate that carbon emissions have been minimised and that the

development is sustainable in accordance with the following policy of the Local Plan:

CS15, DM15.1, DM15.2, and emerging policy DE1 of the Draft City Plan 2036.

- 21 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 248 pedal cycles,(174 Two-tier, 50 Sheffield Stand, 24 (Adaptable/non-standard) folding bike lockers). 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.
- 22 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.
- 23 No servicing of the premises shall be carried out between the hours of 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. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM15.7, DM16.2, DM21.3.
- 24 The proposed roof terraces 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.

- 25 Details of the position and size of the green roof, the type of planting and the contribution of the green roof 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. 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: 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.
- 26 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.
- 27 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.
- 28 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.
- 29 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.

- 30 Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.
REASON: To ensure provision for street lighting is discreetly integrated into the design of the building in accordance with the following policy of the City of London Local Plan: DM10.1, and emerging policy DE2 of the Draft City Plan 2036.
- 31 No cooking shall take place within the Class A1 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. Any works that would materially affect the external appearance of the building will require a separate planning permission.
REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.
- 32 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A use takes place.
REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.
- 33 (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.

- 34 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.

- 35 Prior to any plant being commissioned and installed in or on the building an Air Quality Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any submitted and approved Air Quality Assessment. The measures detailed in the report shall thereafter be maintained in accordance with the approved report(s) for the life of the installation on the building.
REASONS: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.

- 36 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.

- 37 The A1 use within the development site shall be used for retail purposes as indicated on the ground floor plan 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.

- 38 The development shall provide:
- 17,133 sqm of office floorspace (Class B1);

- 41 sqm of retail Class A1

- 39 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: , AGS-FPA-LG-DR-A-20000-03, AGS-FPA-GF-DR-A-20001-03, AGS-FPA-0M-DR-A-20001M-02, AGS-FPA-01-DR-A-20002-02, AGS-FPA-02-DR-A-20003-2, AGS-FPA-03-DR-A-20004-02, AGS-FPA-04-DR-A-20005-02, AGS-FPA-05-DR-A-20006-02 AGS-FPA-06-DR-A-20007-02, AGS-FPA-07-DR-A-20008-02, AGS-FPA-08-DR-A-20009-02, AGS-FPA-09-DR-A-20010-02, AGS-FPA-10-DR-A-20011-02, AGS-FPA-RF-DR-A-20012-02, AGS-FPA-XX-DR-A-21000-02, AGS-FPA-XX-DR-A-21001-02, AGS-FPA-XX-DR-A-21002-02, AGS-FPA-XX-DR-A-21003-02, AGS-FPA-XX-DR-A-22000-02, AGS-FPA-XX-DR-A-22001-02, AGS-FPA-XX-DR-A-22004-02, AGS-FPA-XX-DR-A-22005-02.
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

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

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

a full pre application advice service has been offered;

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

- 2 You are advised that Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 3 The Mayor of London has adopted a new charging schedule for Community Infrastructure Levy ("the Mayoral CIL charge or MCIL2") on 1st April 2019.

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

Office £185 sq.m
Retail £165 sq.m
Hotel £140 sq.m
All other uses £80 per sq.m

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

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

The CIL will be recorded on the Register of Local Land Charges as a legal charge upon "chargeable development" when planning permission is granted. The Mayoral CIL will be passed to Transport for London to help fund Crossrail and Crossrail 2. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and interested parties will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Where a liable party is not identified the owners of the land will be liable to pay the levy. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: www.planningportal.gov.uk/cil).

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

- 4 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.
- 5 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.
- 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 This approval relates only to the details listed above and must not be construed as approval of any other details shown on the approved drawings.
- 8 Prospective occupiers are advised that the property is located close to Smithfield Market which operates throughout the night.
- 9 You are advised that construction works on the Half Moon Court elevation will require the protection of the existing tree and it's root system in Half Moon Court.