

Committee:	Date:
Planning and Transportation	29 June 2021
Subject: City Tower And City Place House 40 - 55 Basinghall Street London EC2V Demolition of the existing building at 55 Basinghall Street (known as City Place House) and the erection of a thirteen storey Class E building for commercial, business and service use with Class E retail use at ground floor level with works to include partial removal, re-alignment and reinstatement of the Bassishaw Highwalk*; partial demolition, reconfiguration and refurbishment of the basement, lower ground, ground and mezzanine floors of 40 Basinghall Street (known as City Tower) for Class E commercial, business and service and retail use works to include the provision of a new lift and staircase between street and Highwalk level and reconfiguration and re landscaping of the existing first floor terrace area; formation of a new pedestrian route between London Wall and Basinghall Street; hard and soft landscaping works including alterations to and within the public highway; other works incidental to the proposed development (49,119 sq.m).	Public
Ward: Bassishaw	For Decision
Registered No: 21/00116/FULMAJ	Registered on: 25 March 2021
Conservation Area:	Listed Building: No

The following recommendation relates to the planning application. There is one separate recommendation before your Committee relating to one application for Listed Building Consent. Both applications are considered in this report.

Summary

The application site is located between London Wall and Basinghall Street. It comprises:

- City Place House, a Class E office building (24,387 sqm GIA).
- The podium of City Tower including the existing podium level terrace (4,989 sqm GIA). City Tower is a Class E office building.
- Part of the grade II listed 65/65a Basinghall Street and its associated bridge over Basinghall Street.
- The City owned Brewers' Hall gardens directly to the west of City Place House.

The site is not within a conservation area. It is within the setting of several listed buildings in the locality, including the grade I listed Guildhall. The Landmark Background Assessment Area of the Westminster Pier to St Paul's viewing corridor (LVMF 8A.1) diagonally crosses City Place House. The site is within the North of the City Key City Place as defined by the adopted Local Plan 2015.

Planning permission is sought for:

- The demolition of City Place House and its replacement with a new 13 storey class E building office building (43,272 sqm GIA) with some retail use at ground floor level.
- The partial demolition and reconfiguration of the City Tower podium to provide flexible commercial units (retail/restaurant/cafe/gym) and office use (including an affordable element) and a re-designed podium level terrace with landscaping, publicly accessible exercise equipment, seating and a publicly accessible lift between ground and podium level.
- Demolition of the existing bridge link over Basinghall Street and the installation of a replacement bridge link.
- The provision of a new pedestrian route between Basinghall Street and London Wall at ground floor level and the provision of a section of City Walkway between the Guildhall Plaza and London Wall.
- Enhancement of Brewers' Hall Gardens.

An accompanying application for listed building consent (ref. 21/00201/LBC) has been submitted for the alteration of 65/65a Basinghall Street to allow for the removal of the existing bridge and installation of a new City walkway bridge to be delivered as part of the redevelopment of City Place House and the reconfiguration of the City Tower podium. This report covers both applications.

Two rounds of consultation have been carried out in conjunction with the planning application. 13 objections have been received in response to the first round of consultation from Barbican residents along with objection from the Barbican Association and the Andrewes House Group on daylight/sunlight, sustainability and design grounds. Following receipt of further information from the applicant a second round of consultation was carried out, in response to which one letter of objection was received noting that the additional information

did not address previously raised concerns. One comment has been received in response to the consultation in conjunction with the listed building consent. The comment relates to securing the proposed City walkway.

The GLA have requested further details and clarification on points in respect of the proposal (transportation, sustainability and design matters) but are supportive of the scheme in principle.

It is considered that the proposal would transform this site delivering on aspirations for the North of the City Key Place area as defined by the Local Plan 2015 in that high quality architecture and sustainable development would be provided alongside significant enhancements to the public realm and the permeability of the locality namely through the provision of a new north/south pedestrian route, re-landscaping of the podium level terrace to include the provision of publicly accessible exercise equipment and enhancements to Brewers Hall gardens.

The proposed mix of uses comprising flexible office space with an affordable element (12 desk spaces) and the provision of supporting retail/restaurant/cafe/gym use would be appropriate for this part of the City. The supporting uses would activate and enliven the surrounding public realm, something which is lacking in the design of the current site. Provision of affordable workspace is particularly welcomed at this time given the impacts of the COVID-19 pandemic and as a mechanism to support smaller businesses and start-ups in line with the London Recharged report (London Recharged: Our Vision for London in 2025, City of London).

The scheme would deliver acceptable and policy compliant levels of cycle parking including short stay, appropriate pedestrian comfort levels, a consolidated servicing arrangement, would enhance permeability and would increase the amount of publicly accessible space within and around the site by approximately 998sqm (64%). The proposal would deliver City Walkway between the Guildhall Plaza and London Wall. The pedestrian route over the colonnade on London Wall, which is currently permissive path, would be removed. This loss would be offset by the overall gain of publicly accessible space of a higher quality and significant improvements to the permeability of the site. Some stopping up of highway is required but this would be offset by the dedication of public highway of a greater provision.

In terms circular economy principles, the applicant has provided sufficient information to demonstrate that the existing City Place House building would not lend itself to being transformed into a vibrant new sustainable development with public benefits. Notwithstanding, circular economy principles would be positively applied to the replacement office building to achieve a long term, low carbon, flexible and adaptable development.

Overall, the proposed sustainability strategy meets current and new London Plan and Local Plan policies. The development is on track to achieve an "excellent" BREEAM assessment rating. The proposals indicate that Whole Life-Cycle Carbon emissions could be significantly reduced in line with the

GLA's aspirational benchmark. The new building would achieve an appropriate degree of climate change mitigation through utilising heat provided by the Citigen network while passive energy saving measures and low energy technologies would be employed to significantly reduce operational carbon emissions beyond London Plan requirements.

The development would provide enhanced greening at the ground, podium and upper levels through public realm landscaping, green roofs and planted terraces. Three street trees would be lost on Basinghall Street due to it not being practicable to retain them throughout construction. The impact of the lost trees would be offset by replacement tree planting of a greater provision.

It is acknowledged that due to the increase in the height of the building the proposal would result in some less than substantial harm to the setting and significance of the grade I listed Guildhall and the Guildhall Conservation Area. In considering the paragraph 196 (NPPF) balancing exercise it is considered that, giving considerable importance to the desirability of preserving the setting of the listed buildings, and great weight to the conservation of the listed buildings and the conservation area, the harm would be outweighed by the public benefits of the scheme which include improvements to the public realm and the permeability of the area.

The proposal would be visible in the protected vista LVMF view 8A.1 of St Paul's Cathedral from Westminster Pier, however, the intrusion is not considered to impact on the ability to recognise and appreciate the dome, peristyle and south western tower of St Paul's Cathedral. It is considered the LVMF visual management guidance and the policies relating to strategic views are complied with.

The increase in the height of the building would also result in the requirement for some limited wind mitigation and it would impact on the daylight and sunlight level to two living rooms in Andrewes House. Three benches on the north and south sides of Aldermanbury would require some wind mitigation (secured through the S.106) in order to ensure that they are suitable for their intended purpose. The two daylight breaches would be marginally below the BRE guidance. Given that the windows in question would be VSC compliant, taking account of the scale of the breach and that the Local Plan acknowledges that ideal daylight and sunlight conditions may not be practicable in densely developed City locations, it is considered that living standards would be acceptable and relevant daylight policies would not be breached.

When taking all matters into consideration, subject to the recommendations of this report it is recommended that planning permission be granted.

Recommendation

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

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

(2) That you agree in principle that the land affected by the building which are currently public highway and land over which the public have right of access may be stopped up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and making of a Stopping-up Order for the various areas under the delegation arrangements approved by the Court of Common Council.

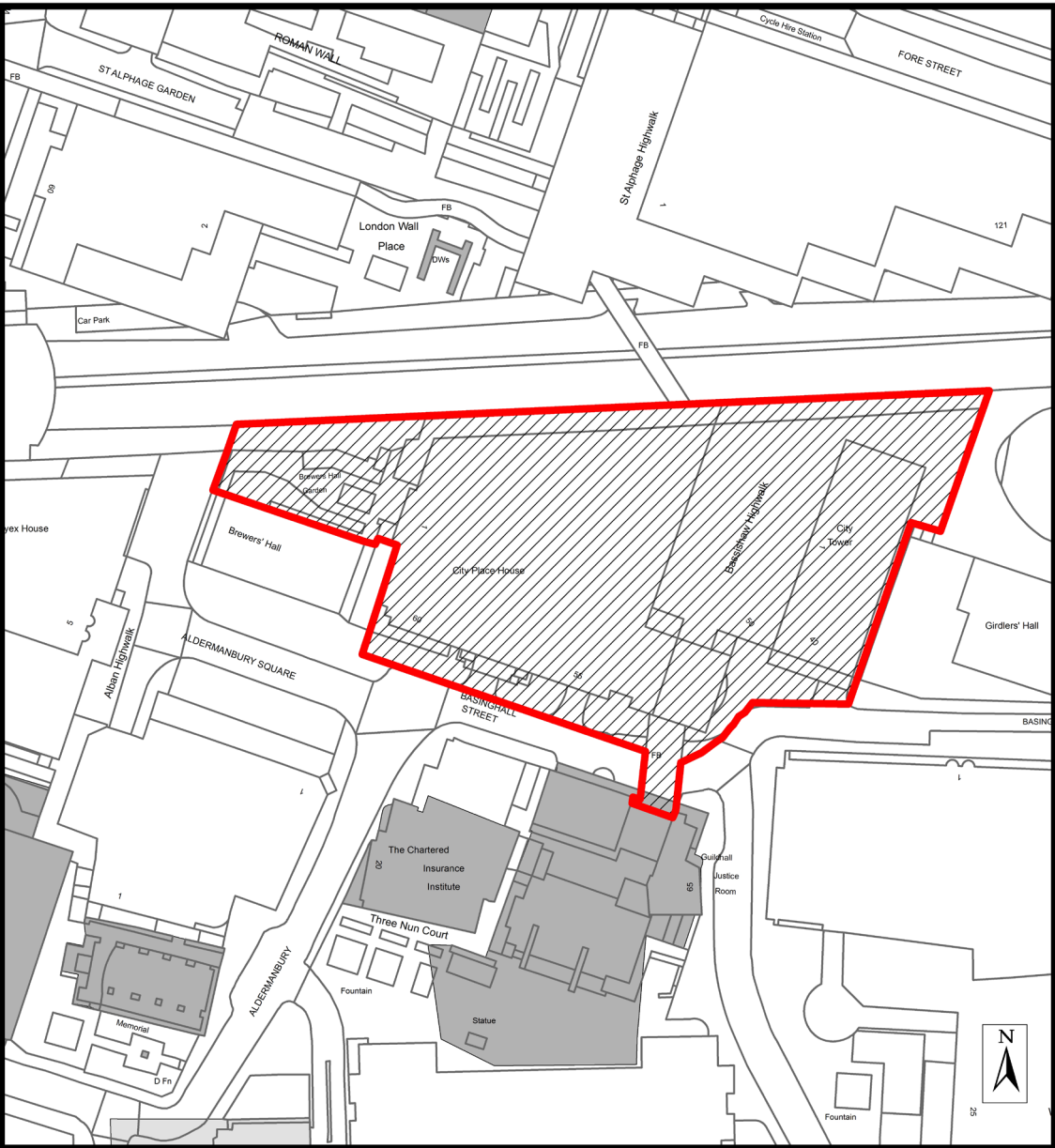
(3) That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

(4) The Mayor of London be given 14 days to decide whether or not to direct the council to refuse planning permission (under Article 5)1)(a) of the Town and Country Planning (Mayor of London) Order 2008).

(5) Delegate authority to the Comptroller and City Solicitor and Planning and Development Director to negotiate a City walkway agreement for the proposed City walkway.

(6) That the accompanying application for listed building consent is granted (ref. 21/00201/LBC).

Site Location Plan



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ADDRESS:

City Tower and City Place house
40-45 & 65-65A Basinghall Street,
London EC2V

CASE No.

21/00116/FULMAJ & 21/00201/LBC

-  **SITE LOCATION**
-  **LISTED BUILDINGS**
-  **CONSERVATION AREA BOUNDARY**
-  **CITY OF LONDON BOUNDARY**



DEPARTMENT OF THE BUILT ENVIRONMENT



City Tower and City Place House looking west along London Wall



**Walkway Bridge between 65/65a Basinghall Street and City Place House
(looking west along Basinghall Street)**



City Place House on Basinghall Street, taken from the walkway bridge looking west



Existing podium level terrace, looking south towards 65/65a Basinghall Street

Main Report

Site and surroundings

1. The application site is located between London Wall (to the north) and Basinghall Street/Basinghall Avenue (to the south). It comprises:
 - **City Place House, 55 Basinghall Street (24,387 sqm GIA)** – A granite clad office building (Class E) built between 1988 and 1992 with two basements levels, a ground floor level and eight storeys plus plant (58.5m AOD to 65.3 m AOD). The building incorporates a pedestrian route (permissive path) at first floor level along its London Wall (north facing) frontage. The route provides a connection between podium level and London Wall (ground level) via a staircase that is integrated into the north western corner of the building. The building's main entrance and servicing access are off Basinghall Avenue/Basinghall Street.
 - **The podium level (ground and mezzanine floors) of City Tower, 40 Basinghall Street (4,989 sqm GIA)** – City Tower is a 21 storey office building (Class E) that dates from the 1960s (82.2) m AOD). It comprises a rectangular tower sitting above a podium level. The podium abuts City Place House, with an internal connection provided between the two buildings at basement level.
 - **City Tower podium level terrace** – The podium incorporates a landscaped terrace that is sited between City Tower and City Place House. It connects to the upper walkway bridges over London Wall and Basinghall Street and to the pedestrian route along the London Wall frontage of City Place House.
 - **65/65A Basinghall Street and associated City walkway bridge link over Basinghall Street** – The bridge links the City Tower podium level terrace with the grade II listed 65/65a Basinghall Street. 65/65A Basinghall Street was built in 1966-9 by Richard Gilbert Scott in a modern expressionist style.
 - **Brewers Hall Gardens** – City owned gardens to the west of the site containing the bronze gardener statue.
2. Ramped access to the London Wall car park (located below the carriageway between Noble Street to the west and Coleman Street to the east) is provided on the west side of City Place House. A pipe subway runs beneath the London Wall footway on the north side of the site. A disused Post Office Railway tunnel runs beneath the south side of the site in a southwest-northeast direction. Major utilities intakes are located beneath the site on London Wall and Basinghall Street.
3. The site is not within a conservation area. The northern boundary of the Guildhall Conservation Area is to the south of the site (adjacent to the Guildhall North Wing) and the Barbican and Golden Lane Conservation Area is to the north of the site (part of the southern boundary runs along Fore Street, Monkwell Square and a part of London Wall opposite Noble

Street). The western boundary of the Bank Conservation Area lies on Coleman Street, a short distance to the east of the application site.

4. The site is within the immediate or wider setting of the following listed buildings 65-65A Basinghall Street (grade II), The Guildhall (grade I), Church of St Lawrence Jewry (grade I), 20 Aldermanbury (grade II), Remains of Tower of St Alphage Church (grade II), Former Guildhall Library and Museum (grade II*), 13-14 Basinghall Street (grade II), the Barbican Estate (grade II), Wood Street Police Station (grade II*), Salters' Hall (grade II), remains of the footings of former Church of St Mary the Virgin Love Lane (grade II), Monument to John Heminge and Henry Condell (grade II), 1 Cornhill (grade II), Bank of England (grade I), 1-6 Lombard Street (grade II), 1 King William Street (grade II), St Mary Woolnoth Church (grade I).
5. The nearby Barbican Estate landscape is included on the Historic England "Register of Parks of special historic interest in England" and has grade II* listed status, designated in 2003.
6. The Landmark Background Assessment Area of the Westminster Pier to St Paul's viewing corridor (LVMF 8A.1) diagonally crosses City Place House.
7. The site is within the North of the City Key City Place as defined by the adopted Local Plan 2015 and abuts the boundary of the Smithfield and Barbican Key Area of Change as defined by the emerging City Plan 2036.
8. The site is well connected by public transport links. Moorgate station is approximately 400 metres to the north east and Bank Station is within 500 metres. A new Elizabeth Line is due to be opened at Liverpool Street station with a ticket hall at Moorgate. There are several bus stops in close proximity to the site and Quietway 11 runs 150 metres to the west providing good access to the strategic cycle network.

Site History

9. On the 12th January 2012 planning permission (ref. 11/00630/FULL) was granted for the re-modelling of the City Place House and City Tower facades, refurbishment and re-modelling of the reception areas to the respective buildings and public realm improvements at ground and podium level. The scheme was subsequently amended under two amendment applications 12/00168/FULL and 12/00947/NMA to enable alterations to the design of the scheme.

Proposal

10. Planning permission is sought for:
 - Demolition of City Place House and its replacement with a new 13 storey Class E building comprising two basement levels, a ground floor level, 12 upper storeys and roof plant (43,272 sqm GIA, 61.4 m

AOD – 69.54 m AOD). It would incorporate office (43,272 sqm GIA) and retail uses (160 sqm GIA), cycle parking, landscaped areas and terraces for use by the occupiers of the building and would be serviced from Basinghall Street. Three trees on Basinghall Street would need to be removed in order to accommodate the new building. Replacement tree planting is proposed.

- The partial demolition and reconfiguration of the City Tower podium (Class E, 2,288 sqm GIA) to provide flexible commercial units (881 sqm GIA retail, restaurant, café, gym) and office use (1,407 sqm GIA) and a re-designed podium level terrace with landscaping, publicly accessible exercise equipment, seating and a publicly accessible lift access between podium and ground floor level.
- The provision of affordable office space within City Tower comprising 12 workstations with ancillary space whereby Great Portland Estates would fund up to 50% of the cost of the space.
- Demolition of the existing bridge link over Basinghall Street and the installation of a replacement bridge link.
- The provision of a new pedestrian route at street level with landscaping, between Basinghall Street and London Wall.
- Enhancement of Brewers' Hall Gardens through the provision a new landscaping scheme. The developer would provide £200k through a S106 agreement, towards the costs of this work which would be undertaken by the City.

11. An accompanying application for listed building consent (ref. 21/00201/LBC) has been submitted to cover the works to the grade II listed 65/65a Basinghall Street in respect of the removal of the existing bridge and the fixing of a replacement bridge. This report covers an assessment of the application for planning permission and the associated listed building consent.

12. The applicant's primary objectives for the development are to regenerate this key City site by:

- Providing high quality flexible office floorspace that contributes to the City's role as the world's leading business centre.
- Developing a building with exemplary sustainability credentials.
- Upgrading the public realm to include the provision of a new pedestrian route.
- Improving the City walkway and the planting and landscaping to the podium level terrace and Brewers Hall Gardens.
- Providing a retail and amenity offer at ground floor level which is currently lacking in the surrounding area.

Consultation

13. The applicants have submitted a Statement of Community Involvement outlining their engagement with stakeholders prior to the submission of

the applications. Given the impact of the COVID-19 pandemic remote engagement and consultation activities were undertaken comprising:

- Digital briefings with Bassishaw Ward Members, the Barbican Residents Association and the Brewers' Company.
- Delivery of 1,818 flyers to local residents and businesses advising them of the online consultation.
- An online consultation via a website. The website has remained live and been receiving feedback since the 30th November 2020.
- A live webinar
- Consultation letters

14. The views of relevant City of London departments have been sought and taken into account in the preparation of this redevelopment scheme and some detailed matters remain to be dealt with under conditions and the section 106 agreement.

15. Following receipt of the applications for planning permission and listed building consent they have been consulted upon and advertised on site and in the press. As part of the assessment of the applications additional information was received in respect of several matters including circular economy principles, design amendments, the scheme's cultural offer and additional transportation information. As a result, neighbouring residential occupiers and the Barbican Association were further consulted on the application for 14 days.

16. Copies of relevant correspondence making representations are attached in full and appended to this report. A summary of the representations received, and the internal and external consultation responses are set out in the tables below. This includes the receipt of 13 objections from neighbouring residential occupiers to the first round of consultation in conjunction with the planning application and, one letter of objection in response to the second round of consultation. One comment (neither objecting to nor supporting the proposal) was received in conjunction with the consultation on the application for listed building consent.

Consultation Responses	
Greater London Authority	The proposal is supported in principle, notwithstanding, the application does not currently comply with the London Plan for the reasons set out below: Land use principles: The proposed intensification of the site for office led development with retail functions at lower floors is considered consistent with the CAZ and acceptable in principle subject to further consideration of flexible and affordable workspace.

	Urban Design/LVMF: The overall design approach is complementary to local context and is acceptable subject to some clarification on the materiality on the upper floors of the proposed office building. The public realm is much improved and there is negligible impact to the protected views of Westminster Pier to St Paul. Heritage: There is some small scale, less than substantial harm identified to the Guildhall, however on balance the public benefits of the scheme with the much enhanced public realm and local pedestrian connectivity could be considered to outweigh the less than substantial harm identified to the significance of the Grade I listed Guildhall. This harm could be further diminished by confirmation of a more neutral colour pallet to backdrop of the Guildhall spire. GLA officers will conclude the balancing exercise once the final package of public benefits is confirmed at Stage II. Transport: the proposed development broadly complies with the London plan subject to: 1. Clarification over cycle parking/facilities. 2. A pedestrian comfort level assessment of the new walkway given that it would be narrower than existing. 3. Contributions towards wayfinding and the strategic cycle network being secured. 4. Provision of a construction logistics plan and road safety audit given the close proximity of Quietway 11 to the site. 5. Electric charging points, a Cycling Promotion Plan and Delivery and Servicing Plan being secured by condition. 6. Clarification on whether the new north/south pedestrian route would be a shared space for walking and cycling subject to further re-design and a Stage 1 Road Safety Audit and Designer's Response prior to determination. Sustainable Development: Further information is required to ensure the development is consistent with the objectives of the London Plan with regards to Energy, Whole Life Carbon Cycle, Circular Economy/Waste, Urban Greening, Biodiversity, Drainage and Air Quality. Regarding sustainable development further information is required to address the following strategic areas: 1. Update required to the refurbished baseline.
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	2. Further energy efficiency measures should be considered and proposed to the refurbished element. 3. Further information required on the proposed Citigen district heating connection and should also reconsider the potential to utilise cooling. The heat loads connected to the network should be maximised. 4. Further information required on the PV potential. 5. Confirm the carbon offset approach with the borough. 6. Address the Whole Life-cycle Carbon and Be Seen policies. 7. A circular economy statement should be submitted. 8. The UGF calculation should be based on the total site area. 9. The applicant should provide evidence that the development secures a net biodiversity gain. 10. An Air Quality Assessment should be made available for review.
Officers Comments	Provision of affordable and flexible workspaces is addressed in the economy and office use section of the report. Affordable office space would be provided as part of the proposal in the form of 12 desk spaces within City Tower. This would be secured through the S.106 agreement. Design and heritage matters are addressed in the design and heritage sections of the report. Since the submission of the application the applicant has further worked on the design, materiality and colour palette of the building in order to limit impact on local views, the Guildhall Conservation Area and the setting of the grade I listed Guildhall. Transportation issues are addressed in the transport sections of the report a summary of which is as set out below (the numerical ordering corresponds with the order of issues as set out above): 1. The proposed levels of cycle parking are policy compliant. Final details of the arrangement and complementary facilities e.g. bike charging, showers, lockers etc would be secured by condition. 2. Regarding pedestrian comfort officers are satisfied that sufficient information has been provided by the applicant. The applicant has shown through a PCL

	assessment that the existing level of use of the elevated walkway is low. Therefore there would be ample spare capacity on the narrowed walkway to support any uplift in pedestrians that would arise as part of this scheme. 3. A contribution towards wayfinding would be secured through the S.106. The GLA's suggestions for improvements to the cycle network have been taken into consideration. The applicant has agreed to enter into a section 278 agreement to enable improvements to the cycling infrastructure along London Wall. 4. A construction logistics plan, to include a road safety audit would be secured by condition. 5. Electric charging points, a Cycling Promotion Plan and Delivery and Servicing Plan would be secured by condition or through the S.106 agreement. 6. A safety audit would be carried out for the proposed pedestrian route to determine whether it could be used by cyclists and pedestrians as requested. Sustainability issues are addressed in the sustainable development sections of the report. The applicant has provided further information in order to address the matters that have been raised (the numerical ordering below corresponds with the numbering of the issues set out above): 1 and 2 - The applicant's energy and sustainability consultants have submitted further information containing figures for the refurbished element of the scheme and details of the energy efficiency measures to the refurbished element which include upgrading the building services, thermal elements and replacement of the windows. 3. The cooling and ventilation strategy includes Air Source Heat pumps and Air Source Chillers, and the space heating would be provided via rejected heat from the cooling process in combination with a connection to Citigen. The Citigen connection would account for a further 20.1% of carbon emission savings. The use of a District cooling connection was considered, however Citigen has confirmed that this is inadequate cooling capacity to serve the new office building.
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	4. A roof mounted PV installation of 122 panels that are 1.8sqm each is proposed. It is anticipated that the PV panels would have an annual electricity output of 35,900 kWh/yr. They would meet the landlord energy demand of the building, such as for energy input to heat pumps, lighting of communal areas and lifts. 5. A S.106 clause would be included requiring reconfirmation of the energy strategy approach at completion stage and a carbon offsetting contribution to account for any shortfall against London Plan targets. 6. A S.106 clause would be included to confirm the applicant's commitments set out in the submitted Metering, Monitoring and Billing Strategy in accordance with the GLA's "Be Seen" Energy Monitoring Guidance. 7. The applicant has submitted a circular economy statement which sets out the reasons why it would not be feasible to retain City Place House and details of how the new office building would conform to circular economy principles. 8. The applicant's have carried out a UGF calculation based on the site area and a UGF calculation based on omission of certain areas of the site (the calculation that gives a UGF of 0.3). Officers have requested that Brewer's Hall Gardens is not considered in the calculations as details of the planting to this area is to be confirmed at a later stage. City Tower and a section of footway was also not included in the latter calculation as physical works would not take place to these areas and therefore, they have no scope for greening. Officers consider that this is a satisfactory approach and that the scheme would significantly enhance the greening to this area of the City. 9. A biodiversity net gain calculation has been carried out and it is predicted that the proposal would result in a net percentage change of 348.63% using green roofs, tree planting and flower rich perennial planting. 10. An Air Quality assessment has been submitted which demonstrates that the scheme would meet the GLA's air quality neutral benchmarks for transport and building emissions.
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Barbican Association	Objection on the following grounds: Circular Economy - Given the City of London's Climate Action Strategy concern is raised that a relatively new building is to be demolished and replaced with a larger building. The demolition would create pollution and give rise to an increase in carbon emissions. Unwarranted increase in height and mass – we are aware that the proposed building would be higher. The consultation process failed to supply residents with precise information about the proposed height with approximations of 10m – 11m given by the developers yet the Statement of Community Involvement quotes a height increase of 30m. There is an escalation in building height around the Barbican which is creating a “canyonisation” of this listed Estate. The proposed increase in building size would result in a doubling of the number of workers. Loss of Daylight/Sunlight – The increase in height and bulk is unwarranted and will lead to diminution of residential amenity contrary to policies DE8 and HS3 of the Draft Local Plan 2036. We disagree with the Daylight Sunlight survey which states that the scheme would have little or no adverse impact on daylight/sunlight levels to residential properties. The proposal will lead to loss of daylight and sunlight levels in neighbouring properties including Andrewes House, Willoughby House and Roman House. The applicant has not considered the cumulative impact of individual developments on the amenity of existing residents which is required by Draft Local Plan Policy H3. The VSC and ASPH do not account for the fixed balconies on the residential dwellings, thereby under representing the true impact on residents. The decision to exaggerate the height of the walls surrounding the north west plant room have been taken without proper regard as to how this would impact on the daylight and sunlight received in affected flats. Way forward – The applicants should maintain the height of the building at its existing level. The Highwalk between London Wall and the Guildhall should be accessible for as long a period as possible while the works are carried out.
Officers Comments	The comments regarding circular economy principles and the retention of the existing building are addressed in the sustainability sections of the report. The applicant has submitted a detailed Circular Economy statement which outlines the reasons why it

	would not be feasible to retain City Place House and provides details on how the proposed office building would be designed to adhere to circular economy principles. Comments regarding design and impact on the Barbican are addressed in the design and heritage sections of the report. It is not considered that the proposal would adversely affect the setting and the contribution that the setting makes to the significance of the listed Barbican Estate and the proposal would not harm the significance or setting of the Barbican and Golden Lane Conservation Area. The proposed height of the building is considered appropriate for this part of the City, outside of a conservation area. The height would be in keeping with the scale of development in the area and would not detract from townscape. Concerns over daylight/sunlight are addressed in the daylight/sunlight section of the report. The balconies on Andrewes House were taken into account in the calculation of the figures and the cumulative effect of the proposal has been considered. It is acknowledged there are two living rooms within Andrewes House that would not be BRE compliant in respect of the daylight distribution test as a result of the proposal. Although there would be a breach of the BRE guidelines, it is the view of officers that daylight would not be reduced to unacceptable levels as there is no breach of VSC guidelines and the breach of daylight distribution is only marginally below the 0.8 guideline. With regard to concerns about information presented by the applicant during the consultation stage of the application, the applicant has advised that the reference to a height increase of 30 m was a typographical error and was corrected with concerned residents notified of the correction – that the building would be ground plus 12 storeys and that the height difference would mainly be 10 m.
Thames Water	No objection with regard to combined waste water network infrastructure capacity. Informatives and conditions recommended in order to ensure no damage to sewers, water mains or waste water assets. It has been identified that there is an inability of the existing water network infrastructure to accommodate the

	needs of this development. Liaison is needed with the developer in order to address this. A condition is recommended to specify that the development could not be occupied until confirmation has been provided that all water network upgrades required to accommodate the additional flows to serve the development have been completed or that an infrastructure phasing plan is agreed with Thames Water.
Officers Comments	The recommended conditions and informatives have been included, see the conditions schedule.
Andrewes House Group	The height increase would restrict access to daylight and sunlight. The pedestrian access to Basinghall Street and the new lift access are welcomed. It is disappointing that the highwalk will be removed again albeit for a temporary period. Is it possible to impose a planning condition to limit the time that the highwalk would be unavailable for residents? Concern that the building is only 25-30 years old and is due to be demolished with all the pollution associated with demolition and construction and the increase in carbon emissions during this period. Planning conditions should require full implementation of the recommendations of the ecological survey to ensure that the building complies with the requirements for a greener, cleaner more bio diverse City.
Officers Comments	Concerns regarding daylight and sunlight are addressed in the daylight and sunlight section of the report. It is acknowledged there are two living rooms within Andrewes House that would not be BRE compliant in respect of the daylight distribution test as a result of the proposal. Although there would be a breach of the BRE guidelines, it is the view of officers that daylight would not be reduced to unacceptable levels as there is no breach of VSC guidelines and the breach of daylight distribution is only marginally below the 0.8 guideline. Comments regarding the highwalk are addressed in the City walkway section of the report. A City Walkway agreement would be secured through the S.106 in order to minimise the duration of closure of

	the highwalk during construction and to ensure that alternative walking routes are provided. Concerns regarding the demolition of the existing building are addressed in the circular economy section of the report. The applicant has submitted a detailed circular economy report which presents the reasons why the existing building cannot be retained and details how the design of the proposed office building would adhere to circular economy principles. Planning conditions are recommended requiring further details of the landscaping, green walls, planting and tree planting in accordance with the recommendations in the submitted ecological survey.
London Borough of Tower Hamlets	No objection to the proposal.
City of Westminster	No comments on the proposal.
Twentieth Century Society	Confirmed that they do not wish to comment on the application.
Natural England	No comments on the proposal.
Lead Local Flood Authority	Recommends two SUDS conditions should the development be approved.
Officers Comments	The recommended conditions are included in the conditions schedule.
Environmental Health (including Air Quality)	Recommends conditions covering noise, odour, air quality, non-road mobile machinery and a scheme of protective works.
Officers Comments	The recommended conditions are included in the conditions schedule.
Access Officer	Access related comments were submitted to the applicants and they responded on the matters raised. The following text sets out the comments that were raised and the response from the applicant:

	- A platform lift should be provided, and not seasame steps as proposed, between the office lobby and café on the ground floor of the new office building. The applicant has agreed to explore the potential for a platform lift at detailed design staged. A condition is recommended requiring details of the access between the office lobby and the café, noting that it is preferable that a platform lift is provided. - The layout of the north-western wheelchair accessible WC on the ground floor of the office building would not be part M compliant. The applicant has provided evidence to confirm that compliant layout could be achieved, and this would be secured by condition to be dealt with at detailed design stage. - Left and right hand transfer wheelchair accessible WC facilities should be provided at ground and first floor level. The applicant has confirmed that it would be possible to achieve this. Details would be secured by condition. - The wheelchair accessible facilities in the new office building should have outward opening doors as opposed to inward as proposed. The applicant agrees but notes that inward may be possible if sufficient space is provided in the facility or if there was a mechanism that allowed them to be outward opening in the case of an emergency. Further details of the opening mechanisms would be secured by condition. - Step free access should be considered between the ground and mezzanine level of the commercial units in the City Tower podium. Since the proposal was originally submitted the mezzanine level of the commercial units has been removed by the applicant and therefore step free access is no longer an issue. - It is disappointing that stepped access is proposed to the ground floor lounge and meeting room. The applicant has confirmed that the step has now been removed. - A single step is proposed to the City Tower podium basement shower and changing facilities which is disappointing. The applicant has confirmed that a ramped alternative is being investigated. Further details would be secured by condition. - There is concern that the angled columns to the new office building could constitute a hazard and would not be detectable at ground level by a white cane user. The
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	applicant has advised that protection would be provided where the headroom would be less than 2.5 metres in the form of landscaping and short stay cycle parking, further details of which would be provided at detailed design stage and would be secured by condition. - The existing Basinghall Street and London Wall bridges have permeability that allows views for wheelchair users. It is disappointing the proposed Basinghall Street bridge would have a solid construction. The applicant has advised that the bridge has been designed as such due to the required height and span. Notwithstanding, this matter will be taken into consideration as detailed designs for the bridge are worked up. Further details of the bridge would be secured by condition. - It is noted that one disabled persons parking bay would be retained in City Tower. However, there would be no off street provision for the new office building. It is queried whether an assessment of on street provision has been carried out in order to establish whether there is capacity in the locality. The applicant has advised that there is one on street bay outside of the building's western entrance and there is another bay on Aldermanbury within 50 m from the entrance. There is a dedicated disabled bay on Basinghall Street circa 100 m from the site which falls within the 150m maximum distance recommended for a wheelchair user. The applicant has advised that no formal monitoring has been undertaken of the usage of these facilities as demand for disabled parking in central London offices tends to be low given many stations and all bus services offer step free access. - 5% of the proposed cycle parking spaces would benefit people who are unable to use tow -tier or semi-upright racks. 5% of spaces should be capable of accommodating a larger cycle which can be up to 1.2 metres wide. For the new office building only 1% of spaces would be 800 mm or wider and for City Tower only 2% of spaces would be 800 mm or wider. The applicant has advised that 5% of the non-standard spaces would include a mix of spaces of differing widths to accommodate different types of cycles. Signage would be added to the spaces to secure their correct uses. The accessible cycle parking spaces would be secured by condition as part of details of the cycle parking for the development.
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Officers Comments	The matters raised are addressed through the conditions schedule.
City of London Open Spaces	The proposals to remove and replace the three street trees on Basinghall Street are satisfactory. The proposed trees would be overhung by the building but the proposed soffit height would be sufficient for an appropriately selected species. The exact tree planting position and species would need to be approved through condition or a S278 agreement. The Brewers' Hall Garden site is shown indicatively in the application as being replanted and with an increase to the area of planting. Improvements to the appearance to the existing structures and additional seating are also proposed. The existing trees are to be retained here. The Developer is to provide £200k through a S106 agreement, towards the costs of this work which will be undertaken by the City. This will allow the details of the design to be developed by the City. The amount is not envisaged to allow for any significant reordering of the vents and underground structures associated with the underlying electricity substation, etc. There is potentially the opportunity to redesign this garden in conjunction with the emerging public realm project associated with St Paul's / Museum Gyratory area project, which extends along London Wall. We welcome the general improvements to the public realm and increased permeability of the site from London Wall through to Basinghall Street and beyond. I understand the detailed design of the City Tower Podium will take into consideration public safety and allow for passive surveillance of the residual public realm landscaping, particularly to the east of City Tower.
Officers comments	Further information regarding the trees is provided in the greening section of the report. Relevant obligations regarding replacement tree planting and Brewers' Hall Gardens are covered by conditions and within the financial contributions section of the report.

Objection from Neighbouring Residential Occupiers	
Grounds of Objection first round of consultation	Number of times objection raised
Daylight and Sunlight Impact	11

• Increase to the height of the building would restrict access to daylight and sunlight for residents and surrounding streets. The loss will be substantial to some residents – a 20% loss seems like a conservative estimate. The impact of the scheme on residential properties has not been treated as a priority. • The VSC and APSH do not take account of the oversailing fixed balconies/fire escapes in the Barbican residences and in doing so they under represent the real effect of the north elevation on residents. • The impact of this development should not be considered in isolation as residents suffer from incremental erosion with each successive development 1 and 2 London Wall Place had a detrimental impact and the City should limit the height of new development so as not to further erode visibility of the skyline and light. Officer Comments: The impact of the proposal on daylight and sunlight is fully detailed in the daylight and sunlight section of the report. The balconies on Andrewes House were taken into account in the calculation of the figures and the cumulative effect of the proposal has been considered. It is acknowledged there are two living rooms within Andrewes House that would not be BRE compliant in respect of the daylight distribution test as a result of the proposal. Although there would be a breach of the BRE guidelines, it is the view of officers that daylight would not be reduced to unacceptable levels as there is no breach of VSC guidelines and the breach of daylight distribution is only marginally below the 0.8 guideline.	
Design, Heritage and Views	
• Views of the Shard would be lost from my apartment.	2
• The height of the building is not in keeping with neighbouring buildings. The height should be reduced to the same height as the existing City Place House.	4
• The building would give off light in the night which affects residents and wildlife.	1
• The design of the building is awful and this is an example of the Barbican being boxed in. The top two floors should be set back in order to reduce the impact of the oppressive effect.	5

Officer comments: Concerns regarding the height of the building and the impact of the proposed development on the setting of the Barbican are addressed in the Design and Heritage sections of the report. It is not considered that the proposal would adversely affect the setting and the contribution that the setting makes to the significance of the listed Barbican Estate and the proposal would not harm the significance or setting of the Barbican and Golden Lane Conservation Area. The proposed height of the building is considered appropriate for this part of the City, outside of a conservation area. The height would be in keeping with the scale of development in the area and would not detract from townscape. The proposal is considered to constitute high quality architecture that would be appropriate for this area of the City. Regarding light spillage a condition is recommended requiring details of a full lighting strategy to include details of controls for the internal lighting. Loss of view from a residential dwelling is not a material consideration in the determination of planning applications.	
No requirement for further office space in the City • It is most likely that the offices would be empty and we don't need more office space in the City. Demand for office space is addressed in the economic development and office space sections of the report. Despite the short term uncertainty about the pace and scale of future growth in the City following the immediate impact of Covid-19, the longer term geographical, economic and social fundamentals underpinning demand remain in place and it is expected that the City will continue to be an attractive and sustainable meeting place where people and businesses come together for creative innovation.	2
Impact on the walkways • It is disappointing that the scheme would remove, albeit for a temporary period, the highwalk over London Wall and the access to the Guildhall North Wing. • It is important that the amount of time between the closure of the existing walkway and the opening of the new one is minimised, and that the Corporation secures step in rights and funding by	3

way of bond to enable it to secure the completion/opening of the new walkway in the event of the developer but not completing the redevelopment scheme. The impact of the proposal on the walkway is addressed in the City walkway section of the report. A City Walkway agreement would be secured through the S.106 in order to minimise the duration of closure of the highwalk during construction and to ensure that alternative walking routes are provided.	
Circular Economy • It is concerning that a building which is 25-30 years old is to be demolished and rebuilt by another building that is likely to have a 20 year life span given the pollution associated with demolition and the substantial increase in carbon emissions. This is not good for the environment. Options around the re-use of the building are addressed in the circular economy sections of the report. The applicant has submitted a detailed Circular Economy report which sets out the reasons as to why it would not be feasible to retain the existing building and details how the proposed new office building would adhere to circular economy principles.	3
Inadequacies in the pre-submission consultation and the planning submission • The consultation exercise lacked information about the height of the proposed building. Inaccurate figures and approximate response were given. • Long sections are absent from the planning submission and the building sections that are supplied are through the lower parts of the building. This and the misleading VSC information make proper judgement impossible. Officers have raised the concerns about the pre-submission consultation period with the applicant. The applicant advised that one of the figures presented regarding the height of the proposed building was an error. The applicant advised that the error was corrected, and concerned Barbican residents were notified that the building would be ground plus 12 storeys and that the height increase would be approximately 10 metres.	2

Officers consider that sufficient information has been provided in the plans and suite of supporting documentation to detail the proposed development and enable a full assessment of its impacts.	
Comments in support The proposal to create a pedestrian access to Basinghall Street and the activation of London Wall is welcomed.	2
Grounds of Objection second round of consultation	Number of times objection raised
The additional information that had been submitted has not removed or improved the adverse unacceptable impact on residential properties north of London Wall – no attempt had been made to reduce the height of the building and impact it has on daylight sunlight, the daylight and sunlight calculations still do not reflect the actual situation in terms of balconies and fire escapes and no long sections of the scheme have been provided making a proper judgement of the proposal impossible. Officer comments: The additional information provided further details on elements of the proposal including culture, air quality and sustainability and revisions to the design in order to minimise impact on the setting of the grade I listed Guildhall. Concerns over daylight and sunlight and long sections are addressed in the officer comments responding to matters raised in the first round of consultation (see above).	1

Policy Context

17. The development plan consists of the London Plan 2021 and the City of London Local Plan 2015. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report.
18. The draft City Plan 2036 was approved for consultation by the Court of Common Council in May 2020 and January 2021. The draft City Plan 2036 has been published for consultation under Regulation 19 of the

Town and Country Planning (Local Planning) (England) Regulations 2012. As such, it is a material consideration in the determination of applications, although limited weight can be given to the policies at this stage in the plan's preparation.

19. Government Guidance is contained in the National Planning Policy Framework (NPPF) February 2019 and the Planning Practice Guidance (PPG) which is amended from time to time.
20. There is relevant GLA supplementary planning guidance and other policy in respect of: Accessible London: Achieving an Inclusive Environment SPG (GLA, October 2014), Control of Dust and Emissions during Construction and Demolition SPG (GLA, September 2014), Sustainable Design and Construction (GLA, September 2014), Social Infrastructure (GLA May 2015), Culture and Night-Time Economy SPG (GLA, November 2017), London Environment Strategy (GLA, May 2018), London View Management Framework SPG (GLA, March 2012), Cultural Strategy (GLA, 2018); Mayoral CIL 2 Charging Schedule (April 2019), Central Activities Zone (GLA March 2016), Shaping Neighbourhoods: Character and Context (GLA June 2014); London Planning Statement SPG (May 2014); Town Centres SPG (July 2014); Mayor's Transport Strategy (2018) and the Culture 2016 strategy.
21. Relevant City of London Guidance and SPDs comprise Air Quality SPD (CoL, July 2017), Archaeology and Development Guidance SPD (CoL, July 2017), City Lighting Strategy (CoL, October 2018) City Transport Strategy (CoL, May 2019), City Waste Strategy 2013-2020 (CoL, January 2014), Protected Views SPD (CoL, January 2012), City of London's Wind Microclimate Guidelines (CoL, 2019), Planning Obligations SPD (CoL, July 2014). Open Space Strategy (COL 2016), Office Use (CoL 2015), City Public Realm (CoL 2016), Culture Mile Strategy (2018); Cultural Strategy 2018 – 2022 (CoL 2020), and relevant Conservation Area Summaries.

Considerations

Relevant Statutory Duties

22. The Corporation, in determining the planning application has the following main statutory duties to perform:- to have regard to the provisions of the development plan, so far as material to the application, local finance considerations so far as material to the application, and to any other material considerations. (Section 70 Town & Country Planning Act 1990); to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
23. In considering whether to grant planning permission for development which affects a listed building or its setting, the Corporation shall have special regard to the desirability of preserving the building or its setting

or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).

24. Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in considering whether to grant listed building consent for any works the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

NPPF

25. The NPPF states at paragraph 2 that “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
26. Paragraph 10 states that “at the heart of the Framework is a presumption in favour of sustainable development. That presumption is set out at paragraph 11. For decision-taking this means:
- a) approving development proposals that accord with an up-to-date development plan without delay; or
 - b) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:
 - c) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed;
 - d) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
27. Paragraph 48 states that local planning authorities may give weight to relevant policies in emerging plans according to:
- a) the stage of preparation of the emerging plan (the more advanced its preparation the greater the weight that may be given);
 - b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and
 - c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)

28. It states at paragraph 8 that achieving sustainable development has three overarching objectives, being economic, social and environmental.
29. Paragraph 80 of the NPPF states that “Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth in productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
30. Chapter 8 of the NPPF states that planning decisions should aim to achieve healthy, inclusive and safe places. Paragraph 92 seeks to ensure that planning decisions plan positively for the provision and use of shared spaces, community facilities, including public houses and other local services to enhance the sustainability of communities.
31. Chapter 9 of the NPPF seeks to promote sustainable transport. Paragraph 103 states that “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health”.
32. Paragraph 111 states that “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.
33. Chapter 12 of the NPPF seeks to achieve well designed places. Paragraph 124 advises that “The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.
34. 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.
35. Chapter 14 of the NPPF relates to climate change, flooding and coastal change. Paragraph 151 states that new developments should increase the use and supply of renewable and low carbon energy and heat through measures including renewable and low carbon energy sources

and identifying opportunities to draw energy supply from decentralised supply systems.

36. Chapter 16 of the NPPF relates to conserving and enhancing the historic environment. Paragraph 190 of the NPPF advises that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
37. Paragraph 193 states "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance."
38. Paragraph 194 states that any harm to, or loss of, significance of a designated heritage asset (from its alteration or destruction or from development within its setting) should require clear and convincing justification.
39. Paragraph 196 states: "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."
40. Paragraph 197 states "The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."

Other Guidance

41. The Historic England Good Practice Advice notes, including Note 3 The Setting of Heritage Assets and Note 2 Managing Significance in Decision-Taking in the Historic Environment.

Considerations in this case

42. In considering this planning application and listed building consent account has to be taken of the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.
43. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and

proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

44. The principal over-arching issues in considering this application are:

- The extent to which the proposals comply with the relevant policies of the Development Plan.
- The extent to which the proposals comply with Government guidance (NPPF).
- The application of the duty, when considering whether to grant planning permission, to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses when determining the planning application and the duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses when considering whether to grant listed building consent.

45. The principal site specific issues in considering this application (in accordance with the over-arching issues above) are:

- Whether the proposal would comply with the aspirations for the North of the City Key City Place.
- Economic development and the provision of additional office accommodation.
- The introduction of potential retail and leisure uses on the site.
- The acceptability of the scheme in design and heritage terms including impact on heritage assets and an assessment of the proposed public realm alterations and consideration as to whether fire safety has been taken into account in the design.
- The impact of the proposal on any archaeology beneath the site.
- The accessibility and inclusivity of the development.
- The impact of the proposal in highway and transportation terms including an assessment of the acceptability of the City walkway proposals.
- The impact of the proposal in terms of environmental sustainability.
- The microclimatic impacts of the proposal.
- The impact of the proposal on air quality.
- The impact of the proposal in daylight and sunlight terms.
- The results of the Health Impact Assessment.
- The requirement for financial contributions

Aspirations for the North of the City Key Place

46. The site is identified as being within a rejuvenation area in the North of the City Key Place as defined by the Local Plan 2015 and therefore

policy CS5 needs to be taken into consideration in the assessment of the application.

47. The north of the City is an area where the construction and operation of Crossrail will bring major benefits to the City. It is recognised that the completion of Crossrail will increase the area's attractiveness to new development and would result in more pedestrians moving to and from Crossrail stations through surrounding areas. Policy CS5 requires improvements to pedestrian and cycle routes in this area to maintain effective and efficient pedestrian and cycle flows, including for disabled people. It also seeks to ensure the retention and improvement of pedestrian permeability and connectivity at ground and high walk level through large sites including the Barbican.
48. Whilst sustainability issues are relevant across the City, this area is envisaged as leading the way as an 'eco design' district where development should capitalise on opportunities for improved cycle infrastructure and access to the combined cooling heat and power network in the area. Policy CS5 makes specific reference to developments incorporating SuDs strategies and requiring innovate design solutions to mitigate and adapt to the impacts of climate change.
49. This area has the City's largest residential population and therefore residents' needs should be identified and met including protection of residential amenity, community facilities and open space.
50. Policy CS5 seeks to promote the further improvement of the Barbican area as a cultural quarter of national and international significance.
51. In the emerging City Plan 2036 the North of the City Key Place becomes the Smithfield and Barbican Key Area of Change and the site is no longer within but abuts the boundary of this area designation. It is envisaged that a vibrant, mixed use area would be created. This includes the formation of the cultural quarter known as the Culture Mile which is focused on the Barbican and Museum of London.
52. It is considered that the proposal would fulfil the aspirations for the North of the City in accordance with policy CS5 of the Local Plan and would complement the aspirations for the Smithfield and Barbican Key Area of Change given its location on the periphery of this area.
53. The proposed new pedestrian route linking Basinghall Street with London Wall has been designed to improve the permeability of the area and provide further potential linkage with the Moorgate Crossrail entrance to the north. Proposed improvements to the high walk and the provision of a step free access between ground and high walk level would further improve permeability and the variety of routes in the area.

54. Improved amenity spaces would be provided for use by the public, including residents through the provision of the re-landscaped terrace and proposals for improvements to Brewers' Hall gardens.
55. The impact of the proposal on residents would be given careful consideration. A Scheme of Protective works would be required by condition in order limit the impacts of the construction of the development in terms of noise, dust and vibration. The impact of the development on the daylight and sunlight available to neighbouring residential occupiers is set out in the daylight and sunlight section of this report. It would be ensured that alternative walking routes are available while areas of the high walk would be closed during construction, further details of which would be provided by the S.106 agreement as part of details of the City Walkway works.
56. The proposal would be of a high quality design and would embody excellent sustainability credentials. It would incorporate a connection to Citigen, measures to adapt to the impacts of climate change and a SuDs strategy as set out in more detail in the sustainability section of this report.
57. The proposal recognises the role that culture will play in the north of the City. In line with policy S6 of the emerging City Plan 2036 a Cultural Plan has been submitted in conjunction with the proposal. This sets out how areas of enhanced public realm provided by the proposal including the City Tower podium garden could be used as flexible spaces for art installations, performances or group classes. The applicant would commission an artist to deliver high quality art interventions within the public realm and building fabric. It is envisaged that the building's soffits would provide a suitable opportunity for the incorporation of artwork. Further details of the artwork and its location would be secured through the S.106 agreement. The proposed enhancements to the public realm, including the high walk and the formation of the new pedestrian route would enhance pedestrian routes leading to the Culture Mile.

Economic Development and the Provision of Office Accommodation

58. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating £69 billion in economic output (as measured by Gross Value Added), equivalent to 15% of London's output and 4% of total UK output. The City is a significant and growing centre of employment, providing employment for over 520,000 people.

59. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can provide a significant competitive advantage.
60. Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides a greater range of complementary facilities to meet workforce needs. There is increasing demand for smaller floor plates and tenant spaces, reflecting this trend and the fact that a majority of businesses in the City are classed as Small and Medium Sized Enterprises (SMEs). The London Recharged: Our Vision for London in 2025 report sets out the need to develop London's office stock (including the development of hyper flexible office spaces) to support and motivate small and larger businesses alike to enter and flourish in the City.
61. Planning policy supports economic growth. The National Planning Policy Framework establishes a presumption in favour of sustainable development and advises that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. It also states that planning decisions should recognise and address the specific locational requirements of different sectors.
62. The City lies wholly within London's Central Activity Zone (CAZ) where the London Plan promotes further economic and employment growth. The GLA projects (GLA 2017 London Labour Market Projections and 2017 London Office Policy Review), that City of London employment will grow by 116,000 from 2016 to 2036, of which approximately 103,000 employees are estimated to be office based. London's rapidly growing population will create the demand for more employment and for the space required to accommodate it.
63. The London Plan 2021 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy SD4). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and provide for exemptions from mixed use development in the City in order to achieve this aim.

64. The London Plan projects future employment growth across London, projecting an increase in City employment. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
65. London Plan policy E1 supports the improvement of the quality, flexibility and adaptability of office space of different sizes.
66. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. The Local Plan, policy DM1.2 further encourages the provision of large office schemes, while DM1.3 encourages the provision of flexible and adaptable space suitable for SMEs. The Local Plan recognises the benefits that can accrue from a concentration of economic activity and seeks to strengthen the cluster of office activity.
67. The draft City Plan 2036 policy S4 (Offices) states that the City will facilitate significant growth in office development through increasing stock by a minimum of 2,000,000sqm during the period 2016-2036. This floorspace should be adaptable and flexible. Policy OF1 (Office Development) requires offices to be of an outstanding design and an exemplar of sustainability.
68. One letter of objection contested whether more office space is needed in the City. Despite the short term uncertainty about the pace and scale of future growth in the City following the immediate impact of Covid-19, the longer term geographical, economic and social fundamentals underpinning demand remain in place and it is expected that the City will continue to be an attractive and sustainable meeting place where people and businesses come together for creative innovation. Local Plan and draft City Plan 2036 policies seek to facilitate a healthy and inclusive City, new ways of working, improvements in public realm, urban greening and a radical transformation of the City's streets in accordance with these expectations.

Proposed Office (Class E) Provision

69. The application site currently accommodates 24,387 sqm (GIA) of office space on the City Place House site and 4,989 sqm (GIA) of office space within the City Tower podium. The application proposal would deliver 43,112 sq.m (GIA) of office space on the City Place House site and 1,407 sq.m (GIA) of office space in the newly configured podium of City Tower (the quantum of office space in City Tower would remain unchanged as a result of the proposal).
70. There would be a loss of 3,582 sqm (GIA) of office space within the City Tower podium, however this would be offset by an uplift in office space

of 18,725 sqm (GIA) on the City Place House site. It is proposed that the application scheme would provide a total office floorspace of 44,519 sq.m (GIA) (excluding the office space in City Tower) compared to 29,376 sqm (GIA) as existing, this equates to a total uplift in office space across the site of 15,143 sqm (GIA).

71. Office space would be provided at lower ground and levels 1 to 12 of the new building on the City Place House site. Across levels 1 to 12 the office floorspace would be orientated around a central core. The floorplates have been designed to have good daylight conditions, consistent floor depths and allow for a flexible multi tenancy arrangement. The multiple entrances proposed at ground floor level would further support the flexible use of the building. Balconies and the roof level terrace would provide amenity space and fresh air for future occupiers.
72. Within the City Tower podium, it is proposed that an extended business lounge would be provided along with new meeting rooms in order to support the commercial offer of the building. The basement areas would be reconfigured to incorporate supporting facilities for the building including cycle parking, shower facilities and new plant.
73. The GLA stage 1 letter queried whether any affordable office space would be provided as part of the scheme. Affordable office workspace would be provided within City Tower in the form of 12 workspaces. The level of provision was derived from the proportions of affordable workspace secured through schemes at 22 Bishopsgate and 2 Finsbury Avenue. The exact terms of the workspace and location within City Tower would be secured through the S.106 agreement. Notwithstanding the applicant has provided an indicative floorplan of a desk layout. It is anticipated that the affordable work stations would be located within a wider business centre/co-working space operated within City Tower with the owner funding up to 50% of the cost of the units.
74. This would provide further flexibility for occupiers in terms of the site's offer and would accord with policy S4 of the draft City Plan 2036 which encourages the provision of affordable office workspace in the City. The office space within City Tower is of a high quality. Provision within the retained tower is also welcomed when compared to provision in the new office building on the City Place House site. This is given that the space could be made available and utilised relatively quickly after consent has been granted without the need to wait for the space to be constructed. This would contribute towards providing the conditions for start-ups and smaller sized businesses to thrive following the impacts of the Covid 19 pandemic.
75. It is considered that the proposal would provide high quality flexible office space in accordance with the economic aspirations for the City and the CAZ in accordance with policies CS1 and DM1.3 of the Local

Plan 2015, policies OF1 and S4 of the emerging City Plan 2036 and London Plan policy E1 and strategic objective 1.

Provision of flexible retail/restaurant/café/gym (Class E)

76. The proposal would incorporate ground/basement level units that would enable a range of retail/restaurant/café and gym uses to come forward (160 sqm (GIA) on the City Place House site and 881 sqm GIA within the City Tower Podium). The site is not located in a Principal Shopping Centre (PSC) or Retail Link as defined by the Local Plan.
77. The introduction of these flexible units is welcomed as they would provide active frontages to enliven and bring vibrancy the public realm surrounding the site and they would provide services for workers and residents. A condition is recommended to ensure that the spaces are used for retail/restaurant/café and gym use and are not changed to any other use within Class E.
78. It is considered that this provision would accord with Local Plan 2015 policies CS20, DM1.5 and DM20.4 and draft City Plan policies S5, RE2 and OF1 which seek to ensure that a complimentary mix of uses is provided in conjunction with office space along with provision of services for workers and residents.

Design

Existing Built Form

79. Designed by Swanke Hayden Connell, City Place House is a postmodern office building with vague references to Art Deco. The solidity to the lower levels of the building and the lack of active frontage results in a built form that contributes very little to the locality by way of vibrancy and enlivenment. The lower level of the north facing frontage over sails London Wall at first floor level to form a colonnade. This provides a dark, enclosed and uninviting environment for pedestrians along this section of footway. A similar environment is provided for the pedestrian gallery that is integrated into the length of the London Wall façade at first floor level. It is not considered that City Place House constitutes a non-designated heritage asset.
80. The City Tower podium has a somewhat dated appearance and despite the expanse of windows along the London Wall frontage, it similarly contributes very little to the locality by way of activation and visual interest and is not considered to constitute a non-designated heritage asset. Where the podium abuts City Tower it results in a conglomeration of built form and an impenetrable urban block at ground floor level along London Wall and Basinghall Street. At the upper levels of the podium, the garden area has been redesigned in recent years. Notwithstanding, the use of the space is limited by ventilation equipment and rooflights associated with the adjacent built form. The walkway links at podium level provide a valuable connection from the Guildhall through to London Wall Place and the Barbican beyond.

81. The demolition of City Place House and the partial demolition of the City Tower podium is considered to be acceptable from a design and heritage perspective. (The acceptability of demolition from a circular economy perspective is addressed in the sustainability section of the report).

The Proposed Development

82. The proposed new office building is conceived as an urban block, supported on tall columns, with four facades. Its large footprint would be characteristic of buildings in this part of the City flanking London Wall.
83. The proposed massing would be broken down into well-proportioned forms by carving out recessed slots from level 4 to the top, featuring greened balconies. The contrast and shadow, provided by the deep cut outs, would visually soften and break up the mass of the building in townscape views, by modulating the roofline silhouette. The vertical greening to the balconies would provide an attractive and architecturally distinctive contrast of soft and hard materiality, colour, depth and texture as well as environmental benefits.
84. Local residents have expressed concerns about the height of the proposed building. When comparing the highest points of City Place House (65.3 m AOD) and the proposed office building (69.5 m AOD), there would be 4.2 metres AOD difference. Notwithstanding, the main bulk of the existing City Place House development has a height of 58.5 metres AOD or below and the main bulk of the proposed office building would have a height of 69.5 metres AOD which equates to a height increase of approximately 11 metres AOD. The proposed office building would be significantly lower than the retained City Tower, which remains unchanged as part of the proposal and rises to 19 storeys, 82.197 metres AOD.
85. The proposed height and massing is considered appropriate for this part of the City, outside of a conservation area. The site is surrounded on the north, east and west by taller buildings. The proposed height would be in keeping with the general scale of recent development in the immediate area, such as 5 Aldermanbury and London Wall Place and would not detract from the townscape.
86. In terms of the design approach, each of the four sides of the proposed building is characterised by tall slender columns at the base which support the soffit, a finely detailed rectangular façade screen and recessed balcony bay.
87. The proposed façade treatment is of high quality in terms of architecture and sustainability. It comprises of a curtain wall system of glass and aluminium spandrels, covered with a veil of external shading elements. Expressed aluminium framing, horizontal fins and folded metal, ochre

petals, arranged vertically, would provide visual interest as well as efficient solar shading.

88. The aluminium petals open up and become progressively larger and elongated towards the top of the building to increase the solar control where the building is most exposed to solar heat gain. This creates a pleasing rhythmic verticality within the overall rectilinearity of the screen. The veil is designed with varying layers, which create depth, tone and shadow to the facades. This arrangement would provide a hierarchy and richness to the facades and further helps to break down the bulk of the building.
89. The soffits of the building would oversail the footways and be a prominent feature when viewed from the ground and high walk levels of the building. Notwithstanding the soffit details shown in the application submission, the applicant has committed to ensuring that an artist designs the soffits as part of the site's cultural offer. Further details of the soffits and artistic approach would be required through the S.106 agreement. As part of the design it would be ensured that the soffit is appropriately lit in accordance with the City's Lighting Strategy.
90. The soffit height along London wall would be 10.9 metres high compared to 5.3 metres for the height of the existing colonnade. This height along with the setting back of the of the north facing façade at ground to second level would increase the quantum and quality of the public realm and enhance the pedestrian experience along London Wall.
91. A series of columns are proposed around the perimeter of the building in order to support the soffits. Along the London Wall frontage the columns would splay out and create a visually dynamic relationship with the existing metal footbridge over London Wall. Short stay cycle parking would be provided at the base of the building between the columns. The relationship between the proposed columns and the public highway is covered further in the transportation section of the report.
92. The spacing of the columns would allow clear views through to the base of the buildings which has been designed to be visually permeable with glazing around its perimeter, apart from the service areas. This would serve to enliven and activate the surrounding streets, which is lacking with the current development on the site.
93. Regarding the reconfiguration of the City Tower podium new facades would be provided on its west and south facing sides plus a replacement façade along London Wall. The façade design would comprise a full height clear glass curtain wall system with a continuous louvred panel above and a decorative band of vertical fins applied over. The band of fins extend down to the ground at edges where the new facade meets the existing façade. The decorative fins would sit proud

of the glazed curtain wall to conceal technical louvres and they would extend vertically to form the balusters of the guarding to the podium level terrace creating a unified appearance. The extent of the glazing would contribute towards activating and enlivening the public realm.

94. The proposed scheme has been designed to achieve the highest standards of fire safety in accordance with policy D12 of the London Plan. The application is accompanied by a fire safety statement which demonstrates how the development would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. Additionally, London Plan Policy D5 seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. A condition is recommended requiring details of the final location of the evacuation lift, together with a management strategy for the evacuation of disabled people.
95. Overall it is considered that the detailed design of the proposed development is of an excellent standard and the building would make a positive contribution to the local area. The bulk and massing responds appropriately to the local context and the proposed high-quality materials and detailed design provide a richness to the building, appropriate to the character of the City as well as the setting of the surrounding buildings and spaces.

Public Realm

96. Alterations and enhancements are proposed to the public realm, both on public and private land, at ground and high walk level. The scheme would transform the public realm around the site through the provision of a new pedestrian route, a re-landscaped podium level public terrace, enhanced pedestrian experience through the redesign of walkways and public terrace (covered further in a separate section of the report below and in the transportation section of the report), the formation of a new connection between ground and high walk level and the re-landscaping of Brewers' Hall Gardens. The land designation of the public realm areas is covered in the transportation section of the report.
97. The scheme would result in the loss of three trees that are currently located along the public highway on Basinghall Street. Replacement tree planting of a greater quantum is proposed. The loss of the trees and details of the replacement trees, including maintenance is covered in more detail in the greening section of the report.
98. The new publicly accessible route would be generously proportioned measuring 5m high from ground level to the underside of the oversailing soffit and 2.5 m up to 5.8 m wide, flanked by active frontages and greening in landscaped planters. This would be a significant public benefit of the scheme, creating new north/south linkages and improving

permeability which is desirable in this location given the site's proximity to the Moorgate Crossrail entrance.

99. A new public lift and stairs, to be maintained by the applicant, would link the ground level route to the replacement highwalk and podium garden. Both ground and upper pedestrian routes would be partially covered with a feature soffit, providing shelter and creative lighting (as set out above further details of the artistic design of the soffit would be required through the S.106 agreement).
100. The podium level publicly accessible roof garden would be re-landscaped and enhanced with new wildlife attracting planting, seating and high quality materials of stone and timber to provide an enhanced and accessible open space. The applicant is also open to the possibility of siting outdoor exercise equipment on this area. Further details of the design of this area, including the exercise equipment would be required by condition. The quality of the space would be an improvement on the existing whereby the usability of the space is constrained by roof lights and ventilation equipment serving the adjacent building. The provision of an improved terrace area is considered to be another public benefit of the scheme and would accord with local Plan policy DM10.3 and draft City Plan 2036 policies S8, S14 and DE5 which seek to secure the delivery of high quality, publicly accessible roof gardens and terraces.
101. York Stone and the specified City natural pallet of high-quality public realm materials would be used throughout to create seamless integration with the wider public realm, in accordance with the City Public Realm SPD and associated Technical Guidance.
102. The scheme would deliver a significantly enhanced pedestrian experience along London Wall through the arrangement of the lower levels of the building and the re-landscaping of Brewers' Hall gardens. The existing oppressive 5.3m high colonnade along London Wall, would be replaced with a generous 10.9m high colonnade and enlarged footway width to increase the amount of public realm and improve pedestrian comfort. The indicative details of the potential re-landscaping of Brewers' Hall gardens show how this area would be revived and made more inviting. The addition of more greening along London Wall would result in a complementary relationship between this site and the landscaping on the opposite London Wall place development.
103. The exact details of the re-landscaping of Brewers Hall gardens would be secured through the S.106 agreement with the enhancements and final design to be carried out by the City. The gardens are City owned and the applicant has agreed to provide £200,000 towards enhancements. This figure has been derived from a feasibility study that has been carried out by the applicant's landscape architects. It accounts for the area being constrained by ventilation equipment which serves the car park/a substation below ground. A separate report

would need to go to the City's Open Spaces committee in order to authorise these works.

Walkway Bridge over Basinghall Street

104. The existing walkway bridge that spans from listed 65/65a Basinghall Street to City Place House would be demolished and replaced with a new footbridge. The existing footbridge is clad (bottom and sides) in glass-fibre reinforced cladding panels. The existing structure comprises 5 no. parallel steel beams, spanning circa 16m north-to-south, that support a concrete deck and asphalt walking surface of 6m wide.
105. The proposed City Walkway footbridge would be in the same position as the existing bridge. It would comprise deep steel beams that span circa 20.5m. The increased span (16m to 20.5m) is necessary as the proposed office building (structure), on which the bridge is supported, is set further back from the public highway than the existing building.
106. The bridge would be supported at 65/65a Basinghall Street by the same shelf as the existing bridge, and by a proposed building column integrated into the design of the new office building. These beams would also function as balustrades. Transverse spanning steel beams/ribs at close centres would support a light-weight deck (relative to the existing) and walking surface. The new bridge would be narrower than the existing but would splay outwards towards 65 Basinghall Street, facilitating greater pedestrian movements around the vaults' columns.
107. The weathered steel and vertical ribs would provide an attractive appearance to the bridge which would be in keeping with the materiality of the existing bridge over London Wall, connecting the application site both physically and visually to London Wall Place. Windows to the proposed office development and the new podium level terrace would enliven the route between the two sites.

Views

London View Management Framework Impact (LVMF)

108. The London View Management Framework (LVMF) provides a London wide policy framework to protect and manage strategically important views of London and its major landmarks.
109. Much of the existing City Place House and the whole of City Tower lie within the Background Wider Setting Consultation Area of the protected vista LVMF View 8A.1 of St Paul's Cathedral from Westminster Pier. The consultation threshold plane rises from 63.00m to 64.98m from south west to north east across the site. For the City Place House element of the site, the threshold plane rises from 63.00m to 64.49m.

110. The Townscape, Heritage and Visual Assessment provided by the applicant includes verified view images indicating that there would be a small intrusion into the background of the protected vista from this development. This intrusion is not considered to impact on the viewer's ability to recognise and appreciate the dome, peristyle and south western tower of St Paul's Cathedral.
111. The roof plan for the new build element on the site of City Place House indicates a height rising from 64.39m to 69.54m. However, within the Background Wider Setting Consultation Area to View 8A.1, a very small part of the skyline silhouette of the proposed building, at a height of 65.67m AOD would be above the consultation threshold by 2.17m, which would be marginally visible in the distance, 2.2km away, in the gap to the left of the south west clock tower of the Cathedral, when trees are not in foliage, although this is not considered to be harmful to the characteristics and composition of the view. The proposal would otherwise be concealed in the view and is considered to have no material impact on the views.
112. In the background of the cumulative view, consented 21 Moorfields is under construction. As such, the new office building on the City Place House site would be seen against the backdrop of 21 Moorfields and not against the sky.
113. In accordance with paragraphs 168 – 170 of the Visual Management Guidance in the LVMF, the development would preserve the viewer's ability to recognise and appreciate the dome, peristyle and south-west tower of St. Paul's Cathedral, ensuring these elements remain within a backdrop of clear sky. It is considered the visual management guidance is complied with. The development does not harm the characteristics and composition of the view and the protected vista and is in accordance with London Plan policies HC3 and HC4, Local Plan Policy CS13 and proposed Submission Draft City Plan policy S13 which seek to protect strategic views.
114. No other LVMF views would be affected by the proposal

Local Townscape Views

115. The Townscape, Heritage and Visual Impact Assessment (THVIA) includes a comprehensive assessment of the impacts of the proposal on a range of strategic and local townscape views. This assessment concludes that the impact on local views is either negligible or minor or a beneficial impact with the exception of two views of the Guildhall from King Street.
116. It should be noted that since the submission of the application further work has been carried out to refine the appearance of the 'petals' on the office building in the local townscape views. The application submission originally showed orange petals in the backdrop

to the Guildhall. The colouration has since been refined and new renderings have been submitted to show that the petals now appear more neutral and recessive. The views assessment has been made on the basis of the revised design. The revised renderings would be shared with the GLA as part of the stage II process given that in their comments they note a desire to ensure that the materiality of the upper levels of the proposal would not impact on the setting of the Guildhall.

View of and Approach to Guildhall from King Street and Queen Street

117. The proposed development would be particularly visible in townscape views from Queen Street and King Street, appearing above and behind the Guildhall.
118. Although in some views the development would provide a calm, neutral and coherent background to the Guildhall, replacing a variety of buildings of varying heights, mass and impact, it would intrude on the open sky behind the Guildhall particularly in some views from King Street (views 6 (eastern pavement on King Street at its southern end close to Cheapside) and 8 (eastern pavement of King Street outside 9 King Street) of the TVIA). The impact of this change on the setting of the Guildhall and the Guildhall Conservation Area is set out in the heritage section below.
119. Notwithstanding the above, this view would be transitory, fleeting and not representative of the whole, kinetic viewing experience in the approach to Guildhall. While it is considered that there would be some diminishment in the quality of views 6 and 8, overall the proposal would not detract from the local townscape views along King Street and Queen Street, looking towards the Guildhall, due to the existing views featuring buildings in the backdrop of the Guildhall.
120. In assessing the impact of the proposal on this view careful consideration has been given to the impact of lighting in night time views. The facade would incorporate blades to prevent the internal lighting from being unduly prominent at night in order to ensure that these impacts are acceptable in night time views. Further details of the proposed materials and their ability to limit light spillage would be required by condition.

View from King William Street

121. In views north along King William Street, the proposal would be glimpsed over the roof tops, in the backdrop of the collection of 20th century bank buildings around Bank Junction. By reason of its light grey cladding and stepped massing, the appearance would sit comfortably with the scale and proportions of the townscape.

View from Aldermanbury

122. The proposal would be seen in the context of the listed Chartered Insurance Institute at 20 Aldermanbury. The new building would appear taller than the existing building in this view. The additional massing would not detract from the view, which is characterised by a range of large scale buildings and styles. The proposed architectural treatment of the facades, with a layered veil, use of colour and enhanced greening to the building and public realm would enhance the view.

View from London Wall

123. The proposal would enhance the views along London Wall by reason of its high quality architecture, greening and dramatic columns. The use of colour in the petals would enliven the view.

Other Strategic Views (Local)

Cheapside and Gresham Street: The Processional Approach to St Paul's Cathedral

124. The processional route passes along Gresham Street and Cheapside but does not travel along King Street. The proposal would be seen fleetingly from Cheapside, at the junction with King Street, where it would appear in the backdrop of the Guildhall. The proposal would not be visible from any other points along Cheapside or from Gresham Street or within Guildhall Yard. As such it is considered that the kinetic townscape experience of the processional route would not be harmed by the proposal, in accordance with Local Plan Policy CS 13 and draft City Plan Policy S13 and guidance contained in the Protected Views SPD.

St Paul's Cathedral – Views From

125. The proposal would be visible from the Stone and Golden Galleries of St Paul's Cathedral. The Protected Views SPD seeks special attention be paid to the roofscape surrounding the Cathedral. In these views, the building would be seen to the right of the Barbican towers and in the foreground of City Cluster tall buildings. It would not obscure or detract from a City skyline landmark. It is considered it would preserve the composition and character of these views in accordance with Local Plan Policy CS 13 and draft City Plan Policy S13 and guidance contained in the Protected Views SPD.

Heritage

Designated Heritage Assets (Direct and In-direct Impact)

126. This section of the report assesses the impact of the proposals on the significance of designated heritage assets in the locality.

65 and 65A Basinghall Street (Grade II)

127. The listed building was built in 1966-9 and designed by Richard Gilbert Scott (son of Giles Gilbert Scott) in a modern expressionist style. The concrete framed building is clad in polished white cement, framed in an irregular pattern. Its most architecturally significant feature is the vaulted element of pre-cast concrete canopies which hang over the top storeys with windows and glazed openings below. This theme is carried on in the series of concrete shell vaulting, segmental arches and slender piers. The building is integrated into the City Highwalk which is framed by the vaulted portico.
128. The building is of architectural significance for its creative composition of plane, form, interconnected masses, use of materials and the distinctive vaulted canopies. It is of historic significance as a work by the Gilbert Scott dynasty of architects. The setting of the listed building is characterised by a mixture of large modern office buildings, 20th century civic buildings, historic listed buildings and a network of public realm walkways and vertical circulation. The High Walk links the listed building to 55 Basinghall Street via the High Walk Bridge.
129. The building plays a significant role within the public realm and movement of people around the area. It connects ground level routes to the raised walkways and bridges at first floor level which link it across Basinghall Street and to London Wall and the Barbican beyond. The public realm setting of the listed building contributes to the overall understanding and architectural significance of the listed building.
130. As part of the development proposals, listed building consent is sought for minor alterations to the north side of the listed building in connection with the replacement of the abutting City Highwalk footbridge (not listed).
131. Construction of the existing bridge took place after 65 and 65A Basinghall Street was built. The preparation and making-good of 65 Basinghall Street and lifting of steel beams, took place around the existing vaults. The existing concrete bridge structure is not integral to 65 Basinghall Street. Primary steel beams of the bridge bear onto the existing listed structure with holding-down bolts to stabilise the connection.
132. Archive details suggest that mass concrete, dowelled into the original listed building, was used to infill parts of the 65 Basinghall Street abutment either side of the bridge deck, providing a surface on which to mount cladding panels of the walkway bridge.
133. Two columns supporting the vaulted roof of 65 Basinghall Street are located (asymmetrically) at the bridge threshold. The existing concrete deck is recessed around these columns, with a movement joint provided at this interface to ensure that the two structures remain independent.

134. The replacement footbridge would abut the listed building in the same location. It would comprise two deep steel beams that span circa 20.5m. The beams would also function as balustrades. Transverse spanning steel beams / ribs at close centres would support a light-weight deck (relative to the existing) and walking surface.
135. The new bridge would be supported at 65 Basinghall Street by the same shelf as the existing bridge at +18.88m AOD and by a proposed building column at 55 Basinghall Street. There would be sufficient space at the 65 Basinghall Street abutment to provide this support within the volume already 'carved out' by the existing (retrofitted) bridge.
136. The new column support at 55 Basinghall Street would be designed to withstand the necessary jacking forces etc. required for future bridge maintenance, and to accommodate thermal movements. The bridge would be simply supported, minimising loading to the supporting buildings. The materiality of the new walkway would give the existing concrete panel structure more integrity, marking where 65 and 65a Basinghall Street ends and the walkways north begin.
137. The elevated public route would be retained, and the materiality and structural integrity of the listed building would not be harmed in the process of demolition and construction of the replacement walkway. The proposed new balustrade and bridge platform would not detract from its appearance. The special architectural and historic interest and significance of the listed building would be preserved.
138. Overall, the townscape setting of 65 and 65a Basinghall Street is of mixed character and quality, with large scale and large grain buildings set within public realm. City Place House, City Tower and the Highwalk footbridge over Basinghall Street form the immediate setting of the listed building. As such the setting is characterised by large commercial buildings and public realm. The proposed redevelopment would respect that character and would enhance the immediate setting of the listed building through public realm enhancements, greening and high quality architecture.
139. The significance of the listed building, and its setting would not be harmed by the proposed new developments at 55 and 40 Basinghall Street.

The Guildhall (Grade I)

140. Dating from the 15th Century, but much restored, the Guildhall is faced in squared rubble with ashlar dressings. The roof was rebuilt to a new design by Sir Giles Gilbert Scott. It is covered in stone slates and has a central louvre / fleche. The south porch has an elevation in Portland stone in a semi-gothic style, by Dance, the younger, 1788.

141. As an early 15th century building with high quality alterations and additions, the Guildhall has exceptional special architectural and historic interest as well as notable communal value. The fleche of the Guildhall is the building's most prominent feature and is read in axial views from the south along King and Queen Street within the contemporary context of the developments along these routes and London Wall Place beyond. The setting of the Guildhall is characterised by long approach roads from the river, flanked by historic buildings, which enable the Guildhall's landmark roof and fleche to be appreciated in long views from the south. The setting contributes positively to the understanding and architectural and historic significance of the listed building.
142. The setting of the Guildhall makes a significant contribution to its significance and an appreciation of it, in particular its architectural and historic significance. The setting of the Guildhall is characterised by the enclave of historic buildings from a mix of eras, in a variety of styles and materials that all complement each other. Visible from the south, in the back drop of the Guildhall are more recent commercial developments of London Wall Place, City Tower and City Place House. These contemporary forms and materials on the skyline are part of the wider setting of the Guildhall.
143. Viewing the Guildhall from within the Guildhall Yard is where the enclave of historic buildings are appreciated in an enclosed setting with minimal views out of it. The fleche of the Guildhall is clearly visible against the sky and seen in the context of the surrounding historic buildings of architectural note. The proposed development would not be visible from within Guildhall Yard and the immediate setting of the Guildhall would not be harmed.
144. In views 6 and 8 of the THVIA Street (views 6 (eastern pavement on King Street at its southern end close to Cheapside) and 8 (eastern pavement of King Street outside 9 King Street), the proposals would be clearly visible above the Guildhall roof and its iconic fleche where at present it is seen against a backdrop of clear sky as set out in the views section above. The erosion of the silhouette and prominence on this important historic approach would cause lower level less than substantial harm to the significance of the Guildhall. The simple, elegant form and appearance of the proposed office building would however provide a calm and restrained backdrop which mitigates the impact to some degree. It should also be noted that this view is transitory and fleeting in the context of the whole kinetic view along Queen Street and King Street. It is not representative of the general wider setting of the Guildhall, which predominantly features a fragmented backdrop of modern office buildings protruding into view above the roofline of the Guildhall, in views north along King Street and Queen Street.

145. In the majority of views identified in the THVIA, the impact of the proposal would be beneficial and would enhance the setting of the Guildhall. The existing jumbled backdrop would be replaced with a calmer, neutral backdrop enabling the Guildhall roof and fleche to appear distinct and prominent in townscape views. The high architectural quality of the proposed building would be an appropriate backdrop and would not detract from the wider setting of the Guildhall.
146. It is considered that, overall, the harm is slight, at the lower end of less than substantial.

20 Aldermanbury (Grade II)

147. The Chartered Insurers Institute is a seven storey, Portland Stone livery hall built in 1934, designed by M.E and O.H. Collins in a Tudorbethan style. It features a large gable over three window wide bays onto Aldermanbury. The building is of architectural, artistic and historic significance. Its setting is characterised by large scale buildings, including the 1950's Guildhall North Wing, 15 storey 5 Aldermanbury to the west and 9 storey City Place House to the north. The setting makes a low contribution to the significance of the listed building.
148. The proposal would be seen in the context of the listed Chartered Insurance Institute at 20 Aldermanbury. The new building would appear taller than the existing building in this view. However, the additional massing would not detract from the setting of the listed building, which is characterised by a range of large scale buildings and styles. The proposed architectural treatment of the facades, with a layered veil, use of colour and enhanced greening to the building and public realm would enhance the view.
149. The proposed development would reinforce the characteristics of the setting and would not result in harm to the setting, significance or views of 20 Aldermanbury. The setting and the contribution it makes to the significance of the listed building, would not be adversely affected by the proposals.

Other Listed Buildings

150. The impact of the proposals on the settings of the other listed buildings and their significance, identified in the THVIA have been fully assessed and taken into consideration. These include Church of St Lawrence Jewry, Former Guildhall Library and Museum, 13-14 Basinghall Street, the Barbican Estate, Wood Street Police Station, Salters' Hall, footings of former Church of St Mary the Virgin Love Lane, Monument to John Heminge and Henry Condell, remains of the tower of St Alphage Church, 1 Cornhill, Bank of England, 1-6 Lombard Street, 1 King William Street and St Mary Woolnoth Church.

151. The settings and the contribution they make to the significance of the listed buildings, would not be adversely affected by the proposals due to the relative distance of the proposal where it would not appear unduly prominent, would not impact on the roofscape silhouette of the listed buildings, the presence of other tall buildings that characterise the existing settings and existing built fabric blocking the view of the proposed development in the backdrop. The proposed development would not harm the significance or setting of these listed buildings.

Conservation Areas

Guildhall Conservation Area

152. The site lies to the north of the Guildhall Conservation Area. The setting of the conservation area is characterised by a mixed scale and density of development. It features several large modern commercial developments that contrast with the historic character and more intimate scale of the Guildhall Conservation Area. The contrast in scale is characteristic of the setting. The Guildhall is a focal point of the conservation area and is appreciated in long views, approaching from the south. The fleche on the Guildhall roof is a distinctive landmark feature in views into and through the conservation area.
153. Modern tall buildings, including London Wall Place and 40 Basinghall Street are visible beyond the Guildhall roof which fragment the backdrop setting in many of the existing views. The proposal would appear above the roof of the Guildhall in long views across the Conservation Area from Queen Street and King Street. The proposed architectural treatment would impact by creating a calmer, neutral and more unified backdrop setting to the Guildhall in many views, which would enhance the setting. However, in some limited views from King Street, the proposal would result in the fleche being no longer viewed against a silhouette of sky, (THVIA views 6 and 8) which would diminish its prominence and result in a slight, lower end of less than substantial harm to the setting and significance of the Guildhall Conservation Area.
154. The top floors of the building incorporate angled vertical blades (further details required by condition) to create the appearance of solidity. This is designed to prevent light emissions from being visible in night time views from the south in the context of the Guildhall. As such the fleche and roof of the guildhall would remain prominent in the views from the south at night.
155. It is considered that the proposal would result in some slight, less than substantial harm to the significance of the Guildhall Conservation Area as a result of the change in its setting.

Barbican and Golden Lane Conservation Area

156. The Barbican and Golden Lane Conservation Area lies to the north of the application site. The setting to the south and east is characterised by large scale modern developments flanking London

Wall. Due to the density and scale of development in between the site and the conservation area, there would be almost no visibility of the development proposals from the Barbican and Golden Lane Conservation Area. The top of the new building would be partially glimpsed from the Barbican Concert Hall Terrace in views looking south east, in the back drop setting to the conservation area. The change in the view would however be barely perceptible. A slither of the proposed building would be visible fleetingly in the gap between the Salters' Hall and London Wall Place from Fore Street and Andrewes Highwalk on the southern edge of the conservation area. The proposals would not harm the significance or the setting of the Barbican and Golden Lane Conservation Area.

Bank Conservation Area

157. The western boundary of the Bank Conservation Area lies on Coleman Street, a short distance to the east of the application site. The proposal would be visible looking west from Coleman Street, along Basinghall Avenue. It would appear obliquely and fleetingly in the context of surrounding large buildings. The impact is not considered harmful.
158. From King William Street looking north west a slither of the proposed development would be visible in the far distance over the rooftops. It would be barely discernible and would not detract from the view.
159. The setting of the Bank Conservation Area is as varied and diverse as the overarching character of the City. The wider setting of the Conservation Area is characterised by a backdrop of large buildings and strong juxtapositions between old and new. The proposal would not harm the significance or the setting of the conservation area.

Other Conservation Areas

160. Overall, the proposal would result in some minor change to the wider backdrop setting of other Conservation Areas such as Bow Lane and Queen Street, but not in a manner which would harm their significance or settings, which would be preserved. Large buildings and the dramatic change in scale is part of the characteristic backdrop to many conservation areas, which would be preserved and unharmed.

Barbican Registered Historic Park and Garden (Grade II*)

161. 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 walkway is characterful of the design intent to elevate pedestrian movement from vehicular below. They provide an elevated view at Podium level and visual connection to the public realm and street below and can be currently appreciated from the public walkway. Due to the distance between the Barbican and the application site and the presence of existing large buildings in between, the proposed development would be glimpsed fleetingly from limited viewpoints at podium and highwalk level. The proposal would not appear prominent or overbearing. There would be no harm to the significance of the Barbican Estate as a registered historic park and garden. The proposals would result in improvements to a section of the public City High Walk which connects to the Barbican walkway.

Conclusion on Heritage

162. It is considered the proposal would preserve the special interest, significance and setting of listed buildings in the vicinity including 65-65A Basinghall Street, 20 Aldermanbury, Church of St Lawrence Jewry, Former Guildhall Library and Museum, 13-14 Basinghall Street, the Barbican Estate, Wood Street Police Station, Salters' Hall, footings of former Church of St Mary the Virgin Love Lane, Monument to John Heminge and Henry Condell, remains of the tower of St Alphage Church, 1 Cornhill, Bank of England, 1-6 Lombard Street, 1 King William Street and St Mary Woolnoth Church. It is considered it would preserve and result in a minor enhancement to the special interest/significance and setting of 65-65A Basinghall Street.
163. There would be no harm to the significance of the Barbican Estate as a registered historic park and garden. The proposals would result in improvements to a section of the public High Walk which ultimately connects to the Barbican walkway.
164. It is considered that the proposal would result in some slight less than substantial harm to the significance of the Guildhall Conservation Area as a result of the change in its setting, in views looking from Queen Street and King Street.
165. It is considered that the significance of Bank Conservation Area and Barbican and Golden Lane Conservation Area would be unharmed as a result of the proposed changes in their settings.
166. The proposal would however, as a result of its height and bulk, fail to preserve and would result in harm to the special interest and heritage significance of the listed Guildhall, as a result of change in its setting. It is considered that, overall, the harm is at the lower end of less than substantial.
167. It is considered that the proposals would not accord with Local Plan Policy CS12 and London Plan Policy HC1 as the proposal would cause some slight harm to designated heritage assets, and as those

policies do not incorporate the heritage balancing exercise contained in paragraph 196 of the NPPF. For the same reason draft City Plan 2036 Policies S11 and HE1 would not be complied with.

168. The proposal would preserve the special architectural and historic interest/significance and setting of strategic, landmark designated heritage assets, including St Paul's Cathedral.
169. It would not detract from LVMF protected views. Local townscape views would not be adversely affected, apart from Guildhall Conservation Area views, 6 and 8 of the THVIA, from King Street which are through and out of the Guildhall Conservation Area.

Conclusion on Listed Building Consent 21/00201/LBC – 65-65A Basinghall Street

170. The proposals would result in a minor alteration to the listed building where it abuts the replacement pedestrian bridge structure. The junction would be made good and the integrity of the structure would be preserved. The works would not result in any harm to the special interest/heritage significance.
171. It is considered that the high quality architecture of the new building, public realm enhancements, greening, tree planting, new pedestrian route and Highwalk bridge would result in a minor enhancement to the listed 65 and 65A Basinghall Street, its setting and its contribution to the significance of the listed building.
172. The proposals would preserve and enhance the special architectural and historic interest and heritage significance of the listed building and its setting, subject to details reserved by condition, in accordance with Local Plan Policies CS 12, DM 12.1 and DM 12.3, draft City Plan 2036 policies S11 and HE1, London Plan Policy HC 1 and Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Archaeology

173. The site is in an area of archaeological importance, located inside the Roman and medieval City Wall and partly on the line of the east wall of the Roman Fort.
174. Archaeological excavation and recording were carried out on the site prior to construction of the existing building and it is considered that no archaeological remains would survive within the building footprint.
175. An informative is recommended to cover consideration of the archaeological impact if additional groundworks outside the building footprint, such as new drainage or service connections are proposed.

Accessibility and Inclusivity

176. Developments should be designed and managed to provide for the access needs of all communities, including the particular needs of disabled people as required by policies CS10, DM10.1, DM10.5 and DM10.8 of the Local Plan, policies S1, S8 and HL1 of the draft City Plan 2036 and policy D5 of the London Plan. The Mayor's Equality, Diversity and Inclusion Strategy aims to create a truly inclusive London.
177. The applicant has submitted an Equality Statement and an Access Statement. The Equality Statement assesses the proposal in respect of the protected characteristics as defined by the Equality Act 2010 (age, disability, gender and gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and the schemes potential impact on:
- Community facilities and places of worship
 - Accessibility, inclusivity and active travel
 - Amenity impacts (air quality, daylight, noise)
 - Employment and skills
178. It concludes that subject to mitigation the proposal would have no negative equality effects.
179. Mitigation should include the requirement for a scheme of protective works should be secured in order to ensure that there would be no undue impacts of construction with particular regard to noise, dust and disruption. (Relevant to age, pregnancy and maternity and disability).
180. A temporary replacement walkway should be provided during the construction work so as not to have a detrimental impact on accessibility and active travel. (Relevant to age, race and disability). The provision of temporary alternative walking routes for use during construction would be secured through the S.106 agreement via a City Walkway Agreement.
181. The development should be implemented in accordance with the details set out in the supporting reports in order to ensure no undue impact on the air quality, noise and daylight and sunlight during the operational phase of the development. (Relevant to age, pregnancy and maternity and disability).
182. The statement identifies that it is positive that the building and public realm would be designed to be accessible to all and that the development would create employment opportunities which could benefit several protected characteristics. Employment and skills pledges would be secured through the S.106.

183. The Access statement sets out how the scheme has been designed to be accessible and inclusive to all through the provision of:
- Accessible routes to all connections with local pedestrian routes.
 - Safe external spaces and routes for pedestrians and cyclists, segregated from vehicular traffic.
 - Inclusion of accessible cycle parking in the new office building and on the City Tower site.
 - Provision of one accessible vehicle parking space in City Tower.
 - Wheelchair accessible sanitary facilities alongside cycling facilities and at new reception areas.
 - Step free access to all parts of the new office building including terraces; and
 - Use of evacuation lift for evacuation from the office building.
184. Overall the Access Officer welcomes the inclusive access to and within the building. This is subject to further details of certain elements of the detailed design including the cycle parking, building layout, car parking and the columns being provided by condition (see the consultation response section of this report for the Access Officers comments).
185. Subject to the imposition of conditions and subject to the applicant entering into a planning obligation to secure mitigation measures officers agree with the conclusion of the Equality Statement that the proposal would have no negative equality impacts, and that the public sector equality duty would be fulfilled.
186. The proposal would meet the requirements of policies CS10, DM10.1, DM10.5 and DM10.8 of the Local Plan, policies S1, S8 and HL1 of the draft City Plan 2036 and policy D5 of the London Plan. Conditions and s.106 clauses are recommended in order to ensure that there would be no negative impact on the protected characteristics as identified by the Equality Act 2010.

Transportation

Cycling

187. The London Plan Policy T5 (Cycling) requires cycle parking to be provided at least in accordance with the minimum requirements published in the plan. Policy T5 (Cycling) requires cycle parking to be designed and laid out in accordance with guidance contained in the London Cycling Design Standards and that developments should cater for larger cycles, including adapted cycles for disabled people.
188. The proposed level of cycle parking exceeds the London Plan, as is shown in the table below.

	London Plan long stay cycle parking	Proposed long stay cycle parking	London Plan short stay cycle parking	Proposed short stay cycle parking
City Place House	611	611	27	27
City Tower	27	220	59	61

189. Technically cycle parking is only required for the part of City Tower that the application relates to i.e. the podium. However, the applicant has agreed to provide cycle parking for the whole development which is why the table above has such differing numbers. The level of provision is welcomed and would be in line with the London Plan.

190. The long stay cycle parking for the new office building would be accessed from the south east corner of the proposed new pedestrian route. The long stay cycle parking for City Tower would be accessed via an existing ramp from Basinghall Avenue. Most of the short stay cycle parking would be located on private land within the public realm, however 12 short stay cycle parking spaces associated with the office use at City Tower would be located in the basement for visitors to the building.

191. 5% of the cycle parking spaces are accessible for adapted cycles. The arrangement of the cycle parking and complimentary facilities (e.g. e-bike charging, showers, lockers) would be secured by planning condition in line with the London Plan Policy T5 (Cycling), the London Cycling Design Standards 8.2.1, and the draft City Plan 2036.

192. The proposals include 74 showers, and 730 lockers in the new office building and 23 showers, and 218 lockers in City Tower. The London Plan Policy 10.5.7 recommends a minimum of 2 lockers per 3 long-stay spaces, and at least 1 shower per 10 long-stay spaces. The proposals far exceed the London Plan requirements in this respect.

193. The applicant would be responsible for promoting the use of the cycle parking spaces and as such would be required through a Section 106 obligation to produce a Cycling Promotion Plan, which would be a cycling focused Travel Plan. The Cycling Promotion Plan would include details of how visitors to City Tower can access internal short stay cycle parking. It would be submitted to the City for approval in line with London Plan Policy T4 (Assessing and mitigating transport impacts) and as requested in the GLA's Stage 1 letter.

Vehicular access

194. London Plan Policy T6 (Car parking), Local Plan 2015 Policy DM16.5 and the draft City Plan 2036 Policy VT3 require developments in the City to be car-free except for designated Blue Badge spaces.
195. The development would be car free with the exception of 1 blue badge car parking space that would be provided at the basement level of City Tower, accessed via a ramp of Basinghall Street. The users of the new office building would have access to this parking space.
196. The proposed development would be policy compliant in respect of the proposed car parking arrangement and would represent an improvement on current circumstances whereby the existing motorcycle parking and car parking (22 spaces) within the basement of City Tower would be removed.

Servicing and deliveries

197. Policy DM16.5 of the Local Plan 2015 and the draft City Plan 2036 Policy VT2 require developments to be designed to allow for on-site servicing. London Plan Policy T7 (Deliveries, servicing and construction) requires development proposals to provide adequate space off-street for servicing and deliveries, with on-street loading bays only used where this is not possible. As per the existing situation the development would be serviced from two locations for each part of the development (City Tower and the proposed office building), the information for each part is set out separately below.
198. The servicing of the new office building would take place off-street accessed off Basinghall Street. Vehicles would be able to enter and exit the servicing area in forward gear. The servicing area would accommodate 2 vehicles up to 8m in size, and two electric vehicle charging points would be secured by condition, in line with GLA requirements and London Plan Policy T6 (Car parking).
199. The servicing of City Tower would take place off-highway on a private street accessed from London Wall, which is as existing. Vehicles would be able to enter and exit the servicing area from London Wall in forward gear.
200. The draft City Plan 2036 Policy VT2 requires major commercial development to provide for freight consolidation. London Plan Policy T1 (Strategic approach to transport) requires development 'to minimise freight trips on the road network including through consolidation'. Proposal 38 in the City of London Transport Strategy is to 'Reduce the number of freight vehicles in the Square Mile'. The City of London Transport Strategy defines freight consolidation as 'routing deliveries to a business, building or area via a warehouse where they are grouped together prior to final delivery.' The City of London Freight and Servicing SPD, point 63, requires suppliers to use consolidation centres in

suitable locations within Greater London to minimise the number of trips required to service developments.

201. The applicant is proposing to use an off-site consolidation centre in order to reduce the number of deliveries to the development per day. The applicant has agreed to a cap per day for the whole development of 52 deliveries and to use consolidation for the whole of the site, including City Tower – which is a benefit of the scheme and significant improvement on the existing scenario. The existing developments are predicted to receive around 80 deliveries per day without using consolidation, so there is reduction in the number of vehicles on the road of almost 30 per day. These caps would be secured in the Section 106 agreement.

202. The draft City Plan 2036 Policy VT2 requires delivery to and servicing of new developments to take place outside peak hours (0700-1000, 1200-1400, and 1600-1900 on weekdays) and requires justification where deliveries within peak hours are considered necessary. The applicant has agreed to no servicing at peak times 0700-1000, 1200-1400, and 1600-1900, in line with the City of London Transport Strategy for both parts of the development.

203. The applicant would be required to produce a delivery and servicing plan for both parts of the development, and this would be secured in the Section 106 agreement. The delivery and servicing plan would include measures to encourage and facilitate cargo cycling deliveries to the development.

Public Transport

204. 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 Moorgate and Bank underground stations and Farringdon and Moorgate national rail stations. The site is close to several bus routes running close by on London Wall and Moorgate.

Pedestrian Comfort and Trip Generation

205. Transport for London's Pedestrian Comfort Guidance recommends a minimum Pedestrian Comfort Level (PCL) of B+, and the aim in the City of London Transport Strategy is that all pavements would have a minimum PCL of B+.

206. A pedestrian assessment has been conducted for the site. The pedestrian and cycle data was collected in July 2019. The analysis shows that the streets in the vicinity of the development generally experience moderate pedestrian flows. Given the footway widths, this is considered comfortable. Basinghall Avenue and Coleman Street have higher flows, however the footway widths are wide enough to currently maintain a PCL of B. The proposed new pedestrian route would relieve pressure on the surrounding streets, improving the PCLs to at least a

level B+. The elevated walkway was also assessed for context – less than 100 people per hour were counted; this is considered very low. With an enhanced design, improvements to the surroundings, and upgraded step free access, more people are likely to use the elevated walkway – taking further pressure off the surrounding streets at ground level.

207. The applicant has proposed a new city walkway from the Guildhall Plaza, over Basinghall Street and across the podium to meet the London Wall Place city walkway. It is proposed to be narrower in some places than the existing route. The GLA raised concern that the narrower proposed city walkway should be subject to a PCL assessment. The applicant has shown through a PCL assessment that the existing level of the elevated walkway is low (PCL A). Therefore, the reduction in the width of the walkway is considered acceptable. There is ample spare pedestrian capacity on the walkway within the PCL A category to support any uplift in pedestrians expected as part of this scheme and future expected uplift. In addition, an alternative ground floor route is being provided and trips may naturally reassign to the new ground floor route.
208. The existing walkway (formerly Bassishaw Highwalk, further details of which are set out in the City Walkway section of this report) – which runs over the pavement colonnade on the south side of London Wall is proposed to be removed through the demolition of City Place House. Pedestrian analysis has been carried out and the removal of this route is considered acceptable. The pedestrian analysis showed that on average less than 100 people per hour use this part of the walkway. There is ample capacity on London Wall's footways and the proposed City Walkway to provide for any redistribution of pedestrians which may take place.
209. The submitted transport assessment indicates that the overall increase in trips across all modes would have an acceptable impact on the surrounding highway and public transport network capacities. In addition, the new public route through the development, and proposed Section 278 agreement would lead to all footways in the vicinity of the site being a PCL A, with the exception of Basinghall Avenue which is anticipated to be a B+.
210. A trip generation for the development has been conducted. Overall there is a net increase in trips for the whole development (the new office building at 55 Basinghall Street and City Tower) of approximately 896 and 830 office trips in the AM and PM peaks respectively. This increase is considered small, and the increase in public realm in the vicinity of the development would comfortably accommodate the relatively small increase in trips.

City Walkway and Public Access

211. Parts of the Bassishaw Highwalk City Walkway, which ran from the Guildhall Plaza, over Basinghall Street and across the podium to

London Wall, and over the colonnade on the southern London Wall footway, were discontinued on 2 October 2012 to enable works to be carried out to City Tower and City Place House (ref. 12/00167/FUL and 12/00947/NMA).

212. A Section 106 Agreement was secured from the developer at City Tower to re-provide this route and facilitate the declaration of a replacement City Walkway once works at City Tower were completed. The public route was re-provided. However, the redeclaration of the Bassishaw Highwalk City Walkway did not proceed after the works at City Tower were completed, due to the ongoing works for London Wall Place and the reconfiguration of the City Walkway associated with this development.

213. Consequently, the routes from the Guildhall Plaza, over Basinghall Street and across the podium to London Wall, and over the colonnade on the southern London Wall footway, are currently permissive path.

214. The implementation of the application proposal would be an opportunity to consolidate the long term intentions of all parties that have already committed to declaring the City Walkway. The proposals included in this application seek to re-provide part of the former City Walkway route from the Guildhall Plaza to London Wall (the route would be constructed to City Walkway standards). The wider podium area would remain as permissive path. Compared to the existing route the walkway would be realigned, the bridge over Basinghall Street would be of an improved design, the podium level garden would be enhanced, and the design of the new walkway is proposed to match the London Wall Place development.

215. Officers requested that the whole podium area (626sqm) be dedicated as City Walkway. However, the applicant is in favour of retaining rather than redeveloping the relevant part of the podium. The retained podium would not meet City Walkway loading requirements of 5kN/sqm. The proposed City Walkway route between the Guildhall Plaza and London Wall would be new structure and therefore can be built to the City's loading standards and declared as city walkway.

It should be noted that the City's loading requirement is applied to ensure health and safety standards in the event of crowding on a City Walkway structure, for example in the event of large gatherings. Although the retained podium would not meet the 5kN/sqm standard, it is not considered that it would be capable of accommodating crowds due to the planting and seating. The permissive path arrangements would enable the owners to control crowding should any risk of overloading arise.

216. For clarity, the proposed public space offering is set out in the table below.

	Existing	Proposed	Difference
City walkway	0 sqm	392 sqm	+392 sqm
Public Highway	754 sqm	845 sqm	+91 sqm
Public realm with public access 24/7	803 sqm	1,318 sqm	+ 515 sqm
Total area	1,557 sqm	2,555 sqm	+998 sqm

217. Overall there is an gain in public space; the overall gain in space for use by the public is 998sqm, which is a 64% increase of public space on site, and this would be an opportunity to provide a route with city walkway status, previously secured in the Section 106 agreement.

218. A City walkway agreement would be required as part of the Section 106 agreement. This would include temporary access measures and measures to ensure that the duration of walkway closure is minimised during construction. It would require the developer to dedicate and maintain the proposed city walkway to City of London standards. It would also include commuted sums required to cover additional costs incurred by the City of London associated with the new city walkway layout. A separate report would need to be brought to your committee to cover the dedication of the new City Walkway.

219. The proposed city walkway through this development also includes a city walkway bridge. The city walkway bridge has been discussed with the City's district surveyors at an early stage to ensure the proposals would meet our City walkway requirements. The city walkway bridge is proposed in approximately the same position as the existing bridge. The proposed replacement city walkway would be a minimum 3.5m in width, which meets our requirements. It should be noted that the existing route is wider than 3.5m in places, however the proposed city walkway is of an enhanced design and would complement the city walkway over London Wall provided as part of the London Wall place development. Therefore, the proposals are acceptable in principle.

220. A new stair and a lift are proposed to allow for a step-free access to the walkway. This would be a private lift and therefore would be maintained by the applicant. An obligation to this end would be agreed in the Section 106 agreement. The city walkway works would be secured via a city walkway obligation in the Section 106 agreement.

221. A new ground floor pedestrian route is being provided between London Wall and Basinghall Street, which constitutes a significant benefit of the scheme, particularly as a new Crossrail entrance is to be provided on Moorgate. The width of the proposed new route varies from 2.5m at its narrowest to 5.8m. The new pedestrian route (692sqm) would be permissive path, and there would be a Section 106 agreement to secure public access 24/7.
222. The proposed office building would oversail the new route at around 5m – below the CoL highway standard of 5.7m – therefore dedicating the through route as public highway was discounted for technical reasons. Due to the requirement to use vehicles to clean the building, declaring the route as City walkway was also discarded.
223. Minor stopping up is proposed to rationalise the highway boundary on Basinghall Street, which is currently not straight and is proposed to be oversailed by the building columns. Overall there would be a gain of approximately 102sqm of public highway as a result of the development, and a greater amount of public.
224. The minor stopping up would be a strip of approximately 54.9sqm running parallel to the southern façade of the new office building. The proposed dedication of highway will comprise the private areas currently associated with the existing colonnade on London Wall and the existing private land in front of City Tower. This would be approximately 150sqm, but final details of the exact areas to be stopped up and dedicated will be decided as part of the Section 278 package of works.

Public Realm, Security and Hostile Vehicle Mitigation (HVM)

225. The proposed development would oversail footways surrounding the development. This would provide shade and shelter and is in line with the Healthy Streets Indicators which TfL use to assess the impact of developments. The oversails would require Technical Approval, and this has been discussed with the City's Technical Approval body at pre-application stage.
226. The applicant has proposed to improve Brewers Hall Gardens as part of the public realm works. This would be subject to agreement at Open Spaces Committee, and if approved would be a further benefit of the development.
227. Local Plan 2015 Policy DM3.2, the draft City Plan 2036 Strategic Policy S2 (Safe and Secure City), and Policy SA3 (Designing in Security) set out how appropriate security and safety provision must be incorporated into all development. Policy D11 (Safety, security and resilience to emergency) of the London Plan states development proposals should include measures to design out crime that, in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help mitigate its effects.

228. Security proposals to protect the building and the new areas of public realm have been developed in consultation with the Designing Out Crime and the Counter Terrorism security officers within the City of London Police.

229. Sympathetically placed HVM would be provided at either end of the new public route. Trees are also proposed surrounding the development which serve a dual purpose. They would enhance the environment and provide a visual deterrent to hostile vehicles. HVM may be incorporated into street furniture to reduce the requirement for bollards, but this would be agreed at detailed design stage, and the design would be secured by condition.

230. A Section 106 obligation has been agreed for a contribution to the Legible London signage. This would help wayfinding through the new public realm easier. This accords with GLA's request for a contribution to Legible London.

Construction

231. A Construction Logistics Plan would be secured by planning condition. The GLA have requested a Road Safety Audit (RSA) is done as part of the Construction Logistics Plan.

Section 278 Agreement

232. The GLA requested fully segregated cycle paths as part of a S278 agreement on London Wall, however due to the complex structures under the road on London Wall, including utility tunnels and the car park, full segregation would not be achievable. The GLA also requested an assessment of Quietway 11 by the applicant – which has been done. The City of London have considered the requests from the GLA when negotiating the scope of the S278.

233. The applicant has agreed that a Section 278 agreement would be entered into. The Section 278 agreement would comprise walking and cycling improvements to London Wall including pavement relaying, mastic footways to be replaced with York stone, and the introduction of cycling infrastructure on London Wall to mirror the north side. The redesign of the whole junction of Basinghall Avenue (including safety audits) where the new route meets the highway, and other works to integrate the new pedestrian route would also be required. A safety audit for the proposed pedestrian route would determine whether it could be used by cyclists and pedestrians as requested by the GLA.

234. Section 278 works would be in line with the 10 Healthy Streets indicators, the City of London Transport Strategy and City of London's Public Realm vision, including the potential for footway widening and greening. The section 278 would be secured through the Section 106 agreement.

Transportation Conclusion

235. The proposal would accord with the relevant transportation related policies including London Plan policies T5 cycle parking, T6 car parking, T7 deliveries, servicing and construction, and D11 Safety, security and resilience to emergency. It accords with the Local Plan 2015 Policies DM3.2 and DM16.5, and the draft City Plan 2036 Policies AT1 – 5, SA3, VT2, and VT3.
236. The proposal would promote active travel through the excellent provision of the cycle parking and would deliver significant public realm improvements particularly through the introduction of a new north/south route.

Sustainability

Circular Economy and Waste

237. Emerging New London Plan Policy SI7 ('Reducing waste and supporting the circular economy') sets out a series of circular economy principles that major development proposals are expected to follow. Emerging City Plan 2036 Policy S16 sets out the City's support for Circular Economy principles.
238. Several of the objection letters that have been received query why City Place House cannot be retained and re-used in line with circular economy principles.
239. The submitted Draft Circular Economy Statement describes the strategic approach to incorporating circularity principles and actions according to the GLA Circular Economy Guidance. A number of options for a scheme that retains, refurbishes and alters the existing building (City Place House) have been considered over a period of 8 years but were not found technically feasible given the structural limitations of the existing steel frame designed with setbacks in the elevations and at roof level, and a lack of potentials to provide the required quality and quantity of floorspace for a modern, sought after office development.
240. The structure of City Place House was not designed with future flexibility in mind. Extending the existing steel frame to provide additional internal area is complicated by the limitations of the steel structure and the foundations, combined with the complexity of strengthening works required to fill in the setbacks of the floors in the London Wall elevation and at roof level. These constraints render typical approaches to increasing internal area (i.e. building out and building up) disproportionately costly, inefficient and carbon intensive. With regard to new foundations – a raft foundation was identified as the appropriate alternative to foundation reuse that would generate equivalent embodied carbon emissions but provide a more durable basement compared to a hybrid of new and existing element, and

would serve as a more flexible foundation for future modifications to the building, or indeed as foundations for a new building if the site were ever redeveloped.

241. The existing building's facade design life has come to an end and in order to achieve the modern standards of fire and thermal performance it would require a considerable refurbishment and replacement.
242. In addition, the need to modernise and replace the mechanical and electrical services as well as a full facade refurbishment, it became increasingly unviable to maintain the existing building as it would be very hard to achieve the project high aspiration for operational energy performance which requires excellent performance façade and MEP systems.
243. Notwithstanding the above, some of the basement retaining walls would be retained.
244. A new build provides the opportunity to make significant enhancement to the public realm by increasing the landscape offer, improve north to south pedestrian connectivity, providing an accessible connection between ground and podium level and to offer a more vibrant and active ground floor helping to further regenerate and enliven the area.
245. The applicants are committed to achieve a low impact new building by committing to:
- Prioritising flexibility and adaptability in the building design to facilitate a variation of uses to maximise the building's lifecycle and potential reuse of building elements
 - Optimising the structural design to minimise quantity of materials
 - Identifying opportunities for reuse through pre-demolition audit
 - Preferencing materials with high recycled content, confirmed by a Sustainable Procurement Plan, such as aluminium with 50% recycled content), cement replacements in concrete, 97-100% recycled content for steel enforcement bars, recycled steelwork and using recyclable mineral wool insulation.
 - Rationalising the grid structure to promote pre-fabrication and modularisation
 - Designing for ease of disassembly
 - Energy efficient design and incorporation of low carbon technologies
 - Reducing water consumption

- Using refurbished raised access flooring
- Managing excavation waste, construction waste and municipal waste responsibly, including aiming for a 95% diversion of construction and demolition waste from landfill.

246. A Detailed Circular Economy Assessment and a post-completion update in line with the Mayor's guidance on Circular Economy Assessments to confirm that high aspirations can be achieved have been requested by conditions. The detailed assessment would be expected to demonstrate that the relevant targets set out in the GLA Circular Economy Guidance can be and have been met.

Energy and operational CO₂ emissions

New development at 55 Basinghall Street:

247. The Energy Statement accompanying the planning application demonstrates that the development has been designed to achieve an overall 49.7% reduction in regulated carbon emissions compared with a Building Regulations compliant building.

248. The proposed energy demand reduction measures include the use of passive design measures in the building envelope with additional external shading elements, balancing the reduction of heat loss and solar gains, and maximising daylight access. The energy demand reduction measures would amount to a 19.8% reduction of carbon emissions savings compared to the Building Regulations compliant building.

249. Passive ventilation as part of a mixed mode system is not proposed in this instance, by reason of the polluted local context and the deep floorplan of the development that would not achieve a reasonable balance between extent of naturally and mechanically ventilated areas in combination with user controlled versus automatically controlled ventilation openings. Natural ventilation could be introduced in the future when the replacement or adaptation of building services and façade components would be required, and pollution levels have decreased.

250. The GLA require further information on the proposed Citigen district heating connection. They note that the potential to utilise cooling should also be considered and that the heat loads connected to the network should be maximised. The cooling and ventilation strategy includes Air Source Heat Pumps and Air Source Chillers, and the space heating would be provided via rejected heat from the cooling process in combination with a connection into the local district heating network (Citigen) in accordance with policies DM2.1 of the Local Plan and IN1 of the emerging City Plan 2036. The district heating network connection would account for further 20.1% of carbon emissions savings. Hot water for the showers would be provided by Water Source Heat Pumps. For the cooling process, low GWP (Global Warming

Potential) refrigerants would be used and efficient leakage control would be incorporated which would achieve the relevant pollution credit in the BREEAM assessment. The use of a District cooling connection was considered, however Citigen has confirmed that there is inadequate cooling capacity to serve the new office building.

251. The submitted strategy includes an assessment of unregulated energy use which refers to “plug loads” such as lifts, escalators, appliances, computers, printers etc. This is not considered under the Building Regulations but accounts nevertheless for a large proportion of the total energy consumption of a building. A low energy culture would be promoted, to include the provision of energy efficient equipment, encouraging the use of stairs and training of operators and facility managers.
252. In addition to the heat pumps, a roof mounted PV installation of 122 panels, 1.8sqm each with an anticipated annual electricity output of 35,900 kWh/yr are proposed to meet the landlord energy demand of the building, such as for the energy input to the heat pumps, lighting of communal areas and lifts. Detailed roof plans have been submitted to show that the PV area has been maximised. These details are considered to address the GLA’s requirement for further information on the PV potential.

Reconfiguration and refurbishment of the 40 Basinghall Street podium:

253. The GLA require an update to the refurbished baseline and note that further energy efficiency measures should be considered and proposed to the refurbished element. The applicant’s energy and sustainability consultants have submitted further information containing figures for the refurbished element of the scheme and details of the energy efficiency measures to the refurbished element.
254. The refurbishment works would result in 44.1% of carbon emissions savings compared to the Building Regulations Part L2B compliant building. 2.5% of these would be achieved through the use of high efficiency Air Source Heat Pumps as renewable technology. These would produce heat through heat recovery from the mechanical cooling process. The other primary heat source for space heating and hot water would remain as the existing, recently upgraded boiler. The proposed energy efficiency measures include upgrading of the building services and thermal elements as well as replacing the windows.
255. The site-wide energy strategy demonstrates compliance with the London Plan carbon emission reduction targets. A S106 clause would be included requiring reconfirmation of this energy strategy approach at completion stage and the carbon offsetting contribution to account for any shortfall against London Plan targets, for the completed building. This confirms the City’s carbon offset approach as required by the GLA stage 1 letter. To ensure that planning commitments are being

delivered, the London Plan requires major developments to monitor and report on operational energy performance and to identify good practice. A S106 clause is included to reconfirm the applicant's commitments set out in the submitted Metering, Monitoring and Billing Strategy in accordance with GLA's "Be Seen" Energy Monitoring Guidance.

BREEAM

256. A BREEAM New Construction 2018 "shell and core" pre-assessment has been carried out for the new part of the development. The pre-assessment targets a rating of "excellent" with a score of 79.84 %.
257. The development's scores in the City's four priority categories of Energy, Materials, Water and Pollution are acceptable. Further credits could be targeted in the detailed design phase and after full fit-out of the development. The post construction BREEAM assessment requested by condition should be carried out after the full fit-out of the floorspaces.
258. The BREEAM pre-assessment results comply with Local Plan Policy CS15 and draft City Plan 2036 Policy DE1.
259. For the podium works, a bespoke sustainability plan has been provided that commits to improvements in the categories of a BREEAM assessment relevant to the refurbishment measures. A post construction Sustainability Assessment of the refurbished element is requested by condition.

Whole Life-Cycle carbon emissions (Operational and Embodied Carbon)

260. New London Plan Policy SI 2 (Minimising greenhouse gas emissions) requires applicants for development proposals referable to the Mayor (and encouraging the same for all major development proposals) to submit a Whole Life-Cycle Carbon assessment against each life-cycle module, relating to the product sourcing stage, construction stage, the building in use stage and the end-of-life stage. The assessment captures a building's operational carbon emissions from both regulated and unregulated energy use, as well as its embodied carbon emissions, and it takes into account potential carbon emissions benefits from the reuse or recycling of components after the end of the building's life. The assessment is therefore closely related to the Circular Economy assessment that sets out the contribution of the reuse and recycling of existing building materials on site and of such potentials of the proposed building materials, as well as the longevity, flexibility and adaptability of the proposed design on the Whole Life-Cycle Carbon emissions of the building. The Whole Life-Cycle Carbon assessment is therefore an important tool to achieve the Mayor's net-

carbon city target. The GLA's stage 1 letter notes that the proposal should address Whole Life Cycle Carbon policy.

261. An early stage Whole Life-Cycle carbon assessment for the modules A1-A5 (up to practical completion) has been carried out with the finding that the key impact areas of the development in terms of carbon emission are the building structure, in particular the steel frame and floor slabs, the facade, finishes and building services. The applicants will therefore focus their attention on reducing carbon impacts in those areas during the detailed design stages. These will include:

- Materials efficiency exercises to identify opportunities for using less
- The use of cement replacements and reinforcement bars with a minimum 97% recycled content in reinforced concrete
- Sourcing materials locally
- Minimising embodied carbon through the use of rolled structural steelwork in the most efficient configuration
- Use of sustainable raised access flooring, including recycled and reused components
- Use of façade aluminium with high recycled content and manufactured more sustainably.

262. Over the proposed building's whole life-cycle, the embodied carbon emissions calculations at planning stage demonstrate emissions in line with the Greater London Authority's benchmark emissions target. It is anticipated that during the detailed design stage further improvements can be achieved for the phases up to completion, reaching the GLA's aspirational benchmark. A strategy to optimise the results for the proposal's Whole Life-Cycle carbon emissions through the detailed design stage, and a confirmation of the post-construction results have been requested by conditions.

Urban Greening and Biodiversity

263. Local Plan Policy DM19.2 promotes urban greening and biodiversity, DM 10.2 (Design of green roofs and walls) and 10.3 (Roof gardens and terraces) encourages high quality roof gardens and terraces.

264. The new development offers a variety of opportunities to enhance urban greening and biodiversity at ground level, podium level and upper levels. These include

- A landscaped public realm around the new building with planters, trees and rain gardens
- a podium with green spaces and routes through
- a biosolar green roof at roof level

- and small planted terraces at levels 4-12.
265. These would mainly provide amenity benefits and some visual softening to the built density, however, the proposed planting scheme would also initiate biodiversity benefits. A biodiversity net gain calculation has been carried out by the applicant and it is predicted that the proposal would result in a net percentage change of 348.63% using green roofs, tree planting and flower rich perennial planting. The proposal therefore meets the net gain requirement of at least 10% in biodiversity value required by the draft Environmental Bill.
266. Details of the quality and maintenance of the proposed urban greening are required by conditions.
267. Policy OS2 of the emerging City Plan 2036 requires major developments to include an Urban Greening Factor (UGF) calculation demonstrating how the development would meet the City's target UGF score of 0.3 as a minimum. The applicant has scored the proposed greening in order to provide a UGF for the scheme.
268. The existing site has a UGF of 0.08. Guidance requires the proposed UGF to be calculated based on the total site area. There are areas in the site where it would not be feasible to provide additional greening for example City Tower as no physical works are being undertaken to this element and footway along London Wall. Officers have also requested that the greening to Brewers Hall gardens is not included in the calculation as the exact details of this element of the scheme are to be decided at a later date.
269. Therefore, taking account of the area of the site where development would feasibly take place (the City Place House site and surrounding footways, Basinghall Street bridge and the City Tower podium), which is considered by Officers to be a logical approach in this instance and it comprises the majority of the site area, the proposed level of greening would achieve a UGF of 0.3 in accordance with policy OS2 of the emerging City Plan 2036. If the site area is taken as a whole a UGF of 0.24 would be achieved, which would still represent a significant improvement on the existing figure of 0.08.
270. The proposal would involve the loss of three trees on Basinghall Street. The existing trees could not be accommodated alongside the development given the construction work that would need to undertake to form the overhang of the proposed office building.
271. Policy CS19 of the Local Plan 2015 seeks to protect the amenity value of trees retaining and planting more trees wherever practicable and policy DM19.2 states that developments should promote biodiversity and contribute to urban greening. Local Plan paragraph 3.19.17 states that "Where existing green infrastructure is disturbed, removed or damaged as a result of development, it must be replaced with good quality urban greening. There should be no net loss of green

infrastructure. Existing trees should be replaced with trees of an equivalent size and quality.” Policy OS4 of the emerging City Plan 2036 seeks to increase the number of trees and their overall canopy cover through a number of measures including “Other than in exceptional circumstances, only permitting the removal of existing trees which are dead, dying or dangerous. Where trees are removed requiring their replacement with trees that can attain an equivalent value.”

272. The trees that would be removed comprise 1 category B ash tree, 1 category C lime tree and 1 category B oak tree. The submitted trees survey provides the definitions of the different categories. Category B is defined as “Trees of moderate quality with an estimated remaining life expectancy of at least 20 years”. Category C is defined as “Trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm”.
273. As part of the proposal nine trees would be provided at ground floor level. Three replacement trees would be planted on Basinghall Street and six trees would be planted in the landscaped planters to the south east of the new office building. The proposed trees on Basinghall Street would be located under the soffit of the building which would be approximately 12 metres above ground level. The City’s Open Spaces team are satisfied that this is considered to provide enough height in order to allow the selected species to develop. As the trees would be on the south side of the building there would be enough light to allow for the growth of the trees.
274. It should be noted that a further 11 trees would be planted at podium level and 14 trees at roof terrace level.
275. In considering the loss of the trees in relation to policy, policy CS19 requires the amenity value of trees to be protected and the retaining and planting of more trees wherever practicable. It is not considered that it would be practicable to construct the overhang of the proposed building and retain the trees in this instance. In line with policy CS19 and DM19.2 of the Local Plan a greater level of tree planting is proposed. A condition is recommended to require further details of the trees in order to ensure that they would be of an equivalent quality and size to the existing trees. Policy OS4 states that other than in exceptional circumstances only permitting the removal of trees which are dead, dying or dangerous. The proposed circumstances are considered exceptional with regard to the loss of the tree in that a development is being secured that would revitalise this part of the City and deliver significant public realm benefits. Taking into consideration the quality of the existing trees, the circumstances of the development and that a greater level of tree planting would be delivered it is considered that the policy tests of CS19 and DM19.3 of the Local Plan and policy OS4 of the emerging City Plan have been complied with regarding the loss of the trees.

Flood Risk, Sustainable Urban Drainage

276. Local Plan 2015 policy CS18 seeks to “reduce the risk of flooding from surface water throughout the City, by ensuring the development proposals minimise water use, reduce demands on the combined surface water sewer and sewerage network”. The use of Sustainable Drainage Systems (SuDS) is supported by Local Plan policy CS18 and policy CR3 of the draft City Plan 2036.
277. The Flood Risk Assessment and Drainage Strategy Report prepared by Arup shows that this development is in the Environment Agency’s Flood Zone 1 (an area of very low flood risk) therefore the proposed commercial uses are appropriate in this location under the sequential test.
278. The site is not within the City Flood Risk Area and is at low risk of surface water/ sewer surcharge flooding.
279. The City of London SFRA shows that this part of the city is at risk of groundwater flooding. This will be mitigated through waterproof lining of the basements to reduce the risk of water ingress.
280. Regarding the SUDS strategy blue, green/brown roofs and sub surface Geocellular storage is proposed. At detailed design stage opportunities would be explored to utilise rainwater harvesting, rills/canals, bio-retention systems/rain gardens and permeable paving. Conditions are recommended to cover submission of the final SUDS strategy.
281. The proposed Flood Risk and SUDS strategy would accord with policies CS18 of the Local Plan and policy CR3 of the emerging City Plan 2036.

Climate Change Resilience

282. Policies DM 15.5 of the Local Plan and DE1 of the emerging City Plan requires developers to demonstrate through Sustainability Statements that major developments are resilient to the predicted climate conditions during the building’s lifetime.
283. In accordance with policy the applicant has provided evidence that the building would be designed for thermal comfort using future climate scenarios. Design features would be incorporated to minimise energy demand and improve thermal comfort to the occupants including:
- Glazing ratio derived for detailed façade optimization for managing solar gains and daylight penetration.
 - Light-coloured finishes to reflect solar gains back and daylight into the spaces.

- Setbacks to the ground floor, first and second floor elevations and sheltering from adjacent buildings act as means of shading to the highly glazed retail areas on the lower levels.
- External shading elements that respond to the solar exposure on each orientation are present in the office areas to control peak solar heat gains.
- Creating an identity for the building based on environmental design principles, such as with the use of the passive solar shading vertical “petals” that open-up at the upper floor levels of the building. The higher floor levels are more exposed to total solar gain due to the surrounding buildings shading parts of the lower floor levels.
- Consideration of overshadowing from surrounding buildings.

Conclusion

284. The City of London Climate Action Strategy supports the delivery of a net zero, climate resilient City. The agreed actions most relevant to the planning process relate to the development of a renewable energy strategy in the Square Mile, to the consideration of embedding carbon analysis, circular economy principles and climate resilience measures into development proposals and to the promotion of the importance of green spaces and urban greening as natural carbon sinks, and their contribution to biodiversity and overall wellbeing.
285. The proposed development, by way of its central location within London, its opportunities for providing a positive and healthy work/life environment, and its environmental credentials, would positively contribute to the economic, social and environmental sustainability of the City of London. The proposed sustainability strategy overall meets current and new London Plan policies as well as Local Plan policies, and it is on track to achieve an “excellent” BREEAM assessment rating.
286. The proposals indicate that Whole Life-Cycle Carbon emissions can be significantly reduced in line with the GLA’s aspirational benchmark. The existing building has been assessed and found to be unsuitable to be transformed into a new, attractive and sustainable development with public benefits. However, Circular Economy principles can be positively applied to achieve a long term, low carbon, flexible and adaptable development. The building would achieve an appropriate degree of climate change mitigation through utilising heat provided by the Citigen heat network while passive energy saving measures and low energy technologies would be employed to significantly reduce operational carbon emissions beyond London Plan requirements.
287. The proposal would accord with the relevant sustainability and environmental related policies of the Local Plan 2015: DM2.1, CS15, DM19.2, DM10.2, DM10.3, CS18, CS19, DM15.5, emerging City Plan 2036: SI6, IN1, DE1, OS2, OS4, CR3 and London Plan S17, S12.

Microclimatic Impacts

Wind

288. Wind tunnel testing has taken place to predict the local wind environment associated with the completed development and the resulting pedestrian comfort within and immediately surrounding the site. CFD simulation and analysis has also been carried out in accordance with the City's Planning Advice Note, Wind Microclimate Guidelines for Developments in the City of London.
289. Wind conditions are compared with the intended pedestrian use of the various locations including carriageways, footways and building entrances. The assessment uses the wind comfort criteria, referred to as the City Lawson Criteria in the Wind Microclimate Guidelines, being 5 Comfort Categories defining conditions suitable for frequent sitting/occasional sitting/standing/walking/Uncomfortable.
290. A separate safety criterion is also applied to ascertain if there are any safety risks to pedestrians or cyclists.
291. Assessments have been carried out for both the windiest season and the summer season across the following scenarios:
- Configuration 1: Existing site with existing surrounding buildings
 - Configuration 2: Proposed development with existing surrounding buildings
 - Configuration 3: Proposed development with cumulative surrounding buildings
 - Configuration 4: Proposed development with existing surrounding buildings, proposed/existing landscaping
292. The results of the CFD and wind tunnel tests are largely consistent with each other. The results of the assessment by RWDI are set out in the proceeding sections of the report.
293. In the Baseline scenario (Configuration 1), wind conditions would range from suitable for frequent sitting to standing use during the windiest season. During the summer season, wind conditions would be generally one category calmer and a larger area of the Site would fulfil the frequent sitting and occasional sitting use criteria.
294. With the Proposed Development built out (Configuration 2), the majority of wind conditions would remain similar to those in Configuration 1, during the windiest season. Localised areas to the south-west of the Site would be two categories windier than in the baseline (either standing or walking), however, would remain suitable for the intended use. In addition, thoroughfares to the south and south west of the site and the entrance to 5 Aldermanbury would be one category windier (standing or occasional sitting) than the baseline scenario, however, would remain suitable for the intended use.

295. During the summer season, amenity spaces at ground level to the south-west of the Site would be one category windier than suitable at seating benches on the north and south sides of Aldermanbury. Mitigation is recommended in these areas in the form of planters with the planting to be of a sufficient height to provide shelter for the benches.
296. The highest private balcony on the south-western elevation of the proposed office development would be one category windier than suitable and would also require wind mitigation measures.
297. All other amenity spaces including podium level, roof terraces and Brewers' Hall Gardens would be suitable for the intended use.
298. This shows that the increase in height to Brewers Hall would provide additional shelter from south-westerly winds. This would partly improve conditions in Brewers' Hall gardens so that they are similar to the baseline scenario and would improve conditions at the proposed north west entrance to the new office building during the summer season. All other locations within the development would be similar to the scenario where the scheme is tested with existing surrounding buildings.
299. The inclusion of proposed landscaping within the testing (configuration 4) would provide additional shelter along the northern elevation at ground level and on the southern pavement of London Wall during the summer season compared to Configuration 2. In addition, seating benches at roof terraces would improve to be suitable for frequent sitting use during the summer season. Wind conditions at all other locations would be similar to Configuration 2.
300. No instances of strong winds would occur in any of the tested configurations.

Wind Conclusion

301. There would be fluctuations in wind levels around the site as a result of the proposed development. The majority of thoroughfares, entrances and amenity spaces would remain suitable for their intended use. Mitigation would be required for selected benches on the north and south sides of Aldermanbury and a high level terrace with the office building. Subject to the mitigation measures being secured through the s.106 agreement it is considered that the microclimate in and around the site, with regard to wind conditions, would be acceptable in accordance with London Plan Policy D8, Local Plan policy DM10.1, and draft City Plan policies S8 and DE2, and the guidance contained in the Planning Advice Note, Wind Microclimate Guidelines for Developments in the City of London.

Thermal Comfort

302. London Plan Policy D8 seeks to ensure that consideration is given to the local microclimate created by buildings. Policy S8 of the emerging City Plan 2036 intends to secure development which optimises micro-climatic wind conditions and thermal comfort. The Thermal Comfort Guidelines for Developments in the City of London was published in December 2020 and sets out how the thermal comfort assessment should be carried out.
303. The applicant has submitted a thermal comfort assessment. The technique involves merging wind, sunlight, temperature and humidity microclimate data at a seasonal level to gain a holistic understanding of thermal comfort and how microclimatic character of a place actually feels to the public. The Universal Thermal Climate Index (UTCI) metric is utilised for predicting thermal comfort. This sets out usage categories for thermal comfort and defines the categorisation of a given location.
304. The assessment shows that 90% of the area surrounding the site at ground level would have comfort conditions appropriate for year-round occupant use. Some areas to the west of the site are expected to drop one or two categories to have seasonal or short term use, these areas correspond to the areas where increased windiness and shading is expected. Notwithstanding, despite the drop in category these areas still meet the criteria required for their intended purpose. The podium area would also be suitable for outdoor seating for most of the year with only a small area in the south west corner suitable for seasonal use.
305. It is therefore considered that although the proposed development is expected to have an impact on thermal comfort in the surrounding urban realm, the change would be limited and no areas would have their thermal comfort category reduced to a point that it would be incompatible with their use. The proposal would accord with policy D8 of the London Plan, policy S8 of the emerging City Plan and the guidance within the Thermal Comfort Guidelines 2020.

Air Quality

306. Local Plan 2015 policy CS15 seeks to ensure that developments positively address air quality. Policy DE1 of the draft City Plan 2036 states that London Plan carbon emissions and air quality requirements should be met on sites and policy HL2 requires all developments to be at least Air Quality Neutral, developers will be expected to install non-combustion energy technology where available, construction and deconstruction must minimise air quality impacts and all combustion flues should terminate above the roof height of the tallest part of the development. The requirements to positively address air quality and be air quality neutral are supported by policy S11 of the London Plan.

307. An air quality assessment has been submitted in conjunction with the proposal. The assessment considers the impact of the proposed development on air quality as a result of the construction and operational phases of the development.
308. During demolition and construction dust emissions would increase and would need to be controlled in order to avoid significant impacts. Mitigation measures and dust control measures would need to be put in place on the construction site. Details of the dust control measures would be required by condition prior to the commencement of development as part of a scheme of protective works.
309. For the completed development, the building would not generate any significant emissions as the proposed energy strategy comprises a heating and cooling strategy to be achieved through air-sourced heat pumps and air sourced chillers. There would be no on-site energy generation or combustion.
310. The development would be car free. Additional vehicle trips would be generated from servicing and delivery vehicles notwithstanding they would be at a level that would be below the Transport Emissions Benchmark for the development.
311. The proposed development would meet the GLA's air quality neutral benchmark for both the transport and building emissions.
312. The City's Air Quality Officer has no objections to the proposal and recommends that conditions are applied requiring the submission of an Air Quality Report to demonstrate how the finished development would minimise emissions and exposure to air pollution during its operational phase, and that the developer/contractor signs up to the Non-Road Mobile Machinery Register.
313. Subject to the compliance with conditions, the proposed development would accord with Local Plan 2015 policy CS15, policies HL2 and DE1 of the draft City Plan 2036, policy SI1 of the London Plan which all seek to improve air quality.

Daylight and Sunlight

Daylight and Sunlight

Assessment Context

314. An assessment of the impact of the development on daylight and sunlight to surrounding residential buildings and public amenity spaces, has been submitted in conjunction with the proposed development. The effects of the development are assessed having regard to the recommendations in BRE Report 209, Site Layout Planning for Daylight and Sunlight: A guide to good practice (second edition, 2011).

315. Regarding daylighting, the vertical sky component (VSC) and daylight distribution tests have been applied. The VSC test measures the amount of skylight available at the centre of a window on the external plane of the window wall. The BRE guidelines state that a window which achieves a VSC of 27% or more is considered to provide good levels of light. If with the proposed development in place the figures is both less than 27% and reduced by 20% (0.8 times its former value) or more from the existing level, the loss would be noticeable.
316. As the VSC calculation does not account for the size of the window being tested, the size of the room that it lights or whether there are multiple windows serving a room, the BRE guidelines recommend that a second test should be applied -daylight distribution. The daylight distribution text calculates the area of the working plane inside a room that will have a direct view of the sky. The BRE guidelines state that if with the proposed development in place the level of daylight distribution in a room is reduced by 20% (0.8 times its former value) or more, the loss would be noticeable.
317. The BRE guidelines indicate that if either the VSC or daylight distribution guidelines are not met, an adverse impact is likely to result.
318. Regarding sunlight, the BRE guidance recommends that all main living rooms of dwellings should be checked if they have a window facing within 90 degrees of due south. The available sunlight is measured in terms of the percentage of annual probable sunlight hours (APSH) at the centre point of the window. Probable sunlight hours is defined as “the long-term average of the total number of hours during a year in which direct sunlight reaches the unobstructed ground (when clouds are taken into account)”. Sun lighting of a dwelling may be adversely affected if the centre of the window:
- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March and
 - Receives less than 0.8 times its former sunlight hours during either period and
 - Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours?
319. To clarify, all three of the above criteria need to be met for there to be an adverse impact in sunlight terms.
320. In terms of the policy context, policy DM10.7 of the Local Plan seeks 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 BRE guidelines. Policy DE8 of the emerging City Plan 2036 requires development proposals to demonstrate that daylight and sunlight available to nearby dwellings

and open spaces is appropriate for its context and provides acceptable living standards, taking account of the BRE guidelines.

321. The BRE guidance advises that numerical values are not to be applied too rigidly. This is acknowledged in the supporting text to policy DM10.7 of the Local Plan 2015 which states that “The Building Research Establishment (BRE) has issued guidelines that set out several methods of assessing changes in daylight and sunlight arising from new developments. The City Corporation will apply these methods, consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely developed city centre locations”.
322. Residents have raised concerns regarding the impact of the proposal on daylight and sunlight levels to their residential dwellings. They have expressed concerns that the figures do not take account of the oversailing fixed balconies/fire escapes in the Barbican residences and in doing so they underrepresent the real effect of the proposed development on residents. The supporting text to policy DM10.7 of the Local Plan states “Where appropriate, the City Corporation will take into account unusual existing circumstances...the presence of balconies or other external features, which limit the daylight and sunlight that a building can receive”. Officers have sought further clarity on the submitted figures from the applicant’s daylight and sunlight consultants who confirmed that the balconies/fire escapes were included in the submitted daylight and sunlight calculations.
323. The development has been assessed in terms of its impact on the daylight and sunlight levels to relevant residential rooms in Andrewes House, Willoughby House and Roman House, which are all to the North of the site. The results of the assessment are set out below.
324. It should be noted that the Beadle’s Flat in Brewers’ Hall and the Beadle’s Flat and Master’s Flat in Girdlers Hall are in close proximity to the application site but have been scoped out of the assessment. The Beadle’s Flat in Brewers’ Hall is located at third floor level in the south western corner of the building with all windows serving habitable rooms facing away from the development site. As an aside, application reference 18/01198/FULL which permitted works to the Brewers’ Hall and is currently under construction, seeks to remove this residential element.
325. The Beadle’s Flat and Master’s Flat in Girdlers Hall are located at second floor level. The flat is on the eastern side of the building with City Tower blocking the proposed new office building.
326. Local Plan Strategic Policy CS10 seeks to ensure that the bulk, height, scale, massing, quality of materials and detailed design of buildings are appropriate to the character of the City and the setting

and amenities of surrounding buildings and spaces. Within the BRE Guidance commercial premises such as offices are not considered as sensitive receptors and as such the daylight and sunlight impact is not subject to the same test requirements as residential premises. The dense urban environment of the City, in particular in and around the cluster is such that the juxtaposition of commercial buildings is a characteristic that often results in limited daylight and sunlight levels to those premises. Commercial buildings in such locations require artificial lighting and are not reliant on natural daylight and sunlight to allow them to function as intended, indeed many buildings incorporate basement level floorspace or internal layouts at ground floor and above without the benefit of direct daylight and sunlight. Whilst the proposed development would result in a diminution of daylight and sunlight to surrounding commercial premises, the proposed development provides a degree of separation such that it would not have an unacceptable impact on the amenity of those properties and would not prevent the beneficial use of their intended occupation. As such the proposal is not considered to conflict with Local Plan Policy CS10.

Daylight Results

327. The proposal would result in small VSC changes to some windows in the residential blocks that have been assessed, however the changes would be such that they would be within limits that are considered acceptable in the BRE guidelines. All windows assessed for VSC in Andrewes House, Willoughby House and Roman House comply with the BRE's guideline values in that, the area of the working plane within the assessed rooms that can receive direct skylight, would not be reduced to less than 0.8 times its former value.

328. All assessed rooms within Roman House and Willoughby House would be compliant in respect of the BRE's guidelines for daylight distribution. Within Andrewes House 56 (97%) of the 58 rooms that were assessed would be compliant in respect of the BRE's guidelines for daylight distribution. The remaining two rooms (living rooms) would achieve a factor of former values of 0.72 and 0.79. The daylight distribution diagrams show that the proposed development would potentially impact on light available towards the backs of the rooms.

Sunlight Results

329. The proposal would result in reductions to the amount of sunlight available to some residential properties. Notwithstanding, the changes are within limits that would not be considered to have an adverse impact on residential occupiers. All tested windows are BRE compliant in respect of sunlight as none of the tested windows meet all three of the following conditions, which is when the BRE guidelines consider there to be an adverse impact (as set out above and reiterated again below for clarity):

- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March and
- Receives less than 0.8 times its former sunlight hours during either period and
- Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours?

330. In Andrewes House all of the 82 windows and in Willoughby House all of the 18 windows assessed achieve the BRE's guideline values by retaining greater than 0.8 times their former value on both an annual and winter basis. In Roman House all 94 windows assessed achieve the BRE's guideline values by either retaining greater than 0.8 times former value for both an annual and winter basis or having a reduction in sunlight over the whole year of less than 4% APSH.

Cumulative Impact

331. Objections have been raised by local residents regarding the cumulative impact of development on the daylight and sunlight of neighbouring residential dwellings. They state that the impact of the development should not be considered in isolation as residents suffer from incremental erosion with each successive development for example 1 and 2 London Wall Place had a detrimental impact and the City should further limit the height of new development.

332. The supporting text to policy DM10.7 of the Local Plan states that "When considering proposed changes to existing lighting levels, the City Corporation will take account the cumulative effect of development proposals". Cumulative effect is taken to refer to future proposals and not to past schemes which have already been implemented. As such, in this instance the daylight and sunlight available to neighbouring residential occupiers prior to the construction of 1 – 2 London Wall Place would not be considered. The impact of this development is taken into consideration through existing lighting levels to neighbouring residential occupiers.

333. Regarding cumulative impact the applicant has considered the impact of the Brewers' Hall extension and 21 Moorfields. By virtue of the size of the Brewers' Hall extension and its separation distance to neighbouring residential occupiers, its inclusion in the daylight and sunlight assessment would not have any bearing on the results. 21 Moorfields would sit to the east of Willoughby House and would not be visible to the south-west facing residential windows that have been included in the daylight and sunlight assessment.

334. It is not therefore considered that the daylight and sunlight results would change as a result of considering the cumulative impact of the application proposal and development schemes in the locality.

Daylight and Sunlight Conclusions

335. The proposals would result in changes to the daylight and sunlight available to neighbouring residential occupiers, however with regard to daylighting in most instances the fluctuation in the figures would be less than 20% (0.8 times its former value) and therefore the actual impact on daylight would be unlikely to be noticeable to the occupiers and the results are BRE compliant. All windows tested for sunlight would be BRE compliant.
336. Notwithstanding the above, there are two living rooms within Andrewes House that would not be BRE compliant in respect of the daylight distribution test. The rooms would have figures of 0.72 and 0.79, which is only marginally below the BRE guidance of 0.8 which is the baseline figure for noticeable impact. The BRE guidelines advise that an adverse effect will occur if either the daylight distribution or VSC tests are failed. The windows serving the rooms in question would be VSC compliant but would not satisfy the daylight distribution criteria and therefore there would be in breach of the BRE guidelines. The test set out in policy DM10.7 is whether development would reduce noticeably daylight to nearby dwellings to unacceptable levels taking account of the BRE guidelines. Although there would be a breach of the BRE guidelines, it is the view of officers that daylight would not be reduced to unacceptable levels as there is no breach of the VSC guideline and as the breach of the daylight distribution guideline is marginally below the 0.8 guideline. Accordingly, policy DM10.7 is complied with. It is also the view of officers that the living standards will be acceptable, and that the proposal complies with policy DE8 in the emerging City Plan 2036.

Health Impact Assessment

337. Policy HL9 of the draft City Plan 2036 advises applicants of major developments to assess the potential impacts their development may have on the health and well-being of the City's communities.
338. The applicants have submitted a Health Impact Assessment, based on the NHS Healthy Urban Development Unit's criteria and toolkit to assess the possible impacts on the health and well-being of the City's communities.
339. The proposed development was satisfactorily assessed against 51 criteria relevant to the City of London. The assessment concluded that there would be a positive impact for 25 of the criteria, a neutral impact for 26 of the criteria and no negative impacts. The provision of exercise equipment on the podium would be welcomed in accordance with the promotion of healthy lifestyles.

Assessment of Public benefits and the paragraph 196 NPPF balancing exercise

340. Paragraph 196 of the NPPF states “where a development proposal will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”. Public benefits may follow from many developments and could be anything that delivers economic, social or environmental as described in the NPPF (para 8). They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to the genuine public benefits.
341. Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be).
342. Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. As the statutory duty imposed by section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 is engaged, considerable importance and weight must be given to the desirability of preserving the setting of listed buildings, when carrying out the paragraph 196 NPPF balancing exercise. When considering the listed building consent application, the duty imposed by section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 applies.
343. As a result when carrying out the paragraph 196 NPPF balancing exercise in relation to the less than substantial harm caused to the setting and significance of the Guildhall (listed Grade I), considerable importance and weight must be given to the desirability of preserving the listed building and its setting. In addition, great weight must be given to the asset’s conservation.
344. When carrying out the balancing exercise in relation to the less than substantial harm to the Guildhall Conservation Area great weight must be given to the asset’s conservation.
345. The key public benefits of the proposal include the significant improvements in the public realm at both ground floor level at Brewer’s hall gardens, London Wall and the creation of a new through route from London Wall to Basinghall Street and at podium level also between the 40 and 55 Basinghall Street with inclusive public access to the raised walkway and enhanced podium public space. These are accorded significant weight as public benefits which would revitalise the area and

further enhance connectivity and legibility including improving access to and appreciation of the Guildhall and surrounding listed buildings.

346. Securing a development that is environmentally responsible in that it would seek to promote active travel, urban greening, target BREEAM 'excellent', reduce carbon emissions, and reduce waste and use of resources through the adoption of circular economy principles. This is a benefit that would attract moderate weight.
347. Townscape and heritage benefits arising from a high quality addition to the townscape, resulting in slight enhancements to the setting and significance of the Guildhall Conservation Area. This is a benefit which would be afforded moderate weight.
348. The proposal would provide affordable workspace and create jobs. This is a benefit which would be afforded moderate weight.
349. When applying the policy in paragraph 196 of the NPPF those public benefits are to be weighed against the less than substantial harm to the significance of designated heritage assets which has been identified in this report, in particular:
- The less than substantial (at the lower end of the scale) harm to the significance of the listed Guildhall
- The less than substantial harm (at the lower end of the scale) to the significance of the Guildhall Conservation Area
350. The Guildhall is a Grade I listed building and of considerable importance as a heritage asset. Great weight should be given to the conservation of the Guildhall Conservation Area and therefore to the harm that would be caused to its significance. Considerable importance and weight should be given to the desirability of preserving the Guildhall (listed building) and its setting and therefore to the harm that would be caused to its significance. In addition great weight should be given to the conservation of the Guildhall listed building.
351. The proposal would cause some less than substantial harm and some slight enhancement to the significance of the Guildhall Conservation Area. The slight enhancement should be taken into account as a public benefit in the balancing exercise. For the purpose of the paragraph 196 NPPF balancing exercise the harm to the significance of the conservation area, as a result of change in its setting when viewed from King Street, must be taken into account, and great weight should be given to the asset's conservation.
352. For the purpose of the paragraph 196 balancing exercise the lower level less than substantial harm to the significance of Guildhall by virtue of impacts on its setting must be taken into account and afforded considerable importance and weight.

353. It is the view of officers that the public benefits should be given the weight described above, and that giving great weight to the less than substantial harm to the significance of designated heritage assets and considerable importance and weight to the desirability of preserving the setting of the listed buildings and giving great weight to the conservation of the listed building and the consideration area, the public benefits of the proposal outweigh the less than substantial harm to the significance of the Guildhall and the Guildhall Conservation Area as identified in this report.

CIL and Planning Obligations

354. 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 address impacts and secure compliance with policies. 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.

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

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

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

MCIL2

Liability in accordance with the Mayor of London's policies	Contribution (excl. indexation)	Forwarded to the Mayor	City's charge for administration and monitoring
MCIL2 payable	£3,003,219	£2,883,090	£120,129

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution (excl. indexation)	Available for allocation	Retained for administration and monitoring
City CIL	£1,213,800	£1,153,110	£60,690
<u>City Planning Obligations</u>			
Affordable Housing	£323,680	£320,443	£3,237
Local, Training, Skills and Job Brokerage	£48,552	£48,066	£486
Carbon Reduction Shortfall (<i>as designed</i>) <i>Not indexed</i>	£0	£0	£0
Section 278 (Evaluation and Design) <i>Not indexed</i>	£100,000	£100,000	£0
S106 Monitoring Charge	£4,750	£0	£4,750
Total liability in accordance with the City of London's policies	£1,690,782	£1,621,619	£69,163

City's Planning Obligations

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

- Highway Reparation and other Highways Obligations
- (incl. Highways Schedule of Condition Survey, site access, obtaining consents, licences etc)
- Local Procurement Strategy
- Local Training, Skills and Job Brokerage Strategy (Demolition & Construction)
- Delivery and Servicing Management Plan (including Consolidation)
- Cycling Promotion Plan
- Construction Monitoring Costs
- Cultural Plan
- Carbon Offsetting
- Utility Connections
- Section 278 Agreement
- Public Route - between London Wall and Basinghall Street (Specification & Access)
- Public Lift and Staircase (Specification, Access & Management Plan)
- Podium Gardens (Specification & Access)
- Public Realm (Specification & Access)
- Brewers' Hall Garden Works (Subject to Open Spaces & City Gardens Committee approval)
- City walkway Works Agreement and declaration of City Walkway
- Legible London Contribution (£40,000)
- Cultural Offer
- Provision of affordable workspace
- Wind mitigation
- Commitment to the details in the applicants Metering, Monitoring and Billing Strategy in accordance with the GLA's "Be Seen" Energy Monitoring Guidance.

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

360. The scope of the s278 agreement may include, but is not limited to, walking and cycling improvements to London Wall (such as pavement relaying, mastic footways replaced with York stone, and the introduction of cycling infrastructure on London Wall to mirror north side), redesign of Basinghall Avenue to integrate the highway with the new pedestrian route, and planting of street trees.

Monitoring and Administrative Costs

361. 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.
362. 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

363. The City will use CIL to mitigate the impact of development and provide the infrastructure necessary for the wider area. However, 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

364. The proposal would transform the existing section of townscape between London Wall and Basinghall Street delivering on aspirations for the North of the City Key Place area as defined by the Local Plan 2015. High quality architecture would be provided alongside significant enhancements to the public realm including the formation of a new north/south pedestrian route, a re-designed podium level terrace, provision of a City Walkway route, a new public lift/stair access between ground and podium level and an improved pedestrian environment along London Wall.
365. The proposed mix of uses comprising flexible office space with an affordable element and the provision of supporting retail/restaurant/café/gym use would be appropriate for this part of the City. The supporting uses would active and enliven the surrounding public realm, something which is lacking in the design of the current site. Provision of affordable workspace is particularly welcomed at this time given the impacts of the COVID-19 pandemic and as a mechanism to support smaller businesses and start-ups in line with the London Recharged report.
366. The scheme would deliver acceptable levels of cycle parking including short stay, appropriate pedestrian comfort levels, a consolidated servicing arrangement, would enhance permeability and would increase the amount of publicly accessible space within and around the site by approximately 998sqm (64%). The proposal would deliver City Walkway between the Guildhall Plaza and London Wall. The pedestrian route over the colonnade on London Wall, which is currently permissive path, would be removed. This loss would be offset by the overall gain of publicly accessible space of a higher quality and

significant improvements to the permeability of the site. Some stopping up of highway is required but this would be offset by the dedication of public highway of a greater provision.

367. Overall, the proposed sustainability strategy meets current and new London Plan and Local Plan policies. The development is on track to achieve an “excellent” BREEAM assessment rating. The proposals indicate that Whole Life-Cycle Carbon emissions could be significantly reduced in line with the GLA’s aspirational benchmark. The new building would achieve an appropriate degree of climate change mitigation through utilising heat provided by the Citigen network while passive energy saving measures and low energy technologies would be employed to significantly reduce operational carbon emissions beyond London Plan requirements.
368. The development would provide enhanced greening at the ground, podium and upper levels through public realm landscaping, green roofs and planted terraces. Three street trees would be lost on Basinghall Street due to it not being practicable to retain them throughout construction. The impact of the lost trees would be offset by replacement tree planting of a greater provision.
369. It is acknowledged that due to the increase in the height of the building the proposal would result in some less than substantial harm to the significance and setting of the grade I listed Guildhall and the Guildhall Conservation Area. In considering the paragraph 196 (NPPF) balancing exercise, and giving considerable importance and weight to the desirability of preserving the listed building and its setting and giving great weight to the conservation of the listed building and the conservation area, it is considered that the less than substantial harm to the significance of the designated heritage assets would be outweighed by the public benefits of the scheme. The proposal would result in a slight breach of the protected vista LVMF view 8A.1 of St Paul’s Cathedral from Westminster Pier, however, the intrusion is not considered to impact on the ability to recognise and appreciate the dome, peristyle and south-west tower of St Paul’s Cathedral.
370. The increase in the height of the building would also result in the requirement for some limited wind mitigation and it would impact on the daylight level to two living rooms in Andrewes House. Three benches on the north and south sides of Aldermanbury would require some wind mitigation (secured through the S.106) in order to ensure that they are suitable for their intended purpose. The two daylight breaches would be marginally below the BRE guidance. Given that the windows in question would be VSC compliant, taking account of the scale of the breach and that the Local Plan acknowledges that ideal daylight and sunlight conditions may not be practicable in densely developed City locations, it is considered that the development would not reduce the daylight levels to unacceptable levels and that policy DM10.7 of the Local Plan is complied with.

371. When taking all matters into consideration, subject to the recommendations of this report it is recommended that planning permission be granted. It is acknowledged that there is a breach of heritage related policy through the less than substantial harm to the setting of the Guildhall and the Guildhall Conservation. Notwithstanding, it is considered that the proposal complies with the development plan when considered as a whole and other material considerations indicate that planning permission should be granted.

Conclusion for Listed Building Consent 65/65a Basinghall Street

372. The proposals would result in a minor alteration to the listed building where it abuts the replacement pedestrian bridge structure. The junction would be made good and the integrity of the structure would be preserved. The works would not result in any harm to the special interest/heritage significance.

373. It is considered that the high quality architecture of the new building, public realm enhancements, greening, tree planting, new pedestrian route and Highwalk bridge would result in a minor enhancement to the listed 65 and 65A Basinghall Street, its setting and its contribution to the significance of the listed building.

374. The proposals would preserve and enhance the special architectural and historic interest and heritage significance of the listed building and its setting, subject to details reserved by condition, in accordance with Local Plan Policies CS 12, DM 12.1 and DM 12.3, draft City Plan 2036 policies S11 and HE1, London Plan Policy HC 1 and Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Appendix A

Background Papers

Energy and Sustainability Statement, Sweco UK, 12 February 2021

Basinghall Street outline city walkway bridge replacement strategy, ARUP, 10 February 2021

Design and access Statement, Allies and Morrison, 12 February 2021

Townscape, heritage and visual impact assessment, Tavernor Consultancy and Miller Hare, 12 February 2021

Delivery and servicing plan, Transport Planning Practice, February 2021

Transport assessment, Transport Planning Practice, February 2021

Acoustic report, Sweco UK, 12 February 2021

Arboricultural impact assessment, Tim Moya Associates, 3 February 2021

Daylight and sunlight, Wirth Research Ltd., 3 February 2021

Statement of community involvement, Concilio, February 2021

Wind microclimate, RWDI, February 2021

Health impact assessment, 9 February 2021

Flood risk assessment and drainage strategy report, ARUP, 3 February 2021

Fire statement, ARUP, 11 February 2021

Preliminary ecological appraisal, The Ecology Consultancy, 3 February 2021

Daylight and sunlight report, Anstey Horne, 29 January 2021

Geotechnical desk study report, ARUP, 19 September 2019

Equality statement, Knighton Estates Limited, May 2021

Cultural offer, Allies and Morrison, 11 May 2021

Air quality assessment, Sweco UK, 12 February 2021

Planning statement, DP9, March 2021

Cover letter, DP9, 22 March 2021

Design and access statement addendum, Allies and Morrison, 11 May 2021

Response to highways comments, Transport Planning Practice, May 2021

Plans

898_02_05_001 P1 Location plan

898_02_05_002 P1 Existing - Site plan

898_02_05_003 P1 Proposed - Site plan

898_04_05_102 P1 City Walkway Bridge – Plans

898_04_05_103 P1 City Walkway Bridge – Elevations

Existing plans

898_02_05_098 Basement plan P1

898_02_05_099 Lower ground plan P1

898_02_05_100 Ground floor plan P1

898_02_05_100M City Tower Mezzanine plan P1

898_02_05_101 First floor plan P1

898_02_05_102 Second floor plan P1

898_02_05_103 Third to Sixth floor plan P1

898_02_05_107 Seventh floor plan P1

898_02_05_108 Eighth floor plan P1

898_02_05_109 Roof floor plan P1

898_02_05_200 North elevation P1

898_02_05_201 South elevation P1

898_02_05_202 West elevation P1

898_02_05_203 East elevation P1

898_02_05_300 Section P1

14.06.2021 Objection David Bass

01.06.2021 Letter Greater London Authority

28.05.2021 Email City of London Open Spaces

18.05.2021 Email Jane Smith (Barbican Association)

09.05.2021 Email Vivienne Littlechild

18.05.2021 Objection Chris Young

18.05.2021 Objection N Olivier

12.05.2021 Objection David Menkin

12.05.2021 Objection Dimitri Varsamis

11.05.2021 Objection Gareth Owen

11.05.2021 Objection Andrew Hope

08.05.2021	Objection	Nigel Pilkington
09.05.2021	Objection	James Durcan (Chair Andrewes House Residents Group)
12.05.2021	Objection	David Bass
08.05.2021	Objection	L Goldberg
08.05.2021	Objection	Anita Strymowicz
11.05.2021	Email	Thames Water
08.05.2021	Objection	Charles-Etienne Lawrence
08.05.2021	Objection	Hamish Pollock Fraser
22.05.2021	Comment	Roger Hepher
29.04.2021	Email	London Borough of Tower Hamlets
29.04.2021	Email	City of London Access Officer
27.04.2021	Email	City of Westminster
26.04.2021	Email	London Borough of Islington
21.04.2021	Email	Natural England
19.04.2021	Memo	Department of Markets and Consumer Protection

Appendix B

Relevant London Plan Policies

- Policy CG1 Building Strong and Inclusive Communities
- Policy GG2 Making the best use of land
- Policy CG3 Creating a Healthy City
- Policy GG5 Growing a good economy
- CG6 Increasing efficiency and resilience
- Policy SD4 The Central Activities Zone (CAZ)
- Policy SD5 Offices, and other strategic functions and residential development in the CAZ
- Policy D1 London's form, character and capacity for growth
- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering Good Design
- Policy D5 Inclusive Design
- Policy D8 Public realm
- Policy D11 Safety, security and resilience to emergency
- Policy D14 Noise
- Policy S6 Public toilets
- Policy E1 Offices
- Policy E2 Providing suitable business space
- Policy E9 Retail, markets and hot food takeaways
- Policy E10 Visitor infrastructure
- Policy HC1 Heritage conservation and growth
- Policy HC2 World Heritage Sites
- Policy HC3 Strategic and Local Views
- Policy HC4 London View Management Framework
- Policy HC5 Supporting London's culture and creative industries
- Policy G5 Urban Greening
- Policy G6 Biodiversity and access to nature
- Policy G7 Trees and woodlands

- Policy SI1 Improving air quality
- Policy SI2 Minimising greenhouse gas emissions
- Policy SI4 Managing heat risk
- Policy SI5 Water Infrastructure
- Policy SI7 Reducing waste and supporting the circular economy
- Policy SI 8 Waste capacity and net waste self-sufficiency
- Policy SL13 Sustainable drainage
- Policy T1 Strategic approach to transport
- Policy T2 Healthy Streets
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car Parking
- Policy T7 Deliveries, servicing and construction
- Policy T9 Funding transport infrastructure through planning

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).
- Mayor's Transport Strategy (2018)

Relevant Draft City Plan 2036 Policies

S1 Healthy and inclusive city

HL1 Inclusive buildings and spaces

HL2 Air quality

HL3 Noise and light pollution

HL4 Contaminated land and water quality

HL6 Public toilets

Policy HL9 Health Impact Assessments

S2 Safe and Secure City

SA1 Crowded Places

SA3 Designing in security

HS3 Residential environment

S4 Offices

OF1 Office development

S5 Retailing

RE2 Retail links

S6 Culture, Visitors and the Night -time Economy

CV2 Provision of Visitor Facilities

CV5 Public Art

S7 Smart Infrastructure and Utilities

S8 Design

DE1 Sustainability requirements

DE2 New development

DE3 Public realm

DE5 Terraces and viewing galleries

DE6 Shopfronts

DE8 Daylight and sunlight

DE9 Lighting

S9 Vehicular transport and servicing

VT1 The impacts of development on transport

VT2 Freight and servicing

Policy VT3 Vehicle Parking

S10 Active travel and healthy streets

AT1 Pedestrian movement

AT2 Active travel including cycling

AT3 Cycle parking
S11 Historic environment
HE1 Managing change to heritage assets
HE2 Ancient monuments and archaeology
HE3 Setting of the Tower of London World Heritage Site
S12 Tall Buildings
S13 Protected Views
S14 Open spaces and green infrastructure
OS1 Protection and Provision of Open Spaces
OS2 City greening
OS3 Biodiversity
OS4 Trees
S15 Climate resilience and flood risk
CR1 Overheating and Urban Heat Island effect
CR3 Sustainable drainage systems (SuDS)
S16 Circular economy and waste
CE1 Zero Waste City
S21 City Cluster
S27 Planning contributions

Relevant City Corporation Guidance and Supplementary Planning Documents (SPDs)

- Air Quality SPD (July 2017);
- Archaeology and Development Guidance SPD (July 2017);
- City Lighting Strategy (October 2018);
- City Transport Strategy (May 2019);
- City Waste Strategy 2013-2020 (January 2014);
- Protected Views SPD (January 2012);
- City of London's Wind Microclimate Guidelines (2019);
- Planning Obligations SPD (July 2014);
- Open Space Strategy (2016);
- Office Use SPD (2015);
- City Public Realm (2016);
- Cultural Strategy 2018 – 2022 (2018).
- Bank Conservation Area Character Summary and Management Strategy SPD2012

Relevant Local Plan Policies

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.

DM16.5 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.

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.

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.

CS1 Provide additional offices

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

CS3 Ensure security from crime/terrorism

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

CS4 Seek planning contributions

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

CS5 Meet challenges facing North of City

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

CS10 Promote high quality environment

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

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.

DM12.1 Change affecting heritage assets

- 1. To sustain and enhance heritage assets, their settings and significance.

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

DM12.3 Listed buildings

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

CS13 Protect/enhance significant views

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

CS15 Creation of sustainable development

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

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.

DM15.4 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.

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.

SCHEDULE

APPLICATION: 21/00116/FULMAJ

City Tower And City Place House 40 - 55 Basinghall Street London

Demolition of the existing building at 55 Basinghall Street (known as City Place House) and the erection of a thirteen storey Class E building for commercial, business and service use with Class E retail use at ground floor level with works to include partial removal, re-alignment and reinstatement of existing walkways; partial demolition, reconfiguration and refurbishment of the basement, lower ground, ground and mezzanine floors of 40 Basinghall Street (known as City Tower) for Class E commercial, business and service and retail use works to include the provision of a new lift and staircase between street and Highwalk level and reconfiguration and re landscaping of the existing first floor terrace area; formation of a new pedestrian route between London Wall and Basinghall Street; hard and soft landscaping works including alterations to and within the public highway; other works incidental to the proposed development (49,119 sq.m).

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.

- 2 Prior to any stripping-out or demolition of the existing building, a material audit of the building should be submitted to and approved in writing by the Local Planning Authority to understand the value of it as a material bank, establishing what can be retained and what can be reused 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 Plan: 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 start.

- 3 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, to meet the relevant targets set out in the GLA Circular Economy Guidance. 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 Plan: 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.

- 4 Prior to the commencement of the development a detailed Whole Life Cycle Carbon assessment shall be submitted to and approved in writing by the Local Planning Authority, demonstrating that the Whole Life Cycle Carbon emissions savings of the development achieve at least the GLA benchmarks and setting out further opportunities to achieve the GLA's aspirational benchmarks set out in the GLA's Whole Life-Cycle Assessment Guidance. The assessment should include details of measures to reduce carbon emissions throughout the whole life cycle of the development and provide calculations in line with the Mayor of London's guidance on Whole Life Cycle Carbon Assessments, and the development shall be carried out in accordance with the approved details and operated and managed in accordance with the approved assessment for the life cycle of the development.

REASON : To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development so that it maximises the reduction of carbon emissions of the development throughout the whole life cycle of the development in accordance with the following policies in the Development Plan and draft Development Plans: Publication London Plan: D3, SI 2, SI 7 - Local Plan: CS 17, DM

15.2, DM 17.2 - Draft City Plan 2036: CE 1. These details are required prior to demolition and construction work commencing in order to be

able to account for embodied carbon emissions resulting from the demolition and construction phase (including recycling and reuse of materials) of the development.

- 5 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.

- 6 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.

- 7 Provision must be made within the development for City Walkways to be constructed in accordance with specifications to be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted, such specifications to include the positions, widths, levels and finishes of the City Walkway.

REASON: To ensure that facilities are provided for the City Walkway in accordance with the following policy of the Local Plan: DM16.2. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 8 Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the demolition and construction of the building(s) hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The plan shall include a road safety audit given the proximity of the site to Quietway 11. The details shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. No demolition or construction shall be carried out other than in accordance with the approved details and methods.
REASON: To ensure that demolition and construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to demolition and construction work commencing in order that the impact on the transport network is minimised from the time that demolition and construction starts.
- 9 Prior to the commencement of development the developer/construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014 (Or any subsequent iterations) to ensure appropriate plant is used and that the emissions standards detailed in the SPG are met. An 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.
- 10 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. REASON: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you

need to follow if you're considering working above or near our pipes or other structures. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.

- 11 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.
- 12 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.
- 13 No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

REASON: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.

- 14 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: rainwater harvesting systems, attenuation systems (including blue roofs), rainwater pipework, flow control devices, design for system exceedance, design for ongoing maintenance; surface water flow rates from the site shall be restricted to no greater than 2 litres per second, provision should be made for an attenuation volume capacity capable of achieving this;
 - (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.
- 15 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) A Lifetime Maintenance Plan for the SuDS system to include:
 - A full description of how the system would work, it's aims and objectives and the flow control arrangements;
 - A Maintenance Inspection Checklist/Log;
 - A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.
- REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 16 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun and the development shall not be carried out otherwise than in accordance with the approved details.

REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 17 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
 - (b) details of the proposed new facade(s) (new office building and City Tower Podium) including typical details of the fenestration and entrances (ground and podium level);
 - (c) details of a typical bay of the development;
 - (d) details of soffits, hand rails and balustrades;
 - (e) details of the columns and their protection measures;
 - (f) details of the design of the short stay cycle parking stands;
 - (g) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at
 - (h) details of plant and ductwork to serve the retail, restaurant, cafe or gym use;
 - (i) details of external surfaces within the site boundary including hard and soft landscaping;
 - (j) measures to be taken during the period of demolition and construction for the protection of the trees to be retained (Brewers Hall Gardens, Basinghall Street and Basinghall Avenue) and details of any pruning of the trees;
 - (k) details of the access between the office lobby and cafe on the ground floor of the new office building. The use of a platform lift should be explored and would be the preferred solution.
 - (l) details of the layout of the north western wheelchair accessible WC on the ground floor of the office building (the WC pan should be located on the shortest wall).
 - (m) details of left and right hand transfer wheelchair accessible WC facilities at ground and first floor level in the new office building.
 - (n) details of the opening mechanism to the wheelchair accessible WC facilities in the new office building.
 - (o) details of step free access to the shower and changing facilities in the basement of the City Tower podium.
 - (p) details of the exercise equipment and maintenance regime at podium level.
 - (q) details of the plant equipment and screening at roof level.
 - (r) details of the two electric charging points in the delivery and servicing area.

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, DM10.5, DM10.8, CS19 and policy T6 of the London Plan.

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

REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in

accordance with the following policies of the Local Plan: DM18.2, DM19.2.

- 19 Prior to the commencement of the relevant works, a full Lighting Strategy shall be submitted to and approved in writing by the Local Planning Authority, which should include full details of all luminaires, both decorative, functional or ambient (including associated infrastructure), alongside details of the impact of lighting on the public realm, including intensity, uniformity, colour, timings and associated management measures to reduce the impact on light pollution and residential amenity. Detail should be provided for all external, semi external and public-facing parts of the building and of internal lighting levels and how this has been designed to reduce glare and light trespass. All works and management measures pursuant to this consent shall be carried out and maintained in accordance with the approved details and lighting strategy.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, 15.7 and emerging policy DE2 of

the Draft City Plan 2036.

- 20 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, unless otherwise approved in writing by the local planning authority.

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.

- 21 Before any works thereby affected are begun, the layout and the arrangement of the long stay and short stay cycle parking shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. The cycle parking detailed in the approved arrangement plans and report shall thereafter be maintained in accordance with the approved plan(s) for the life of the building.

REASON: To ensure the cycle parking is accessible and has regard to compliance with the London Cycling Design Standards in accordance

with the following policy of the Local Plan: DM16.3 and Intend to Publish London Plan policy: T5.

- 22 Provision must be made within the development for a walkway bridge to be constructed in positions, at levels and to dimensions all in accordance with specifications to be submitted to and approved in writing by the Local Planning Authority prior to any works thereby affected being begun.

REASON: To ensure satisfactory access to City Walkways by all users in accordance with the following policy of the Local Plan: DM16.2.

- 23 Provision must be made within the development for the lighting and drainage of City Walkways together with a lockable service cupboard and cleansing facilities in accordance with specifications to be submitted to and approved in writing by the Local Planning Authority prior to any works thereby affected being begun.

REASON: To ensure that City Walkways may be used in safety at all times and in all weathers in accordance with the following policy of the Local Plan: DM16.2.

- 24 All City Walkways within the development shall be constructed in accordance with specifications to be submitted to and approved in writing by the Local Planning Authority prior to any works thereby affected being begun, which shall include details of surface finishes, handrails, balustrades and parapets.

REASON: In the interests of public safety and to ensure uniformity of design treatment of all City Walkways in accordance with the following policy of the Local Plan: DM16.2.

- 25 Before any works affected thereby are begun, details of one car parking spaces suitable for use by people with disabilities to be provided on the premises shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with those details, and such parking spaces shall be maintained throughout the life of the building and be readily

available for use by disabled occupiers and visitors without charge to the individual end users of the parking.

REASON: To ensure provision of suitable parking for people with disabilities in accordance with the following policy of the Local Plan: DM16.5.

- 26 All unbuilt surfaces shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any landscaping works are commenced. The scheme shall include details of the design of the planters, pedestrian routes, the replacement trees on Basinghall Street, rain gardens, plant species and details of irrigation and maintenance regimes for the planting. 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.

- 27 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.

- 28 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 E 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 E 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.

- 29 (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.
- 30 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.
- 31 Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the development being occupied (or if earlier, prior to the development being handed over to a new owner or proposed occupier,) the post-construction Whole Life-Cycle Carbon (WLC) Assessment (to be completed in accordance with and in line with the criteria set out in in the GLA's WLC Assessment Guidance) shall be submitted to the Local Planning Authority and the GLA at: ZeroCarbonPlanning@london.gov.uk. The post-construction assessment should provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the WLC carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. The assessment should be submitted along with any supporting evidence as per the guidance and should be received three months post as-built design completion, unless otherwise agreed.
- Reason: To ensure whole life-cycle carbon is calculated and reduced and to demonstrate compliance with Policy SI 2 of the Publication London Plan.
- 32 A post construction full fit-out Sustainability Plan for the City Tower podium works, demonstrating that the identified targets in the planning stage Sustainability Plan have been achieved shall be submitted after

full fit-out and occupation of the podium space.. The details shall thereafter be retained.

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

- 33 A post construction full fit out BREEAM assessment for the new office building demonstrating that a target rating of 'Outstanding' has been achieved (or, if first agreed by the local planning authority a minimum rating of 'Excellent' has been achieved) shall be submitted as soon as practicable after practical completion. In the event that the local planning authority is asked to agree a minimum rating of "Excellent" it must be first demonstrated to the satisfaction of the local planning authority that all reasonable endeavours have been used to achieve an "Outstanding" rating. The details shall thereafter be retained.
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.
- 34 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety
- 35 Once the building construction is completed and prior to the development being occupied (or, if earlier, prior to the development being handed over to a new owner or proposed occupier) a post-completion Circular Economy report shall be submitted to and approved in writing by the local planning authority to demonstrate that the targets and actual outcomes achieved are in compliance with or exceed the proposed targets stated in the approved Circular Economy Statement for the development.
REASON: To ensure that circular economy principles have been applied and Circular Economy targets and commitments have been achieved to demonstrate compliance with Policy SI 7 of the Publication London Plan.
- 36 The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.
A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall submitted to and approved in writing by the Local Planning Authority.
REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.

- 37 Provision must be made within the development for continuing structural support for the City Walkway(s) in pursuance of Section 10 of the City of London (Various Powers) Act 1967.
REASON: To ensure the integrity of the City Walkway in accordance with the following policy of the Local Plan: DM16.2.
- 38 After the City Walkway(s) incorporated in the planning permission have been constructed, certified and declared by the City of London Corporation to be City Walkways in pursuance of Sections 5 and 6 of the City of London (Various Powers) Act 1967, any person may have access thereto on foot and may pass and re-pass thereon on foot as of right, but subject nevertheless to any restrictions which may legitimately from time be imposed in relation thereto.
REASON: To ensure the public has access over the City Walkway on this site in accordance with the following policy of the Local Plan: DM16.2.
- 39 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.
REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Local Plan: DM16.5.
- 40 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building.

REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM16.1, DM16.5, DM21.3.
- 41 The threshold of the new pedestrian route shall be at the same level as the rear of the adjoining footway.
To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.
- 42 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.
- 43 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.

- 44 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 611 long stay and 27 short stay pedal cycles in conjunction with the redevelopment of 55 Basinghall Street. 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.
- 45 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 220 long stay and 61 short stay pedal cycles in conjunction with the City Tower works. 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.
- 46 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.
- 47 1,041 sq m (GIA) of floorspace shall not be used other than for the Commercial, Business and Service (Class E) floorspace hereby approved to be provided at ground and basement level shall be used for purposes within Class E (a), (b), (d) under Schedule 2 to the Town and Country Planning (Use Classes) Order 1987 (as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020) or in any provision equivalent to that Class in any statutory instrument amending or revoking and re-enacting that Order with or without modification.
REASON: To ensure that active uses are retained on the lower floors in accordance with Local Plan Policy DM20.2
- 48 A minimum of 2 electric charging points within the delivery and servicing area must be provided prior to the first occupation of the development.

REASON: to further improve the sustainability and efficiency of travel in, to, from and through the City in accordance with the following policy of the Local Plan: CS 16 and draft Local Plan 2036 Policy VT2.

- 49 No part of the roof areas except those shown as roof terraces on the drawings hereby approved shall be used or accessed by occupiers of the building, other than in the case of emergency or for maintenance purposes.
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.
- 50 The terraces on levels 4 to 12 hereby permitted shall not be used or accessed between the hours of 22:00 on one day and 08:00 on the following day and not at any time on 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.
- 51 No amplified or other music shall be played on the 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.
- 52 The development shall provide:
- 47,395 sqm (GEA) of office floorspace (Class E); and
- 1,154 sqm (GEA) flexible retail, restaurant, cafe, gym floorspace (Class E)
REASON: To ensure the development is carried out in accordance with the approved plans.
- 53 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:
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.

898_02_05_598 Basement plan P1
898_02_05_599 Lower ground plan P1
898_02_05_500 Ground floor plan P1
898_02_05_500M City Tower Mezzanine plan P1
898_02_05_501 First floor plan P1
898_02_05_502 Second floor plan P1
898_02_05_503 Third to Sixth floor plan P1
898_02_05_507 Seventh floor plan P1
898_02_05_508 Eighth floor plan P1
898_02_05_509 Roof floor plan P1
898_02_07_098 Basement plan P1

898_02_07_099 Lower ground plan P1
 898_02_07_100 Ground floor plan P2
 898_02_07_100M City Tower Mezzanine plan P2
 898_02_07_101 First floor plan P2
 898_02_07_102 Second floor plan P2
 898_02_07_103 Third floor plan P1
 898_02_07_104 Forth floor plan P1
 898_02_07_105 Fifth floor plan P1
 898_02_07_106 Sixth floor plan P1
 898_02_07_107 Seventh floor plan P1
 898_02_07_108 Eighth floor plan P1
 898_02_07_109 Nineth floor plan P1
 898_02_07_110 Tenth floor plan P1
 898_02_07_111 Eleventh floor plan P1
 898_02_07_112 Twelfth floor plan P1
 898_02_07_113 Thirteenth floor plan P1
 898_02_07_200 North elevation P1
 898_02_07_201 South elevation P1
 898_02_07_202 West elevation P1
 898_02_07_203 East elevation P1
 898_02_07_300 Section AA P1
 898_02_07_301 Section BB P1
 898_02_07_400 Façade bay studies - Ground level - Second level P2

898_02_07_401 facade bay studies - Upper typical P2
 898_02_07_402 façade bay studies - Mid terrace P2
 898_02B_07_501 P1 Proposed - First Floor Plan_Public Realm, Allies and Morrison, 27 May 2021
 898_02_07_500 P2 Proposed - Ground Floor Plan_Public Realm, Allies and Morrison, 10 June 2021
 898_02_07_503 P4 Proposed - Ground Floor Plan_Stopping Up Allies and Morrison, 15 June 2021

INFORMATIVES

- 1 There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2FDeveloping-a-large-site%2FPlanning-your-development%2FWorking-near-or-diverting-ourpipes&data=04%7C01%7C%7C18d05a41fb854b9b549408d9145d9165%7C9fe658cdb3cd405685193222ffa96be8%7C1%7C0%7C63756321>

4368286204%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=d7FfYZN5Kc7n6qEXNm4ZqXlpDuEKPTCZQ%2FU5vDJ1Tyg%3D&reserved=0.

- 2 The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.
<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2FDeveloping-a-large-site%2FPlanning-your-development%2FWorking-near-or-diverting-ourpipes&data=04%7C01%7C%7C18d05a41fb854b9b549408d9145d9165%7C9fe658cdb3cd405685193222ffa96be8%7C1%7C0%7C637563214368296203%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=XF1X8no3RoN6hg7lzt7Vel8ngLeGTA4ZYdqnZZNloo%3D&reserved=0>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk
- 3 There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2FDeveloping-a-large-site%2FPlanning-your-development%2FWorking-near-or-diverting-ourpipes&data=04%7C01%7C%7C18d05a41fb854b9b549408d9145d9165%7C9fe658cdb3cd405685193222ffa96be8%7C1%7C0%7C637563214368296203%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=XF1X8no3RoN6hg7lzt7Vel8ngLeGTA4ZYdqnZZNloo%3D&reserved=0>
- 4 The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line

with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdevelopers.thameswater.co.uk%2FDeveloping-a-large-site%2FPlanning-your-development%2FWorking-near-or-diverting-ourpipes&data=04%7C01%7C%7C18d05a41fb854b9b549408d9145d9165%7C9fe658cdb3cd405685193222ffa96be8%7C1%7C0%7C637563214368286204%7CUnknown%7CTWfpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=d7FfYZN5Kc7n6qEXNm4ZqXlpDuEKPTCZQ%2FU5vDJ1Tyg%3D&reserved=0>. Should you require further information please contact

Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

- 5 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.

- 6 Where groundworks not shown on the approved drawings are to take place outside or below the level of the existing structure (including works for underpinning, new lift pits, foundations, lowering of floor levels, new or replacement drainage, provision of services or similar) prior notification should be given in writing to the Department of the Built Environment in order to determine whether further consents are required and if the proposed works have archaeological implications.