

Committee:	Date:
Planning Applications Sub Committee	6 th May 2025
Subject: Montcalm Hotel, Whitbread Brewery, 52 Chiswell Street, London EC1Y 4SY Partial demolition of existing building, alteration and extension of the existing hotel, to include additional floorspace through upward extensions; altered and additional entrances; external urban greening; external plant enclosures; facade alterations; and associated works.	Public
Ward: Coleman Street	For Decision
Registered No: 24/00863/FULL	Registered on: 13 August 2024
Conservation Area: The Brewery	Listed Buildings: Grade II* & Grade II

Summary

Planning permission and listed building consent are sought for partial demolition of existing building, alteration and extension of the existing hotel, to include additional floorspace through upward extensions; altered and additional entrances; external urban greening; external plant enclosures; facade alterations; internal alterations; and, associated works.

The proposed development is located at the Montcalm Hotel at the Brewery, which comprises a collection of listed buildings that form part of the former Whitbread Brewery complex on the southern side of Chiswell Street. The site sits on the northern boundary of the City of London, abutting the London Borough of Islington. Silk Street runs to the west of the site, Milton Street to the east with additional buildings forming the rest of the Brewery complex sitting to the south – these are used as conference and events venue which is under a separate ownership to the Hotel and are not subject to the proposals presented within this application.

The site comprises 8 listed buildings, all listed at Grade II with the exception of the Grade II* Partners House, dated between 1700 and 1900. A further six Grade II listed buildings are located within the immediate surrounding vicinity of the site, forming the remaining elements of the Whitbread Brewery complex which are not within the site boundary. The site is also located within the Brewery Conservation Area, and sits adjacent to the Chiswell Street Conservation Area (within the London Borough of Islington) and the Barbican and Golden Lane Estates Conservation Area.

The proposed development seeks to refurbish and upgrade the hotel to retain its status as a leading heritage hotel within the City of London with an enhanced visitor experience including improved quality of accommodation, amenity offering, enhanced inclusive access and a more sustainable operation. The proposals would result in an uplift of 8 bedrooms, an increase in the total number of rooms within the Hotel from 213 to 221 alongside new and improved bar, restaurant, lounge and events space at ground floor for the public and guests to use.

As part of the proposals, an existing non-original modern brick roof extension over the eastern wing of the Hotel is to be demolished. This extension is considered to be architecturally awkward and responds poorly to the heritage assets it sits above, whilst internally the extension is not accessible for a of users, with level changes requiring navigation up and down steps and movement along narrow and disorientating corridors. Furthermore, the extension contains ad-hoc visible plant and has non-compliant fire escape routes on the fourth floor when considering present building safety standards.

A new larger 2 storey roof extension would replace these incoherent, dated additions with a compelling new architectural statement which would be clearly distinct from but compatible with the heritage assets below and the wider Brewery complex. The proposed architecture would be a striking, sophisticated contemporary statement, evocative of the industrial history of the site. Importantly, the extensions would sit as part of a wider comprehensive upgrade of the Hotel which would future-proof the operation of the hotel, enhance the sustainability credentials of the buildings, improve inclusive access and provide renewed animation and activation to Chiswell Street.

Other improvements include works to the shopfronts along Chiswell Street to improve activation and animation to provide a stronger connection between the public facing areas of the Hotel and the street; a refurbishment of guestrooms at the upper floors; creation of a new gym and meeting room facilities; and new plant. The works would reveal internal features of heritage interest such as vaulted ceilings, iron pillars and skylights which had been covered in previous unsympathetic refurbishments.

A total of 10 no. of objections have been received for the full planning application, and a total of 5 no. of objections have been received for the listed building consent application. This includes from Historic England, the Georgian Group, the Society for

the Preservation of Ancient Buildings and the City of London Conservation Area Advisory Committee. These concerns primarily relate to (but are not limited to) the appropriateness of the architectural treatment of the proposals; the bulk, scale, height and massing of the proposals; the sense of overbearing; and the impacts on the character and appearance on both the Brewery and Chiswell Street Conservation Areas; as well as noise and impact on amenity.

Officers have considered these representations and carefully afforded them considerable importance and weight. Where there is clear disagreement in the application of professional judgement, clear reasoning has been provided in this report. In response to these objections and comments and Officer feedback, the original submission was revised and amended plans and supporting documentation were received on 25th November 2024.

The amendments included alterations to the massing of the roof extension with the removal of three guestrooms to taper the building envelope to increase its set back from the building line of the heritage assets, a change in the colouration from jet black to charcoal grey to soften its appearance in addition to the inclusion of increased greening to the plant screen to provide visual contrast between the expressive roof line and plant. Furthermore, the amendments also included a strengthening of the identity of the former St Paul's Tavern Public House and an overview of general repairs to make good damaged fabric at the Hotel.

Officers consider that the proposed development would not result in any harm to the significance of the designated heritage assets that make up the site and the surroundings, whether directly through fabric alteration, or indirectly by means of visual change to their settings. Whilst clearly modern, the extension would in fact be contextual, in that it would be of an expressive, industrial architectural character that would suavely evoke the operational history of the site as a Brewery. This is that crucial context from which the buildings of the site and their significance ultimately derive. It would be clearly set back from the frontages of the listed buildings to an appropriately deferential extent and in architectural character would be clearly disassociated from them, resulting in a fascinating juxtaposition, one that would actually accentuate and more clearly define the polite frontages of the listed buildings below.

Officers consider that the proposed extension would be a confident, contextual and high-quality architectural response to the historic townscape and listed buildings within the site, the surrounds and the Brewery and Chiswell Street Conservation Areas, which would continue to be appreciated as a distinctive enclave in a dynamic area of London. The proposals would demonstrate how new additions to historic buildings need not necessarily be overly cautious or servile, but that such additions can, with the right contextual underpinning, instead possess an authenticity and spirit of their own, whilst coexisting harmoniously, even charismatically, with the historic

buildings from which they grow. This conclusion is reached whilst attributing great weight and considerable importance, to the relevant statutory tests under s.16, s.66 and s.72 of the Act.

Hotels are supported as a strategic function of the Central Activities Zone (CAZ) and the London Plan states that 58,000 rooms for serviced accommodation will be required in London by 2041. The need for visitor accommodation is also reinforced in the CoL Visitor Accommodation Sector Commercial Needs Study, dated January 2023, which identifies a demand capacity for an additional 350 rooms per annum in the City of London to 2037. It is therefore considered that the hotel's refurbishment, upgrade and provision of additional hotel bedrooms would contribute to the balance and mix of uses in the area and would offer complimentary facilities to be accessed by the public. It is considered that the proposed extension would follow a design-led approach that optimises the site capacity to accommodate growth, contribute to the Destination City objectives and would assist in the rejuvenation of the North of the City, enhancing the distinctive and mixed character of the Brewery area.

The proposals include 11 accessible guest rooms, 3 of which are in the proposed extension. This equates to 15% (rounded) of new build hotel rooms within the development being accessible aligning to the London Plan policy D5 requirement. Elsewhere in the retained part of the hotel there will be a further 8 accessible rooms, meaning that overall, 11 rooms will be accessible in total which equates to over 5%. On balance, accessibility improvements across the site are broadly consistent with policy D5 of the London Plan, Local Plan Policy DM10.8 and draft City Plan policy HL1 – when considered the constraints of the site, reducing barriers to access for a range of people wherever possible while giving great weight to the significance of heritage assets.

The application site is currently car free and will remain so with suitable delivery and servicing arrangements. There are existing on-street disabled bays provided along Milton Street adjacent to the site. The bays are restricted to blue badge holders only and is subject to a maximum stay of four hours on weekdays and overnight across the weekend. As the proposed works include limited intervention at ground floor level, including retention of the listed buildings and no changes to the external spaces across the site, there is no proposed provision of blue badge spaces. There is also no scope to include blue badge parking within the internal courtyard as the substantial majority of this space lies outside of the hotels control. There would be a suitable pick-up and drop-off point adjacent to the step-free access on Chiswell Street, and as such this is considered acceptable.

In terms of public transport provision, the site has the highest level of public transport accessibility level (PTAL) of 6B. The site is well-located for travel via public transport, including primary trips to / from the hotel and those during a guests' stay. The proposal will have minimal impact on the site access and the local highway network, as the

majority of all movements are by active and sustainable travel. Although there may be trips by vehicle for guest arrivals and departures, these are likely to be pick-up and drop-off trips by taxi, as per the existing scenario. The general means of access at the site would remain consistent with the existing layout of the site, with delivery and servicing activities accommodated via Milton Street. It is not expected that there would be a material difference in delivery and servicing frequencies, at the site when compared to the existing activities. The likely impact of the proposals would be a small increase in delivery / servicing durations, with no additional trips to be generated. The existing loading arrangements at the site would be maintained.

In regard to cycle parking, given the proposed scale of the development, it is considered that the existing provisions would be sufficient to accommodate any nominal increases in the demand for cycle parking locally. As mentioned, there is no space available within the site curtilage to provide additional cycle parking. There are dedicated on-street cycle parking spaces, e-scooter and e-bike docking stations along Milton Street.

In regard to sustainability, the proposed development would deliver a high quality, all-electric and energy efficient development that goes over and above policy requirements for minor applications and achieves more ambitious targets associated with minimum requirements for major developments. The building is on track to achieve an “excellent” BREEAM assessment rating, in overall compliance with London Plan policy SI 2, Local Plan policy CS15 and DM 15.5 as well as emerging City Plan 2040 policy DE1. Additionally, the proposals meet the London Plan policy SI2 target of 35% operational carbon emission savings compared to the existing building performance in accordance with Part L 2021 and demonstrate the implementation of various measures to reduce operational energy demand, with further exploration of opportunities proposed at later design stages.

With regard to impacts on residential amenity, the daylight and sunlight assessment of the buildings assessed would not experience any noticeable reductions and would be fully compliant with the BRE guidelines. The overshadowing of the neighbouring amenity areas will be negligible and compliant with the BRE guidelines. In terms of noise impacts, residents have raised concerns that the proposed development would give rise to increased noise nuisance. A noise impact assessment has been submitted and reviewed and subject to conditions and the inclusion of the proposed acoustic mitigation measures, it is considered that resultant noise levels will be within the criteria required by the City of London and therefore the impacts of the development would not be detrimental to the amenity of the nearby residential occupiers.

The proposals are considered to be in accordance with the development plan as a whole. In addition, the Local Planning Authority must determine the application in accordance with the development plan unless other material considerations indicate

otherwise. It is the view of officers that other material considerations also indicate that planning permission should be granted. Officers also consider that the application for listed building consent should be granted.

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

Recommendation

(1) That, subject to the execution of a planning obligation or obligations in respect of the matters set out under the heading 'Planning Obligations' the Planning and Development Director be authorised to issue a decision notice granting planning permission for the above proposal in accordance with the details set out in the attached schedule

(2) That your Officers be instructed to negotiate and execute obligations in respect of those matters set out under the heading 'Planning Obligations' under Section 106 of the Town and Country Planning Act 1990.

[illegible]

ENVIRONMENT DEPARTMENT

APPLICATION COVER SHEET
Montcalm Hotel, Whitbread Brewery

TOPIC	INFORMATION			
1. HEIGHT	EXISTING		PROPOSED	
	Tallest point: 46.172m AOD Habitable Building Tallest Height: 40.689m AOD		Tallest point: 46.172m AOD Habitable Building Tallest Height: 24.610m AOD	
2. FLOORSPACE GIA (SQM)	USES	EXISTING	PROPOSED	
	Hotel	10,471	Hotel	11,129
	TOTAL	10,471	TOTAL	11,129
			TOTAL UPLIFT:	658
3. OFFICE PROVISION IN THE CAZ	N/A			
4. EMPLOYMENT NUMBERS	EXISTING		PROPOSED	
	87 FTE employees		+8 estimated additional FTE employees 95 FTE Employees estimated	
5. VEHICLE/CYCLE PARKING	EXISTING		PROPOSED	
	Car parking spaces	0 spaces within the site but 2 blue badge parking spaces adjacent to the building.	Car parking spaces	0 spaces within the site but 2 blue badge parking spaces adjacent to the building.
	Cycle long stay	0 within the site. Good availability of short-stay cycle parking in the surrounding area.	Cycle long stay	0 within the site. Good availability of short-stay cycle parking in the surrounding area.
	Cycle short stay	-	Cycle short stay	-
	Lockers	71	Lockers	71
	Showers	2	Showers	2
	Changing facilities	Separate male and female	Changing facilities	Separate male and female

		changing facilities		changing facilities
6. HIGHWAY LOSS / GAIN	N/A			
7. PUBLIC REALM	N/A			
8. TREES	EXISTING		PROPOSED	
	0		0	
9. SERVICING VEHICLE TRIPS	EXISTING		PROPOSED	
	Deliveries and servicing occur from Milton Street.		Delivery and servicing arrangements retained with improved internal facilities. The likely impact of the proposals would be a small increase in delivery / servicing durations, with no additional trips to be generated. The existing loading arrangements at the site would be maintained.	
10. SERVICING HOURS	Servicing by motorised vehicles will not take place between: <ul style="list-style-type: none">• 07:00 – 09:00 and• 16:00 – 18:00.			
11. RETAINED FABRIC	Retained substructure – 100% by mass. Circa 90-95% of superstructure and circa 91% of façades.			
12. OPERATIONAL CARBON EMISSION SAVINGS	Improvements against Part L 2021: 70% is expected. A 70% reduction in regulated carbon emissions over the existing building is expected under Part L 2021. GLA requirement: 35% for major development proposals. However, the application is for minor development so this requirement does not apply.			
13. OPERATIONAL CARBON EMISSIONS	292,706 kgCO ₂ /year.			
	PROJECT LIFE CYCLE EMISSIONS COMPARED TO GLA BENCHMARKS			

14. EMBODIED CARBON EMISSIONS	N/A – non-major development
15. WHOLE LIFE CYCLE CARBON EMISSIONS (kgCo2e/m2 GIA)	N/A – non-major development
16. WHOLE LIFE- CYCLE CARBON OPTIONS	N/A – non-major development
17. TARGET BREEAM RATING	<div> <div>Good</div> <div>Very Good</div> <div>Excellent</div> <div>Outstanding</div> </div>
18. URBAN GREENING FACTOR	N/A – non-major development
19. BIODIVERSITY NET GAIN	N/A – BNG de minimis exemption applies
20. AIR QUALITY	Air Quality Neutral with measures to improve air quality.

Existing Site Photographs



Image 1: The site looking from the east at the junction of Chiswell Street / Bunhill Row with Milton Gate to the left, and Cromwell Tower / 1 Silk Street in the background.



Image 2: Looking south towards the site, from Lamb's Passage with commercial development on Silk Street in the background.



Image 3: Looking west along Chiswell Street, where the site meets the junction of Silk Street & Whitecross Street



Image 4: Looking north along Milton Street, with the site on the left.



Image 5: Looking east within the South Yard, with the existing 2 storey extension visible on top of the rear block at the left.



Image 6: Looking west within the South Yard

Main Report

Introduction

Site and Surroundings

1. The proposals relate to the Montcalm Hotel at the Brewery, which incorporates a number of buildings which form part of the wider former Whitbread Brewery site located on the southern side of Chiswell Street.
2. The hotel presently occupies the northern, eastern, western and south western elements of the former Whitbread Brewery complex. The Brewery Conference venue occupies the remaining southern and south eastern elements of the former brewery and is under a separate ownership to the Hotel.
3. The site sits just within the City of London, abutting the northern boundary with the London Borough of Islington. The site is bounded by Chiswell Street to the north, Silk Street to the west, Milton Street to the east and the remainder of the former brewery to the south comprising a courtyard and former industrial buildings utilised as a conference and events venue.
4. Whitbread's brewing operations at the site date back to around 1750 and evolved and continued at the site until 1976. Whilst brewing operations stopped at the site, Whitbread continued to retain office accommodation within the buildings until 2000 when they finally vacated the site. Subsequently the office accommodation was converted to the present hotel use between 2006 and 2010. No brewing operations take place at the site today.
5. The subject site comprises 8 listed buildings set out below:
 - Partner's House and attached railings (Grade II*)
 - Whitbread's Brewery Building – Whitecross Street (Grade II)
 - The Jugged Hare Public House (Grade II)
 - Chiswell Street Entrance Wing (Grade II)
 - Bridge over the Yard, Chiswell Street Brewery (Grade II)
 - Nos. 53, 54 & 55 Chiswell Street (Grade II)
 - Former St Paul's Tavern Public House 56 Chiswell Street (Grade II)
 - Whitbread Brewery Buildings – Milton Street (Grade II)
6. The 'Site' also sits within the Brewery Conservation Area.
7. Within the immediate vicinity of the site, six other Grade II Listed Buildings form part of the rest of the Whitbread Brewery complex which do not form part of the subject site. The elements of the former brewery which sit to the northern side of

Chiswell Street sit within the London Borough of Islington's Chiswell Street Conservation Area. Together, these assets all form group value sharing historical significance with the assets within the subject site.

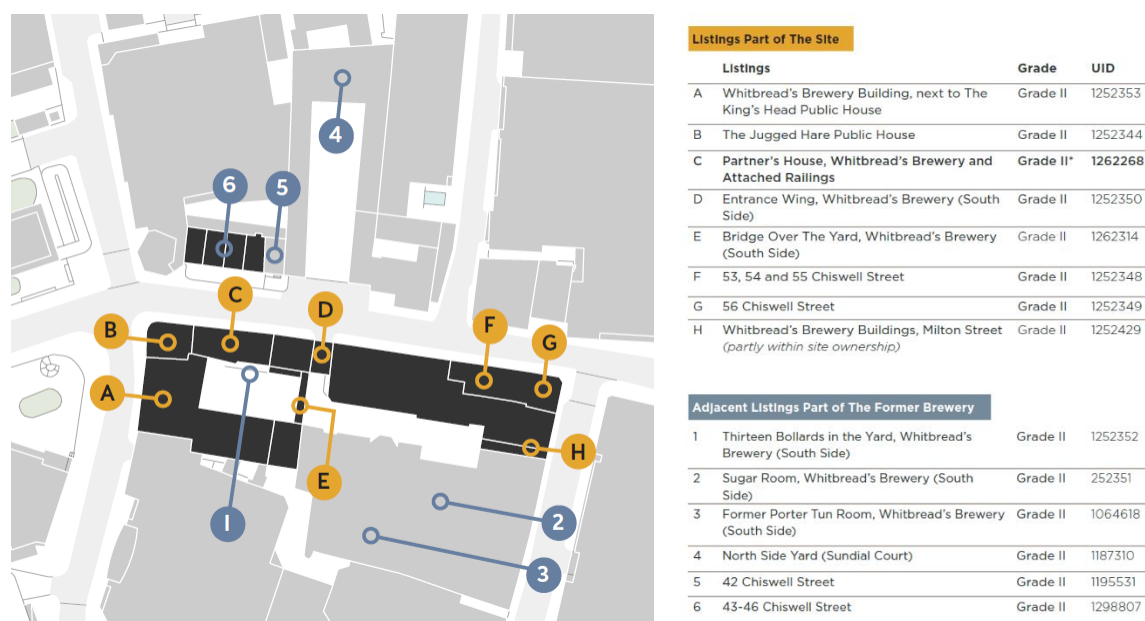


Figure 1: The Listings that make up the Site and the wider Brewery complex.

8. The site is also within the setting of the Barbican and Golden Lane Conservation Area and the Barbican Estate Grade II Listed Building and Grade II* Registered Historic Park and Garden.
9. The site is located within the Barbican and Golden Lane Neighbourhood Forum Area.
10. There are no other designations or constraints relevant to the Site or the proposals.

Relevant Planning History

11. The site has an extensive planning history at the site, including several minor proposals in recent years. The most relevant applications to this application are set out below.
12. Initial proposals for a hotel use at the site were granted in 2001 and subsequently renewed in 2007. However, the renewed consents do not appear to have been implemented.
 - **0132BE** Internal and external alterations and extensions to facilitate conversion from offices (B1) and ancillary accommodation on the upper

floors of two public houses (A3) to form 117 hotel apartments (C1) with improved catering facilities and access for existing function suite and alterations to two public houses – Granted 7th September 2001.

- **06/00107/FULL & 06/00110/LBC** Renewal of previously granted planning permission 7th September 2001 application reference 01-0132BE. Internal and external alterations and extensions to facilitate conversion from offices (B1) and ancillary accommodation on the upper floors of two public houses (A4) to form 117 hotel apartments (C1) with improved catering facilities and access for existing function suite and alterations to two public houses – Granted 13th April 2006.

13. A subsequent application was submitted for hotel use, and a number of mansard extensions across the site. These consents commenced in 2008.

- **06/01134/FULL & 06/01135/LBC** Internal and external alterations and extensions in connection with the refurbishment of the existing buildings and the conversion from offices (B1) and ancillary accommodation on the upper floors of two public houses from Class A4 use to hotel use Class C1 – Granted 26th March 2007.

14. In 2010 a renewed proposal was submitted to the City, which is understood to have been carried out resulting in the situation at the site today. This application involved the conversion of the building into the hotel with 235 rooms, and included a number of roof extensions around the site – including the roof extension which is to be demolished and replaced as part of the proposals.

- **10/00587/FULL & 10/00588/LBC** Internal and external alterations, extensions, new plant enclosures and lift overruns in connection with the refurbishment of the existing buildings and the conversion from offices (B1) and ancillary accommodation on the upper floors of two public houses (A4) to hotel (C1) – Granted 18th November 2010.

Background to the Proposals

15. Sana Properties Limited as the 'Applicant' (who operate the collection of Montcalm Hotels found within Central London) wish to enhance their Brewery Hotel operation, through a significant internal and external refurbishment to the listed buildings.

16. The objective of the refurbishment is to invest in and upgrade the hotel to retain its status as a leading heritage hotel located within the City of London, through an enhanced visitor experience including: quality of accommodation; amenity offering; enhanced accessibility and inclusivity; and a more sustainable operation. As part of the proposals, there would be a modest uplift of 8 bedrooms – constituting an increase in the number of bedrooms from 213 to 221.

17. The existing Hotel operation at the site is in need of significant investment to ensure it remains at the forefront of the luxury market, as the existing offer dates to 15 years ago and is not considered to meet future evolving client expectations. In addition, the plant at the Hotel needs modernisation and new internal services installations are required to improve operations including: ventilation; energy efficiency; and fire safety and to allow for easier maintenance.
18. At ground floor, the existing layout of the Hotel is complex containing significant amounts of underutilised space with disconnections between the lobby and guest amenity areas. Legibility through the spaces is unclear, whilst there is limited public offer for non-hotel users. The original plan form of the individual buildings have been diluted by unsympathetic alterations and additions. Many spaces feel disorientating in part due to the entirely lost original floor plans. In addition, many historical features including vaulted ceilings and rooflights have been concealed. There is no step-free access through the existing main entrance to the hotel, and across the ground floor there is level changes resulting from the extensive lateral links between different buildings.
19. The brick twentieth century roof extension over the eastern wing of the hotel is architecturally undistinguished and relates awkwardly to the heritage assets it sits above. It is of a meek and servile architectural character and illustrates potential for enhancement. The current situation is disharmonious, cluttered and incoherent. Internally this roof top extension is not accessible for a range of users, with level changes requiring navigation up and down steps and movement along narrow and disorientating corridors. Furthermore, the extension contains ad-hoc visible plant and has non-compliant fire escape routes on the fourth floor when considering present building safety standards.
20. As a result, the applicants have collaborated with officers to develop a heritage-led approach seeking to reinvest in the hotel and the listed buildings through unlocking, celebrating, revealing and reinstating the historic fabric where possible and removing unsympathetic modern additions. The Hotel is seeking to attract a more 'Lifestyle' market through this heritage focussed rejuvenation. The intensification of this existing use will help build on the objectives of Destination City to boost foot fall and local economic spend given its proximity to a number of attractions including the Barbican Arts Centre, Guildhall School and the future London Museum within the North of City Key Area of Change.
21. The new roof extension would replace these incoherent dated extensions with a compelling new architectural statement which would be clearly distinct but also compatible with the heritage assets below and wider site. The proposed architecture would be a striking, sophisticated contemporary statement, evocative of the light-industrial character of the site as a historic brewery.

22. The works also afford the opportunity to enhance the sustainability credentials of the hotel, improve inclusive access and provide renewed animation and activation to Chiswell Street. In addition, a number of discrete heritage benefits have been secured through the application involving the making good of damaged building fabric and reinstatement of historic signage.
23. The proposed development scheme has been subject to extensive pre-application discussions with the Local Planning Authority since March 2023. The heritage-led development proposals have evolved significantly throughout this time following feedback from City of London Officers. The proposals are a result of positive engagement between the Applicant's Design Team and CoL Officers.
24. The development proposals have changed significantly in this time throughout and following pre-application feedback from Officers. There has been a keen focus on understanding the evolution of the site, and its significance, mitigating harm and finding opportunities to better reveal the history of the site. These changes include:
- Changing the form of the rooftop extension through extensive optioneering from an uninspiring mansard roof to a distinctive contemporary piece of architecture, to reduce the bulk, height and massing of the proposal and convincingly anchor into the industrial narrative of the site;
 - Setting back the roof extension to retain historic roof forms, soften visual impact and to ensure that the prominence of the Former St Paul's Tavern is not diminished within local townscape views from the east;
 - Removal of roof top bar and pergola structures to reduce visual clutter, height and bulk in townscape views;
 - Introduction of staggered building line between the bays of the rooftop extension to break down it's form and to provide visual interest, whilst also responding to the plot widths of the historic buildings below;
 - The use of the crosshatched metalwork which the historic metalwork found within the existing complex including that of the listed bridge over the courtyard;
 - Minor design amendments to finesse the appearance of the proposal including the introduction of arched windows in the courtyard and champagne coloured window framing;
 - The inclusion of climbing plants on the plant screens to provide greening and better concealment of plant;
 - Amendments to the internal layout to enhance inclusive access including the first step-free entrance into the building, an enhanced visitor experience for a broader range of users that goes beyond paying hotel guests, and provides better animation and activation onto Chiswell Street;
 - Moving back of house functions into basement areas which are of lower heritage significance.

- The use of different colours on the shopfronts and public house in addition to providing scope for future reinstatement of historic signage on the former St Paul's Tavern; and
- The inclusion of repair works internally and externally to make good any damaged historic fabric;
- Amendments providing improved internal layouts that reinstate the original floor plans and better reveal historic features, including some which have been covered in previous unsympathetic refurbishments; and
- Improvements relating to sustainability including the introduction of Air Source Heat Pumps and enhance building operational performance to reduce emissions.

Application Proposals

25. Planning Permission is sought for:

Partial demolition of existing building, alteration and extension of the existing hotel, to include additional floorspace through upward extensions; altered and additional entrances; external urban greening; external plant enclosures; facade alterations; and associated works.

26. In addition, Listed Building Consent is sought for:

Partial demolition of existing building, alteration and extension of the existing hotel, to include additional floorspace through upward extensions; altered and additional entrances; external urban greening; external plant enclosures; facade alterations; internal alterations; and associated works.

27. The proposed scheme would provide a net uplift of 8 additional rooms, with a total of 33 guest rooms proposed in the extension. The scheme would include 11 accessible guestrooms, including 3 within the extension.

Roof Extensions:

28. The first and most significant element of the proposals is the demolition of the existing non-original part 1 and 2 storey roof extension at third and fourth level sitting above the eastern wing of the Hotel which comprises the Entrance Wing (Grade II), Nos. 53, 54 & 55 Chiswell Street (Grade II) and Whitbread Brewery South Side (Grade II). A new two storey roof top extension would be constructed, in a contemporary design with plant and building services incorporated.
29. The new 2 storey roof extension would provide 33 new guestrooms, with an uplift of 8 bedrooms - of which 3 would be accessible, which will replace rooms within the existing extension as well as guestrooms located at ground floor level which

will allow for the ground floor to be opened up to provide more active and public uses such as Food and Beverage offerings. The new extension would provide step free access throughout in addition to the creation of two means of escape – improving fire safety compliance and emergency evacuation procedures.

30. The roof extension would incorporate plant and services, enhance operational efficiencies and the sustainability credentials of the hotel with a new larger design that is both responsive to its context and architecturally distinctive in its own right.
31. Furthermore, a new area of plant is proposed to sit on top of the T Block of the Whitbread Brewery Building (Grade II) in the south west of the site.

Chiswell Street Frontage:

32. In addition to the works at roof level, externally, at ground floor level the proposals would introduce a new entrance on the northern elevation of the eastern wing. The works to Nos. 53, 54 & 55 Chiswell Street (Grade II) would provide inclusive step-free access directly into the Hotel for the first time in the place of an existing non-original shopfront at No. 53. Whilst the whole shopfront of No.53 would be replaced, the existing shopfronts at Nos. 54 & 55 would be refurbished with the retention of original fabric and removal of unsympathetic additions to reinstate the historic design.
33. In addition, minor works to make good damaged fabric are proposed across the complex internally and externally and the frontage of the Former St Paul's Tavern PH (Grade II) is to be refurbished with the reinstatement of the original signage.

Internal Works:

34. The proposals would also see the extensive refurbishment of the hotel. At ground floor level of the Eastern Wing, the proposals would remove unsympathetic non-original additions aimed at reinstating the original plan form of each of the buildings which make up the complex. This would include uncovering original historic skylights, revealing of vaulted ceilings and restoring the original cellular form of the stable block to create a new events space, and a new lounge, bar and restaurant fronting Chiswell Street. This is in addition to the creation of step-free circulation throughout the ground floor and new WCs for a range of users and luggage room.
35. Works to the ground floor of the Western Wing of the Hotel would remove guest rooms along the Chiswell Street frontage, which hinders street activation, and unsympathetic non-original additions to reinstate the original cellular floor plans of each of the buildings. The space would then be repurposed with new meeting / function rooms, break out spaces and a new gym. New accessible WCs would be

provided to serve the new function spaces. The Jugged Hare at the corner of Whitecross Street and Chiswell Street would remain unaffected by the proposals.

36. On the upper floors, all the guestrooms would be subject to an extensive upgrade with a strip out of services and risers and non-original partition walls. New enlarged service risers would be installed to provide for the necessary infrastructure upgrades to allow for a more efficient and sustainable operation, with each room refurbished. Original fabric on the upper floors has been investigated and would be retained as part of these works.

Amended Plans

37. As a response to the objections raised by various consultees, amended plans were received on the 25th November 2024. The amendments relate to alterations to the massing, articulation and colouration of the roof extension. The key design amendments include a reduction of the massing of the roof extension with the removal of three guestrooms, with the envelope tapered to reduce its impact against the Grade II* Partners House, and a change in the colouration from jet black to a charcoal grey to soften its impact in addition to increased greening on the plant screen to provide visual contrast between the expressive roofline and the plant.
38. Furthermore, the amendments also incorporate a strengthening of the identity of the former St Paul's Tavern PH and an overview of the general repairs proposed to make good damaged fabric of the Hotel.

Consultation

Statement of Community Involvement

39. The Applicants have submitted a Statement of Community Involvement prepared by Concilio dated August 2024, outlining their engagement with stakeholders.
40. The programme of community engagement involved the following:
- a digital interactive consultation website
 - Engagement with locally elected representatives
 - Engagement with local stakeholders – including Culture Mile Business, Improvement District, The Barbican Association, The Barbican and Golden Lane Neighbourhood Forum, Guildhall School of Music and Drama, The Brewery, Brookfield Properties, owner and developer of 60 Chiswell Street and Berkeley Estate Asset Management, owner and developer of 48 Chiswell Street.
 - Direct liaison with residents and employees (Planners at City of London Corporation)

41. The Applicant has sought to involve the local community and stakeholders as extensively as possible as part of a transparent and collaborative engagement process.
42. This process is in addition to correspondence and communication with the City of London Corporation as part of the formal pre-application process.

Statutory Consultation

43. Following receipt of the applications for planning permission and listed building consent, it has been advertised on site and in the press.
44. The application was advertised in the press on 03.09.2024 and 10.12.2024.
45. Nearby residential occupiers were notified directly of the application by letter on 02/09/2024 and 16/12/2025.
46. Site notices advertising the application were posted on 29/08/2024 and 05/11/2024.
47. At the time of publication of this report, 10 objection letters have been received for the application for Full planning and 5 letters of objections were received for the Listed Building Consent. A summary of the representations received, and the consultation responses is set out in the table below.
48. All objections and letters of support made in relation to the applications are available on the public file and have been read in full and considered in drafting this report and recommendation. Copies of all received letters and e-mails making representations are attached in full and appended to this report.

Consultee Responses Summarised	
Consultee	Comments for 24/00863/FULL
Environmental Health	<p>No objections subject to conditions regarding restricting noise levels, securing scheme of protection of nearby residents during demolition and construction and controlling sound and vibration from mechanical plant.</p> <p>Officer Response: Noted – these comments are addressed in the Noise and Vibration section of the report below. Conditions have been</p>

	imposed as suggested.
<p>Consultee</p> <p>Cleansing department</p>	<p>Comments for 24/00863/FULL</p> <p>The existing waste storage and collection facilities are adequate for this proposal and comply with our requirements. This Division will, therefore, raise no objections to this application.</p> <p>Officer Response: Noted</p>
<p>Consultee</p> <p>Air Quality</p>	<p>Comments for 24/00863/FULL</p> <p>No Objections, subject to condition. The development is air quality neutral, as per GLA guidance, with the development being 'car-free' and the heating demand provided by heat pump technology. It should be noted that emissions from service and delivery vehicles are exempt from Air Quality Neutral.</p> <p>Officer Response: Noted – these comments are addressed in the Air Quality section of the report below. Conditions have been imposed as suggested.</p>
Historic England	<p>Objection for 24/00863/FULL & 24/00864/LBC Authorisation letter issued for 24/00864/LBC</p> <p>Initial Consultation Response Dated 16/10/24</p> <p><i>Summary:</i></p> <p>The site forms part of the former Whitbread Brewery, a large industrial complex that stood here for over 200 years. The listed buildings on Chiswell Street are survivors of its early Georgian establishment and Victorian redevelopment. When the brewery closed in the 1970s, the site was cleared, and the listed buildings extended to the rear at roof level. This development is visible from the street and has some harmful impacts.</p> <p>Whilst many aspects of proposals to alter and extend the listed buildings on this site do not raise issues for Historic England, the height, scale and bulk of the proposed roof extensions would, in my view, cause harm to designated heritage assets through development in their setting.</p>

	<p>Given our serious concerns about these proposals, I strongly recommend that the design approach is modified to reduce the impact of any new development on the heritage assets identified.</p> <p><i>Impacts:</i></p> <p>Although set back from the street frontage, the overall height and scale of the proposed extensions is substantially greater than the existing. The elongated sawtooth roof form means that the new rooms have greater floor to ceiling heights than the existing. Whilst the design intent is to reflect the lost industrial character, it is visually conspicuous and creates an uncomfortable contrast with the polite architecture of the listed buildings below, their orthogonal character and proportions of scale based on classical principles.</p> <p>The bulk and mass of the proposals are further emphasised by their materiality. The lower element would be fully glazed and highly conspicuous when lit at night. The dark grey and black mesh façade treatment to the upper roof element appears oppressive due to its colour, compounded by that it is relatively solid form.</p> <p>The proposed roof extensions would, therefore, starkly contrast with the coherent low rise scale of the 18th and 19th century buildings below. The bold architectural form of the proposed extension would make it a particularly overbearing presence in the context of the group of listed buildings and their homogeneous composition.</p> <p>The other internal works will have some impacts on the listed buildings but do not raise substantive matters for Historic England.</p> <p><i>Recommendation:</i></p> <p>Historic England has concerns regarding the application on heritage grounds. The proposals would cause harm to a range of designated heritage assets including several listed buildings, the Brewery and Chiswell Street Conservation Areas through development within its immediate setting.</p>
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	<p>The harm relates to the scale and bulk of the extension scheme which we consider would have an overbearing presence in views from the east along Chiswell Street towards Whitecross Street and from the north along Lamb's Passage. It will also be visible from the Barbican Podium at Ben Johnson House where its height, scale and bulk will be clearly apparent in relation to the range of listed buildings.</p> <p>We consider that the harm would be greatest to the component designations of the former Whitbread Brewery that are listed Grade II and in respect of Partners House, Grade II*. These buildings are also the heart of the Brewery Conservation Area and read in conjunction with the Chiswell Street Conservation Area to the north.</p> <p>It is the harm to local street views of Partners House that would attract the most weight due to its exceptional significance as a Grade II* listed building (NPPF, Para 205). However, it should be recognised that this is seen in the context of a wider group of Grade II listed buildings associated with the brewery and that this has collective significance. I therefore strongly recommend that the height of the proposed development is reduced so it would appear subservient to the listed buildings below.</p> <p>The NPPF also states that, if harm is unavoidable, opportunities should be sought to minimise the harm (NPPF, Paras 201 and 212). While a reduction in the height of the proposals would lower the harm to listed buildings and the Brewery Conservation Area, opportunities to reduce its overall bulk and mass, potentially with more muted façade treatments, should be explored to help reduce its impact.</p> <p>Subsequent Consultation Response Dated 19.12.2024 following amendments</p> <p>Historic England provided advice on the original application on 16 October 2024 in which I outlined our serious concerns about these proposals on heritage grounds.</p> <p>Whilst amendments have subsequently been made to the scheme, the impact of the height, scale and</p>
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	<p>bulk of the proposed roof extensions remain broadly similar. Our advice therefore remains unchanged, and I remain of the view that the development would cause harm to a range of designated heritage assets including several listed buildings, the Brewery and Chiswell Street Conservation Areas through development within its immediate setting.</p> <p>As set out in our earlier letter, the harm relates to the scale and bulk of the extension scheme which we consider would have an overbearing presence in views from the east along Chiswell Street towards Whitecross Street and from the north along Lamb's Passage. It will also be visible from the Barbican Podium at Ben Johnson House where its height, scale and bulk will be clearly apparent in relation to the range of listed buildings.</p> <p>We consider that the harm would be greatest to the component designations of the former Whitbread Brewery that are listed Grade II and in respect of Partners House, Grade II*. These buildings are also the heart of the Brewery Conservation Area and read in conjunction with the Chiswell Street Conservation Area to the north.</p> <p>It is the harm to local street views of Partners House that would attract the most weight due to its exceptional significance as a Grade II* listed building (NPPF, Para 205). However, it should be recognised that this is seen in the context of a wider group of Grade II listed buildings associated with the brewery and that this has collective significance.</p> <p><i>Recommendation:</i></p> <p>Historic England has concerns regarding the application on heritage grounds.</p> <p>We consider that the issues and safeguards outlined in our advice letter of 16 October 2024 need to be addressed in order for the application to meet the requirements of the National Planning Policy Framework. In its current form, we object to these proposals.</p> <p>Should your authority be minded to grant consent, careful consideration should be given to the</p>
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	<p>conditions associated with it to secure the design outcomes aspired to by these proposals. Careful consideration should be given in particular to materials, junction details and securing repairs to historic fabric that are set out as public benefits prior to occupancy.</p> <p>Officer Response:</p> <p><i>This is addressed within the Design & Heritage Section of the report. Conditions have been attached in relation to securing design details and fabric repairs – prior to occupation of the extension.</i></p>
City of London Conservation Area Advisory Committee	<p>Objection to 24/00863/FULL only</p> <p>The Committee objected strongly to the proposal considering that the bulk, scale and mass of the addition to be over large in comparison with listed building.</p> <p>Members also considered that the design was out of keeping and that it was inappropriate and harmful to the character and appearance of the Conservation Area.</p> <p>Officer Response:</p> <p><i>This is addressed within the Design & Heritage Section of the report.</i></p>
The Georgian Group Amenity Society	<p>Objection to 24/00863/FULL & 24/00864/LBC</p> <p>Initial Consultation Response Dated 27/09/24</p> <p><i>Proposals and their Impact:</i></p> <p>The buildings associated with the historic Whitbread Brewery site located on the north and south of Chiswell Street create a distinctive and important group with considerable architectural and historic interest. Views within this enclave contribute to the interest of both the Brewery Conservation Area and Chiswell Street Conservation Area as the consistent scale, form and palette of materials are evident. The proposed roof extensions would be contrary to each of these characteristics causing harm to the Brewery Conservation Area and setting of the Chiswell Street Conservation Area.</p>

	<p>The views provided within the TVHIA show the impact of the proposed roof extensions on the listed buildings and their setting. This is particularly clear within views 2, 5 and 6 where the setting of the terrace is harmed, and the form of the buildings obscured. View 4 shows the impact the proposed development would have on views from the north of the site which would have historically been part of the Whitbread Brewery. Here the roof extensions appear as a dominant element, drawing the eye away from the existing built form. This similarly applies to kinetic views down Chiswell Street detracting from the ability to appreciate the distinctive character within this small enclave in the City of London.</p> <p><i>Recommendation:</i></p> <p>As the application stands there would be less than substantial harm caused to the significance of 53, 54 and 55 Chiswell Street as a group of grade II listed buildings and 56 Chiswell Street. The character and interest of the Brewery Conservation Area and the Chiswell Street Conservation Area are heavily intertwined. The roof extensions would be visible in both kinetic and static views where the scale, materiality and form would obscure and detract from the character and appearance of the Brewery Conservation Area, and the setting of the Chiswell Street Conservation Area. This harm would be less than substantial.</p> <p>The Georgian Group recommends the applications for Planning Permission and Listed Building Consent be refused by your local authority.</p> <p>In determining this application, you should bear in mind the statutory duties contained within sections 16(2), 66(1) and 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990.</p> <p>Subsequent Consultation Response Dated 23.12.2024 following amendments</p> <p>We acknowledge the amendments made to the proposed applications for Planning Permission and Listed Buildings, however they do not address our previous concerns.</p>
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	<p>The Group maintains its objection to the applications for Planning Permission and Listed Building Consent.</p> <p>Officer Response:</p> <p><i>This is addressed within the Design & Heritage Section of the report.</i></p>
Society for the Protection of Ancient Buildings	<p>Objection to 24/00863/FULL & 24/00864/LBC</p> <p>Initial Consultation Response Dated 02/10/2024</p> <p>Thank you for notifying the SPAB of the above application for alterations to this important group of listed buildings. Having reviewed the application documents, we would like to register our objection.</p> <p>The SPAB generally only comments where a building has pre-1720s origins, and it would appear from the information submitted that of the collection of listed buildings within the development site, the central five bays of Partners House is within our remit. We defer comment on proposals for the later structures to colleagues at other amenity societies.</p> <p>Partner's House is a grade II* listed building of particular architectural and historic interest. It is the only building on the site to predate the Whitbread Brewery and is believed to have been built c.1700. The two bays to the east were added in 1750 and the bays to the west, in the 19th or early 20th century. Although the majority of the building was rebuilt in 1876, some original fabric remains, including the stair which rises the full height of the building.</p> <p>We understand that the proposed roof extensions are to be situated above the eastern range of the listed buildings adjacent to Partner's House. While these extensions are not visible from street level, they are highly prominent within the streetscape and from the Barbican Podium. We consider that the dominant form of the proposed upper levels would detract from the significance of Partner's House, thereby diminishing its importance within the streetscape and causing an unjustifiable level of harm.</p>

	<p>Additionally, we note that the internal alterations to Partner's House include the removal of several doors/doorcases from the ground, first and second floors of the earliest part of the building. The significance of the fabric to be lost has not been described, however, should these interventions result in the loss of historic fabric, we would object to their removal.</p> <p>We therefore recommend that permission is refused.</p> <p>Subsequent Consultation Response Dated 06.01.2025 following amendments</p> <p>Thank you for notifying the SPAB of the additional information provide in support of the above application for alterations to this important group of listed buildings. Having reviewed the application documents, we would like to register our objection.</p> <p>We refer to our previous response of 2nd October and note that the additional information does not address the points raised.</p> <p>We therefore object to this application and recommend that it is refused.</p> <p>Officer Response:</p> <p><i>This is addressed within the Design & Heritage Section of the report.</i></p>
Historic Buildings and Places	<p>Objection to 24/00863/FULL & 24/00864/LBC</p> <p>Initial Consultation Response Dated 25/09/2024</p> <p>HB&P do not wish to make any comments on the internal alterations and defer to Council's Conservation Officer on these matters.</p> <p>HB&P do, however, wish to strongly object to the proposed roof top additions to the buildings facing Chiswell Street, which includes the grade II listed former Entrance Wing to Whitbread's Brewery and to No 50-56 Chiswell Street (including the grade II buildings which the list description identifies as being 53, 54 and 55 Chiswell Street).</p>

	<p>The Brewery Conservation Area encompasses the remaining former Whitbread's Brewery buildings on the south side of Chiswell Street. It is a small and tightly defined conservation area characterised by a close-grained townscape, consisting of varied scale, 18th and 19th century buildings set around a paved internal courtyard. The two public houses at either end of the site and the arched entrance to the courtyard provide focus and definition for the conservation area. The buildings within the conservation area are mostly listed at Grade II* or Grade II.</p> <p>While HB&P recognise that the existing roof tops to 53-56 have been altered in the past, the proposed 'industrial' inspired upward addition is completely inappropriate for the host heritage assets, in terms of scale, design and materials. It is an intrusive addition and not at all sympathetic to the architectural form or nature of these Georgian and Victorian buildings.</p> <p>We strongly disagree with the claim that 'The introduction of a contrasting modern form within the context of the existing, mixed, streetscape is wholly appropriate and the listed buildings would continue to be read and understood in much the same way as they are now...' The dominance of the additions is highly distracting and harms the surviving historic streetscape, the significance and architectural interest of the heritage assets, as well as the harming the character of the conservation area.</p> <p>The application is therefore considered contrary to the Planning (Listed Buildings and Conservation Areas) Act 1990 and the desirability of preserving the buildings and conservation area, the setting and features of special architectural and historic interest which they possess.</p> <p>Policy: Chapter 16 of the NPPF (2023), particularly paragraph 205, that 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'.</p>
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	<p>Section 16 (2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires 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.</p> <p>Recommendation: Withdrawal or refusal on heritage grounds.</p> <p>Subsequent Consultation Response Dated 19/12/2024 following amendments</p> <p>Thank you for notifying HB&P of the amended and additional documentation submitted for the above application.</p> <p>HB&P objected to the initial plans submitted for this application due to the impact the proposed roof top addition would have on the relevant listed buildings and the character of the Brewery Conservation Area. The minor changes to the setbacks and design shown in the amended plans do not alleviate those concerns and therefore HB&P maintains our objection.</p> <p>As previously stated, HB&P accept the principle of an appropriately scaled and designed upward extension. However, that extension must respect the architecture and historic qualities of the listed buildings and the conservation area and should not be so overtly dominant and out of character with the host heritage assets involved.</p> <p>Policy: The City of London Local Plan 2015; Policy DM 12.2 Development in conservation areas states that: 'Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area'.</p> <p>Policy DM 12.2 states that: 'In the design of new buildings or alteration of existing buildings, developers should have regard to the size and shape of historic building plots, existing street patterns and the alignment and the width of frontages, materials, vertical and horizontal emphasis, layout and detailed design, bulk and scale'.</p>
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	<p>This is reflected in draft policy HE1 in the draft Local Plan 2040.</p> <p>Chapter 16 of the NPPF (2024), particularly paragraph 212, 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'.</p> <p>Section 16 (2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires 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.</p> <p>Recommendation: Refusal for being contrary to the City of London Local Plan, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.</p> <p>Officer Response:</p> <p><i>This is addressed within the Design & Heritage Section of the report.</i></p>
Council for British Archaeology	<p>Objection to 24/00863/FULL only.</p> <p>Initial Consultation Response Dated 25.09.2024</p> <p>The Whitbread Brewery is an interesting multi-phase site with high evidential and historical value. It makes a positive contribution to our understanding of the economic and architectural development of the area and is a landmark in the City of London's Brewery Conservation Area.</p> <p>The CBA do not wish to make detailed comments on the proposed internal alterations at this point. However, we object to the scale and design of the proposed upward extension to the Entrance Wing and nos. 53-56 Chiswell Street. Although the existing roof extension is modern and does not</p>

	<p>contribute to the building's historic significance, it is set back, unobtrusive and of sympathetic materials. The proposed roof extensions would be highly visible above the listed buildings and the black cladding would be entirely out of character for the surroundings. It would significantly change the aesthetic and architectural character of the listed buildings, and would cause harm to the wider Brewery Conservation area.</p> <p>We do not consider that the proposed designs meet the requirements of paras. 205 & 206 of the NPPF, section 72(1) of the 1990 Planning (Listed Buildings and Conservation Areas) Act, or Policy HE1 of the Draft City Plan. We recommend that the application is withdrawn and the plans revised.</p> <p>Subsequent Consultation Response Dated 19.12.2024 following amendments</p> <p>Thank you for notifying the Council for British Archaeology (CBA) of these revised proposals.</p> <p>We note that sections of the proposed upward extensions have been stepped back from the roofline, which slightly improves the impact on the streetscape. The colour has also been slightly amended.</p> <p>However, we still consider that the design and massing of the proposed rooftop additions are unsuitable for this historic brewery complex, and would cause harm to the building's historic significance and to the Brewery conservation area.</p> <p>The angular, minimally fenestrated design of the new structures fails to respond to the regular, polite frontages of the listed buildings on Chiswell Street, creating a jarring visual effect. The scale and massing of the proposed new structures, despite the reductions proposed by this amendment, remains overly dominant in the street scene.</p> <p>The CBA maintain our previous objection to this application. We do not consider that it meets the requirements of paras. 212 and 213 of the NPPF (as revised Dec. 2024), section 72(1) of the 1990 Planning (Listed Buildings and Conservation Areas) Act, or Policy HE1 of the Draft City Plan. Unless considerable alterations are made to the</p>
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	<p>scale and design of the proposed upward extensions to this historic complex, we recommend that this application be refused.</p> <p>Officer Response:</p> <p><i>This is addressed within the Design & Heritage Section of the report.</i></p>
London and Middlesex Archaeological Society	<p>Objection to 24/00863/FULL & 24/00864/LBC</p> <p>Initial Consultation Response Dated 30.09.2024</p> <p>We object to this planning application as it would totally alter the character of the building with the associated loss of significance of the listed buildings at 53, 54, 55 and 56 Chiswell Street.</p> <p>The Whitbread Brewery on Chiswell Street was founded by Samuel Whitbread in 1750, as the country's first purpose-built mass-production brewery and was in operation for over 200 years before closing down in 1976. The site is now known as 'The Brewery', and has been converted into a corporate, party and weddings venue. The site encompasses eight Grade II and Grade II* listed buildings and is fully situated within the Brewery conservation area.</p> <p>The site holds high historical significance in that it represents an almost intact example of the Whitbread Brewery site as it would have stood before the middle of the 20th century.</p> <p>The development includes for 'a contemporary roof extension containing additional hotel bedrooms to the Entrance Wing, 53, 54, 55 and 56 Chiswell Street.' This extension will be clad in cross-hatch mesh and linear and horizontal corrugated black metal.</p> <p>Whilst it is recognised that the rooftop extension is intended to replace a modern extension, it is our opinion that the dominance of the black metal structure as seen from Chiswell Street, as shown in pages 5 and 82 of the applicants design and access statement, will create a significant negative contribution to the heritage significance of the listed buildings and their setting.</p>

	<p>We refute the statement made in para 5.10 of the Townscape, Heritage and Visual Impact Assessment: The design and language of the new extension takes its inspiration from the industrial history of the site, in particular from the angular aesthetic of the saw-toothed roof form traditionally found on the brewery buildings, as well as in its use of metal providing further industrial texture. The proposed use of profiled black sheet-metal cladding clearly introduces new materiality to the current roofscape, but with some historical precedent and justification: this part of the brewery was formerly raised and roofed in arched corrugated iron.</p> <p>Throughout its history, the brewery roofline has always consisted of mansard roofs, and at no point is there any indication of any industrial saw-tooth roofs.</p> <p>Paragraph 200 of the NPPF requires 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.</p> <p>Paragraph 202 of the NPPF requires that: 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.</p> <p>The City of London Local Plan 2015; Policy DM 12.2 Development in conservation areas requires that: Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.</p> <p>The Committee are of the opinion that the proposed industrial metal saw-toothed roof extension will lead to loss of significance of the listed buildings, which whilst it is recognised that such loss may be considered as less than substantial harm, such loss outweighs the negligible public benefits that would be provided.</p> <p>The Committee therefore strongly recommends that this planning application be refused.</p>
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	<p>Subsequent Consultation Response Dated 24.02.2025 following amendments</p> <p>Having reviewed the proposed amendments submitted in November 2024, we maintain our objection to this application as the impact of the height, scale and bulk of the proposed roof extensions remain broadly similar to that originally proposed and do not comply with the requirements set out in the City of London Local Plan, and the NPPF (2024).</p> <p>The application still proposes a metal saw-toothed roof extension which will be clearly visible from all aspects. As previously stated, that whilst it is recognised that the rooftop extension is intended to replace a modern extension, it remains our opinion that this will cause harm to the Grade II listed Whitbread Brewery and the Grade II* Partners' House, create a significant negative contribution to the heritage significance of the Brewery Conservation Area, and lead to loss of significance of the listed buildings in contravention of the requirements of the NPPF and City of London Local Plan as outlined below.</p> <p>Paragraph 200 of the NPPF requires 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.</p> <p>Paragraph 202 of the NPPF requires that: 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.</p> <p>Paragraph 212 of the NPPF (2024) requires 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). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.</p>
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	<p>The City of London Local Plan 2015; Policy DM 12.2 Development in conservation areas requires that: Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.</p> <p>The Committee are of the opinion that the proposed industrial metal saw-toothed roof extension will lead to loss of significance of the listed buildings and diminish the character of the Brewery Conservation Area, which whilst it is recognised that such loss may be considered as less than substantial harm, this significantly outweighs any negligible public benefits that would be provided.</p> <p>The Committee therefore maintains its objection to the applications for Planning Permission and Listed Building Consent and strongly recommends that this planning application be refused.</p> <p>Officer Response:</p> <p><i>This is addressed within the Design & Heritage Section of the report.</i></p>
Association for Industrial Archaeology	<p>Objection to 24/00863/FULL only.</p> <p>The Association for Industrial Archaeology notes that this application relates to the Hotel in the former Whitbread Brewery. It includes some demolitions, alterations and extensions particularly an upward one to provided additional floorspace. There will be altered and additional entrances, some facade and internal alterations and associated works. The Whitbread Brewery site has already been subject to substantial alteration over the years, when it was a working brewery and subsequently with its partial reuse as a hotel. It is inevitable that there should be a need for further alterations to enable the Hotel to remain a successful business.</p> <p>The majority of the proposed alterations should not present any problems, such as the internal ones and even exterior ones such as entrances. However, there is one main change and that is the roof extension. The proposal is to replace the present one which is already a non-original extension. It is appreciated that the intention is that</p>

	<p>it will be clearly not an original part of the Brewery and that it may not be particularly visible, but it does not fit in with the surroundings.</p> <p>Alterations to buildings even when in their original use might be designed to fit in with the original design features or they may be designed simply to be functional for the business with no consideration given to the aesthetics of the building/site. Providing additions at this stage in a building's history provides as opportunity to ensure that they may be identifiable as a subsequent addition but also that they fit the identity of both the building's original use and history, as well as its location and therefore their visibility and effect on the surrounding area.</p> <p>Therefore although the Association only objects to the replacement upward extension. It should be designed to be both distinctive as a later addition but also fit in with the building and its surroundings.</p> <p>Officer Response:</p> <p><i>This is addressed within the Design & Heritage Section of the report.</i></p>
The Gardens Trust	Did not wish to comment on the proposals.
London Borough of Islington	No response received.
Barbican Association	No response received.
Barbican and Golden Lane Neighbourhood Forum	No response received.

Representations

Representations	Officer Response
<p>Relating to application no. 24/00863/FULL – Resident</p> <p>Welcomes the proposals to the ground floor level, but objects to the</p>	<p><i>This is addressed in the residential amenity and the Design & Heritage sections of the report.</i></p>

<p>roof extension due to design, noise and impact to residential amenity.</p> <p>Disagrees with the conclusion of the Townscape, heritage and visual impact assessment and states the “contrasting modern form” mentioned in the report to describe the roof extension is “is ugly, alien and draws the eye away from the pleasing forms of the historic streetscape. This design should be rejected as inappropriate and the developers asked to rethink”.</p> <p>Concern about the noise levels of the new plant being proposed, night-time noise levels at Cromwell Tower and conditions should be attached to ensure no increased noise impacts on Cromwell Tower.</p>	
<p>Relating to application no. 24/00863/FULL – Resident</p> <p>Strongly objects to the roof extensions, due to noise levels. The night-time noise and proximity to Cromwell Tower and Ben Jonson House bedrooms would be a huge disruption. Given the track record of the Brewery with regard to noise complaints, I have no confidence in before/after monitoring in alleviating the issue.</p> <p>No objection to the ground floor proposals/new entrance</p>	<p><i>This is addressed in the residential amenity section of the report.</i></p>
<p>Relating to application no. 24/00863/FULL & 24/00864/LBC – Resident</p>	<p><i>This is addressed in the Construction and Logistics, Noise and Vibration, Air quality, Sustainability, Transport, Residential Amenity and the Design & Heritage sections of the report.</i></p>

<p>Commented twice, once on the original and again on the revised scheme.</p> <p>Original comment:</p> <p>Construction Management Plan The document's title is as above. However, there are no logistics, despite "Logistics" forming part of the title of the document as listed on the planning portal. Where is the map showing proposed vehicle movements for site access/egress? Also under Construction Management Plan: 3.4. Working Hours 3.4.1 07:00 to 18:00 Monday to Friday and 07:00 to 13.00 Saturday is unacceptable. 4.2. Measures Influencing Construction Vehicles and Deliveries 4.2.1. One or more Banksman/traffic marshals must be on site throughout. 4.2.3. Potential hazards must be removed forthwith. 4.2.9. Where will "turned away" vehicles go? 4.2.15. "banksman" should be "banksman/traffic marshal". There doesn't appear to be any deconstruction management plan/logistic plan. Why not? 4.6. Air Pollution, Dust and Dirt Control 4.6.2. The following measures will be implemented at the site - "where required" is too vague. Vehicles and Machinery Delivery vehicles, including HGVs must be Zero Emission compliant. Any diesel generators must be Euro VI compliant, if must one be used. 4.7 Noise & Vibration Control The construction works times are different to the working hours in</p>	
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<p>3.4.1. The permitted times must be the accepted construction times but with 09.00 to 14.00 replacing 08.00 to 13.00 in both cases. No delivery times are mentioned. Why is this? Sustainable Design Statement At a meeting on 12 September at the hotel I was told by the architect that the installation of secondary glazing for the retained windows wasn't in his brief despite its energy saving and noise reduction potentials. The Banqueting House, Whitehall, has secondary glazing by Selectaglaze. According to that company, secondary glazing can reduce heat loss by up to 50% using standard glass and 65% with low-E glass. It also claims secondary glazing can also provide noise reduction in excess of 45dB. From the meeting, which was in one of the existing ground-floor meeting rooms fronting Chiswell Street, noise reduction should be a must. Interestingly, I see from 24/00947/LBC that City Corporation is seeking listed building consent to install Quattro Seal draft draught proofing treatment to windows at The Mansion House. Although using a different method, at least, City Corporation is responding positively to the need to reduce both heat loss and noise and setting an example for the Application. 5.2.3 Be Green Also at the recent meeting, I understood that there would be photovoltaic panels on the plant room roof which seems to contradict 5.2.3. Since the Application includes pitched roofs above the two additional floors – the effect of</p>	
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<p>the mass of the roof on the northern frontage could, at least, be ameliorated if PV panels were installed on it. This would give the overbearing roof a sense of purpose as well as reducing energy costs and fossil fuel use. Perhaps the “Energy Strategy” should not be to reduce energy efficiency, whether or not passively. Preliminary Ecological Appraisal As is now the norm, information re sightings of protected/notable species is taken from the free, public, GiGL data and not paid for content. As a result, some of the information on sightings is inaccurate. Table 2 Bird species recorded Isn’t the black-backed gull red listed now? 2.4.8. Other Notable Mammals Foxes, which are prevalent in the area, forage on waste food so secure storage of waste food is essential. Transport Statement. This makes no reference to the potential road closures and restrictions proposed by the Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan. This is likely to go out to public consultation with two options later this year. Either option, if implemented, will have an impact on both guests and deliveries/collections.. 4. Trip Generation 4.1. Methodology 4.1.1 Why is there no site-specific survey data? The hotel has been open for some time. Design 1. As with 45 Beech Street, and suggested in the Planning for Sustainability SPD (4. Greenhouse Gases - Key Measures for City Buildings, Whole Lifecycle Carbon), the upper floors and roof</p>	
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<p>should be constructed from CLT, with a wooden frame and cladding around the glazing panels. In the case of the Application, this form of construction should replace the steel frame with black aluminium façade and glazing panels at the first added storey level. At the second added second floor, it should replace the black cross-hatched mesh aluminium façade panels and glazing panels within champagne-coloured frames. I may have missed the details of the roof covering but a flat roof throughout the extension with PV panels would lessen the impact of the roof mass, as well as reducing energy costs and fossil fuel use; and 2. I understand all the buildings along the Chiswell Street frontage are listed Grade II but no consideration appears to have been given in the pre-application discussions to the negative effect of the mass of the roof on the significance of the listed buildings – the officers considering the roof treatment “playful” or similar. The roof treatment, which the colour does nothing to ameliorate, is also, as with 45 Beech Street, unnecessary. The design and colour is meant to replicate roofs of industrial buildings - the Brewery in particular, although any dark roof would have been single pitched longitudinally and slate. However, I can’t see, with the appearance of an enlarged fisherman’s hut on Hastings’ seafront, that it succeeds. Apart from Clarendon Court, where the colour was changed after consent,</p>	
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where are there examples of buildings under black mass roofs in the Square Mile, particularly listed ones? If the roof must have such mass then the colour should be a much lighter grey, even uncoloured whether in aluminium or CLT.

Additional comment following re-consultation:

1. The revised roof treatment appears to be even closer to the Hastings fishermen's huts, even if a slightly lightened grey metal façade is now proposed. The loss of three rooms is obviously unwelcome but, surely, a less intrusive roof treatment isn't beyond the scope of the architects, one that recovers the lost rooms even. Certainly, a more conventional design, one which didn't pretend to take its cue from never-existent industrial buildings, could be produced;

2. I suggested the addition of secondary-glazing for obvious environmental reasons. However, I note that the applicant's agent's covering letter of 25 November proposes a commitment to carry out works to repair (and where necessary, sympathetically replace) windows. Repairing and replacing may be necessary but the windows still won't be double-glazed so secondary-glazing will still be needed as per my original comments; and

3. The proposed public benefits, while welcome, should be extended

to include specific benefits for nearby residents. These could include the provision of meeting rooms, reduced rate tariffs for bedrooms, discounts for meals etc	
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Policy Context

49. The Development Plan consists of the London Plan 2021 and the City of London Local Plan 2015. The London Plan and Local Plan 2015 policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
50. The City of London (CoL) is preparing a new draft emerging plan, the City Plan 2040, which is currently undergoing examination in public. Emerging policies are considered to be a material consideration with limited weight with an increasing degree of weight as the City Plan 2040 progresses towards adoption, in accordance with paragraph 49 of the NPPF. The emerging City Plan 2040 policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
51. Government Guidance is contained in the National Planning Policy Framework (NPPF) December 2024 and the Planning Practice Guidance (PPG) which is amended from time to time.
52. The Historic England Good Practice Advice notes, including Note 2: Managing Significance in Decision Taking in the Historic Environment and Note 3: The Setting of Heritage Assets.
53. There is relevant GLA supplementary planning guidance and other policy in respect of: Sustainable Design and Construction SPG (GLA, September 2014); Control of Dust and Emissions during Construction and Demolition SPG (GLA, September 2014); London Environment Strategy (GLA, May 2018); and Shaping Neighbourhoods: Character and Context (GLA, June 2014).
54. Relevant City Corporation Guidance and SPDs including the Brewery Conservation Area Appraisal (City of London, 2000), Planning for Sustainability SPD (2025) and the City of London Lighting Strategy SPD (2023).

Considerations

55. 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 of the Town & Country Planning Act 1990); and
 - to determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
56. In considering whether to grant planning permission for development which affects a listed building or its setting, 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 (Section 66(1) Planning (Listed Buildings and Conservation Areas) Act 1990). This duty must be given considerable weight and importance when weighing any harm to the setting of a listed building in the balance with other material considerations.
57. In determining a planning application for a building or land in the Brewery Conservation Area, special attention must be paid to the desirability of preserving or enhancing the character or appearance of that area (Section 72(1) Planning (Listed Buildings and Conservation Areas) Act 1990).
58. In considering the application for Listed Building Consent special regard must be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (Section 16(2) Planning (Listed Buildings and Conservation Areas) Act 1990).
59. The National Planning Policy Framework (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”.
60. The NPPF states at paragraph 8 that achieving sustainable development has three overarching objectives, being economic, social, and environmental.
61. Paragraph 10 of the NPPF 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:

- the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”

62. Paragraph 49 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).
63. Chapter 12 of the NPPF seeks to achieve well designed places. Paragraph 131 advises that “The creation of high quality, beautiful and sustainable 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.”
64. Paragraph 135 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.
65. Chapter 16 of the NPPF relates to conserving and enhancing the historic environment.
66. Paragraph 208 of the NPPF sets out that Local Planning Authority 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.

67. Paragraph 210 of the NPPF advises, "In determining applications, local planning authorities should take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness."
68. Paragraph 212 of the NPPF 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."
69. Paragraph 213 sets out 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. Substantial harm to or loss of:
- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
 - b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.
70. Paragraph 219 of the NPPF highlights that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.
71. The Brewery Conservation Area Appraisal 2000 describes the character and appearance and significance of the Conservation Area.

Main Considerations

72. The Proposed Development is not a major development proposal as it does not comprise development in one or more categories of the definition contained in

the Town and Country Planning (Development Management Procedure) (England) Order 2015.

73. In considering these applications for planning permission and listed building consent, account has to be taken of the statutory and policy framework, the documentation accompanying the application, the updated information, the views of both statutory and non-statutory consultees responses, the development plan, and other material considerations including SPGs, SPDs and emerging policy.
74. It is necessary to assess all the policies and proposals in the plan and come to a view as to whether in light of the plan as a whole the proposal does or does not accord with it.
75. The principal considerations in considering the application are:
- a) The principle of intensification of hotel use the increase of hotel guest rooms and floorspace, as well as its economic impact;
 - b) The impact of the development in design and heritage terms including the special architectural and historic interest and heritage significance of the listed buildings within the site and surrounds and the character and appearance and significance of the Brewery Conservation Area and other relevant designated and non designated heritage assets;
 - c) The massing, bulk and design quality of the extensions and the impact on local townscape;
 - d) The transport and highways impact of the development ;
 - e) The impact of the development in terms of energy, sustainability and climate change;
 - f) The impact of development on ecology;
 - g) The accessibility and inclusivity of the development;
 - h) The acceptability of the scheme in terms of its environmental impacts, including, daylight and sunlight, overshadowing, noise and vibration and air quality;
 - i) The impact of the proposed development on the amenity of nearby residential and other occupiers;
 - j) The impact of the development on fire safety;
 - k) The requirement for the development to secure financial contributions and planning obligations;
 - l) Duties under the Public Sector Equality Duty (section 149 of the Equality Act 2010) and The Human Rights Act 1998.

Principle of Development

76. The site lies within the North of the City, a Key City Place as defined within Core Strategic Policy CS5 and within a rejuvenation area. Policy CS5 supports

implementing proposals for the rejuvenation, intensification and further improvement of this area. Emerging City Plan Policy S23 (10) supports additional hotel uses where appropriate and part (13) seeks improvements which enhance the special character of the area through sensitive change.

77. The site is within the Central Activities Zone (CAZ). London Plan Policy SD4 states that the strategic function of the CAZ includes tourism and hotels.
78. London Plan Policy SD4 Part E further states that in the CAZ the unique concentration and diversity of cultural, arts, entertainment, nighttime economy and tourism functions should be promoted and enhanced.
79. London Plan Policy E10 states that London's visitor economy should be enhanced through visitor experience and supporting infrastructure, and that a sufficient supply and range of serviced accommodation should be maintained. The Policy states that smaller scale provision should be promoted in the CAZ except wholly residential streets or predominantly residential neighbourhoods and subject to impact on office space and other strategic functions. It states that the intensification of the provision of serviced accommodation should be resisted where this compromises local amenity or the balance of local land uses. The policy also requires accessible bedroom provision. The supporting text of Policy E10 states that it is estimated that 58,000 additional bedrooms will be required in London by 2041.
80. Local Plan Policy CS11 seeks to promote the City's cultural, and visitor offer by allowing hotels where they support the primary business or cultural role of the City and refusing new hotels where they compromise the City's business function or the potential for future business growth. Local Plan Policy DM 11.3 states that new hotel and apart-hotel accommodation will be permitted where they:
 - do not prejudice the primary business function of the City;
 - are not contrary to policy DM1.1;
 - contribute to the balance and mix of uses in the immediate locality;
 - do not result in adverse impacts on the amenity of neighbouring occupiers, including cumulative impacts;
 - provide satisfactory arrangements for pick-up/drop-off, service delivery vehicles and coaches, appropriate to the size and nature of the hotel or apart-hotel;
 - are inclusive, providing at least 10% of hotel rooms to wheelchair accessible standards;
 - ensure continuing beneficial use for historic buildings, where appropriate.
81. Emerging City Plan 2040 Policy S6 seeks to promote the City's cultural, leisure and recreational offer, visitor experiences and infrastructure, and the City's

evening and weekend economies to position the Square Mile as a key cultural and leisure destination. Emerging City Plan 2040 Policy CV4 Hotels states proposals for hotels and other visitor accommodation will be permitted where they:

- Comply with the requirements of Policy OF2;
- Do not result in adverse impacts on the amenity of neighbouring occupiers, including cumulative impacts;
- Provide active frontages and active uses at ground floor level, including facilities accessible to the public;
- Are in suitable locations that provide good access to attractions, workplaces and other destinations in and outside the City, including via public transport;
- Provide satisfactory arrangements for pick-up/drop-off, service delivery vehicles, waste storage, and taxis, appropriate to the size and nature of the development;
- Are inclusive, meeting London Plan accessibility standards for new hotel bedrooms;
- Ensure continuing beneficial use for historic buildings, including enhanced and inclusive public access to and interpretation of that heritage, where appropriate; and
- Address the sustainability challenges associated with the City's BREEAM priorities (energy, water, pollution and materials).

82. The Proposed Development will retain its existing land use as a hotel (Use Class C1). The proposals include an uplift in the overall floorspace of the hotel, and the number guestrooms provided. The table below illustrates the proposed changes in floorspace:

	Gross Internal Area (GIA)	Gross External Area (GEA)
Existing	10,471 sqm	12,959 sqm
Proposed	11,129 sqm	13,752 sqm
Uplift	+658 sqm	+793 sqm

83. The table below illustrates the existing and proposed room count:

	Guestrooms
Existing	213
Proposed	221
Net uplift	8

84. Revised plans were submitted on 25.11.2024 resulting in the reduction of the scale of the proposed replacement rooftop extension to 53-56 Chiswell Street. This

resulted in the reduction of the number of proposed additional hotel bedrooms to 8 and a reduction of 65 sqm in the proposed gross internal floorspace from 11,194 sqm to 11,129 sqm (GIA).

85. The proposed development which would result in a minor uplift in rooms within an existing hotel, is not considered to prejudice the primary business function of the City, as the proposed development is considered to improve the quality of the existing hotel use located in the CAZ. The development is located in a mixed-use area, comprising office, residential, retail and some hotel uses in the wider area. It is therefore considered that the proposed development would contribute to the mix of uses and it would be compatible with the character of the area, considering its proximity to significant cultural sites (i.e. the future Museum of London and the Barbican) and transport links.
86. The proposals include 11 accessible guest rooms, three of which are in the proposed extension. This equates to 15% (rounded) of new build hotel rooms within the development being accessible aligning to the London Plan policy D5 requirement. Elsewhere in the retained part of the hotel there will be a further 8 accessible rooms, through the consolidation of existing smaller substandard rooms. On balance, accessibility improvements across the site take account of policy D5 of the London Plan, Local Plan Policy DM10.8 and draft City Plan policy HL1 – considering that this is an existing hotel within buildings that are listed and taking into account the constraints of the site, reducing barriers to access for a range of people wherever possible while giving great weight to the significance of heritage assets.
87. Ensuring continued beneficial use for historic buildings, this is a design, heritage and research led scheme informed by architectural and historic significance. The design rationale preserves the essence and historic fabric of the Brewery and is directly inspired by the historical roof forms which have been previously present on the site. Importantly, the extensions sit as part of a wider comprehensive upgrade of the Hotel which would support the long-term use of the heritage assets it occupies and enhance the sustainability credentials of the hotel, improve inclusive access and provide renewed animation and activation to Chiswell Street. This is further supported in the relevant sections of the report relating to design and heritage below.
88. The impacts of the development on the highway safety and network are further assessed below in the relevant section of the report. Similarly, the impacts of the development on residential amenity are discussed below. albeit it is noted that the applicant has submitted an Operational Management Plan to minimise the impacts of the development of the amenities of the neighbouring occupiers, which is further assessed below, and its implementation will be secured by condition.

89. In light of the above, and subject to conditions and planning obligations ensuring that the development would be acceptable in terms of its impact on the highway safety and network and in terms of securing the amenity of the nearby neighbours, the principle of development would be acceptable and compliant with the London Plan policies SD4 and E10 and Local Plan policies CS11 and DM11.3.

Design & Heritage

Policy Context

90. The relevant policies for consideration include Policies CS10 Design, DM10.1 New Development, DM10.2 Design of green roofs and walls, DM10.5 Shopfront, DM10.8 Access and inclusive design, CS12 Historic Environment, DM12.1 Managing change affecting all heritage assets and spaces, DM12.2 Development in Conservation Areas DM12.3 and Listed Buildings, CS13 Protected Views of the Adopted Local Plan 2015; emerging Policies S8 Design, DE1 Sustainable Design, DE2 Design Quality, DE5 Shopfronts, DE8 Lighting, S11 Historic Environment, HE1 Managing Change to the Historic Environment, and S13 Protected Views of the City Plan 2040; and London Plan 2021 Policies D3 Optimising site capacity through the design led approach, D4 Delivering Good Design, D5 Inclusive Design, HC1 Heritage Conservation and Growth, HC3 , . This is in addition to the relevant sections of the National Planning Policy Framework, the National Design Code and relevant supplementary planning guidance including The Brewery Conservation Area Character Summary and City of London Protected Views SPD.
91. A total of 10 no. of objections have been received for the full planning application, and a total of 5 no. of objections have been received for the listed building consent application. This includes from Historic England, the Georgian Group, the Society for the Preservation of Ancient Buildings and the City of London Conservation Area Advisory Committee as well as other heritage organisations and third parties. These are set out in detail elsewhere in the report and in the background papers but concerns primarily relate to (but are not limited to) the appropriateness of the architectural treatment of the proposals; the bulk, scale, height and massing of the proposals; the sense of overbearing; and the impacts on the character and appearance on both the Brewery and Chiswell Street Conservation Areas.
92. Officers have considered these representations and carefully afforded them considerable importance and weight. Where there is clear disagreement in the application of professional judgement, clear reasoning has been provided in this report. In response to these objections and comments and Officer feedback, the original submission was revised and amended plans and supporting documentation were received on 25th November 2024 and these amendments are set out earlier in the report.

Existing Site and the Surrounding Townscape Context

93. The application site comprises buildings located to the south of Chiswell Street, which form the northern, eastern, western and southwestern elements of the former Whitbread Brewery complex. The site is bounded by Chiswell Street to the north; Silk Street to the west; Milton Street to the east; and the Brewery Conference Venue which occupies the remaining southern and southeastern elements of the former Whitbread Brewery. The Hotel is divided into two wings - eastern and western – which are connected via the upper floors with an archway below spanning the wings and below providing pedestrian access into the courtyard, known as the South Yard, from Chiswell Street.
94. The site sits within the Brewery Conservation Area and comprises 8 different buildings and structures each with differing designs and construction dates, which are all associated with the historic Whitbread Brewery operation and have been amalgamated over time to the present situation (see Figure 1). All of the buildings are listed as Grade II, with the exception of the Partners House which is listed as Grade II*.
95. The Hotel is at the heart of the former Whitbread Brewery complex, within a cluster of listed buildings associated with the former historic brewing use that sits on both sides of Chiswell Street. To the south of the site is the Brewery Conference Venue which occupies three Grade II listed buildings – the Sugar Room, Porter Tun Room and the remaining southern elements of the Whitbread Brewery Milton Street Buildings which are not occupied by the Hotel.
96. On the northern side of Chiswell Street, within the London Borough of Islington, is the Chiswell Street Conservation Area which contains three Grade II listed buildings which historically formed part of the Whitbread Brewery operation. Nos. 42 and 43 – 46 Chiswell Street are part of the Hotel operation, linked via a tunnel under the road, but not subject to the proposals presented in this application. The North Side Yard sits immediately opposite the site and hosts the Guildhall School's Sundial Court student accommodation.
97. Beyond the Brewery complex, the surroundings are highly varied in scale and architectural character. The buildings of the application site - modestly scaled 18th and 19th century development, between three and six storeys in height, sit as a contrast to the larger scale commercial development found further east along Chiswell Street and to the south on Silk Street. Immediately to the east of the site is the Milton Gate office development, whilst to the south commercial development on Silk Street sit prominently in the background of views of and within the site.

98. To the west of the site is the Barbican Estate, which provides a further stark contrast to the Brewery complex with its Brutalist architecture and significant scale. The townscape beyond the former Brewery complex to the north is varied in scale, hosting a mix of large commercial and residential developments interspersed with more modestly scaled traditional buildings.

Overarching Significance of the Whitbread Brewery

99. The former Whitbread Brewery complex is considered to be of considerable importance as a largely intact group of buildings with a shared rich industrial heritage associated with the Whitbread Group – which continues to operate to the present day, albeit no longer brewing beer.

Historic Interest:

100. The site's association with the Whitbread Group which began brewing operations at Chiswell Street in 1749 led by Samuel Whitbread and Thomas Shewell. The Brewery was the first purpose-built mass-production brewery in the UK, and operations at the site lasted for 226 years until the business moved to a new facility in Luton on 13th April 1976. The Whitbread Group continued to have offices at the site until the turn of the millennium.
101. Initially designed for the mass production of Porter beer, the site was the largest brewery in the world by 1780, constantly at the forefront of new brewing technology. The Whitbread brand was a household name across Britain, and the site continued to be one of the largest and most aspirational and innovative British breweries through the 19th and 20th century.
102. The site saw the introduction of steam power engines in 1784, designed by the famed engineer James Watt, which enabled production at the site to massively increase to become the first brewery to produce 200,000 barrels of beer a year by 1796. In 1868, Whitbread introduced beer bottling to allow beer to be distributed across Britain.
103. Characteristically, Whitbread employed some of the leading engineers of his time and utilised the most up-to-date technology available at the site. He was also concerned that his buildings should be of high-quality construction. Such industry was rewarded with keen interest by the public and a visit to the brewery took place by King George III and Queen Charlotte in 1787.
104. At its heyday it was a packed site, brimming with activity and assortment of industrial operations which would have been noisy, fragrant, dangerous and heavy duty, all housed in variety of striking, often disconnected structures – still evident today within the South Yard and North Yard. This is a site which, through its

historic life as a brewery, constantly evolved in response to market fluctuations and technological development.

105. The Brewery suffered serious damage in air raids on the night of 29/30th December. The presence of Whitbread's own unique fire brigade located on Whitecross Street saved the Brewery from total destruction – a stark contrast to the surrounds which were destroyed almost entirely. As such, the site provides an isolated enclave of traditional townscape, providing a glimpse into the historic character previously found within this area of London prior to the Blitz.
106. By the 1970s Whitbread began investing in larger breweries outside the capital. Chiswell Street was considered unsuitable for upgrading with the construction of the new Barbican residential development to the south and west and on the 13th of April 1976 brewing at the site ended after 226 years of operation. In 1976 plans were approved to redevelop the site, which saw the demolition of 2 acres of the Brewery to the south of the present complex and the construction of two large office blocks on the northern side of Silk Street. As such the area around the application site is the last remaining element of the Brewery.

Architectural & Artistic Interest:

107. The former Whitbread Brewery complex provides a characterful pocket of C18 – C19 industrial buildings of a small scale. The design of the site is unique, with the buildings of the North and South Yard both ingeniously linked underground with a tunnel running under Chiswell Street.
108. The site hosts a strong perimeter of masonry buildings and contained a variety of pitched, barrelled, hipped, pavilion and flat roof building forms intermingled with chimneys and equipment historically. Some elements of this continue to be found to the present day.
109. The design of the complex provides a clear arrangement with external elevations on Chiswell Street hosting front of house activities, offices and pubs with expressive buildings with aesthetic quality. In contrast, the industrial heart of the Brewery where the industrial production and operations sat, is located around the cobbled south yard which holds a more utilitarian character.
110. The Chiswell Street frontage is characterised by Georgian uniformity with brickwork frontages, rectangular sash windows and doorcases of a domestic scale, intermixed with the former industrial brewery buildings which sat behind in a similar restrained material palette of yellow and red brickwork, pale stone, cobbles and dark roof forms.

111. The site hosts a variety of building typologies associated with the previous brewing use – bespoke designed for different functions. This includes the stables which sat on the South Yard, chimneys and storage facilities. There was a variety of roof forms present at the site, which have evolved with the demands and needs of the site's historic brewing functions and associated operations. Some of the facilities included a 140 feet high malt store, a tun-room, two wells each 327 feet deep, two 3,000-barrel water reservoirs at roof level, a new brewhouse, three refrigerators, as well as the single span fermenting room.
112. In response to the changing demands and needs over time, many of the buildings have been extended and modified over time at the site. In 1773 a fire destroyed the old Porter Tun Room which resulted in a major programme of rebuilding and expansion. On its completion in 1784, the new Porter Tun-Room with its 65ft span King post roof had the widest timber span in London apart from Westminster Hall.
113. From 1859 to 1890 a major campaign of rebuilding and enlargement took place which saw the reconstruction of the North Yard and changes to the South Yard. The changes included alterations and additions to the buildings enclosing the yard, the construction of a new range of offices on Chiswell Street (1891), the main entrance arch with room over, and the steel-framed bridge over the yard (1892). The office range featured a large top-lit staircase in the middle, which still survives within the hotel, albeit with the roof light covered.
114. Developments in production methods continued into the twentieth century, along with further physical alterations to the buildings themselves. However, in many respects the extent of these changes was less radical than before and, consequently, the form and external appearance of much of the Chiswell Street brewery remained unaltered until the Second World War damage.
115. The domestic frontages along Chiswell Street show how the Brewery expanded at a piecemeal rate, converting previous homes into office accommodation and hosting other administrative functions supporting the business. The location of the two pubs on prominent corner plots show the intent of providing the public facing elements of the Brewery at prominent positions to serve passing custom. The architecture of the wider Whitbread brewery continues to reflect the rich colourful history of the site, and the robust buildings continue to be functional albeit in different uses.

Contribution of Setting:

116. Beyond the confined nature of the former buildings of the Brewery complex, the setting makes a limited contribution to significance. The townscape surrounding the complex is formed of a vibrant, eclectic mix of development that shows the development of this part of the City in distinct, clear and legible phases. The

layering of large commercial buildings, the Barbican Estate gives a somewhat episodic nature to Chiswell Street as you move along it past the site. The wider area is mixed in appearance with high-density large-scale development in contrast to the tight grain of mainly listed buildings found within the complex.

Direct & Indirect Impacts

Eastern Group: Whitbread Brewery Entrance Wing, Whitbread Brewery Buildings – Milton Street, and Nos. 53, 54 & 55 Chiswell Street (Grade II)

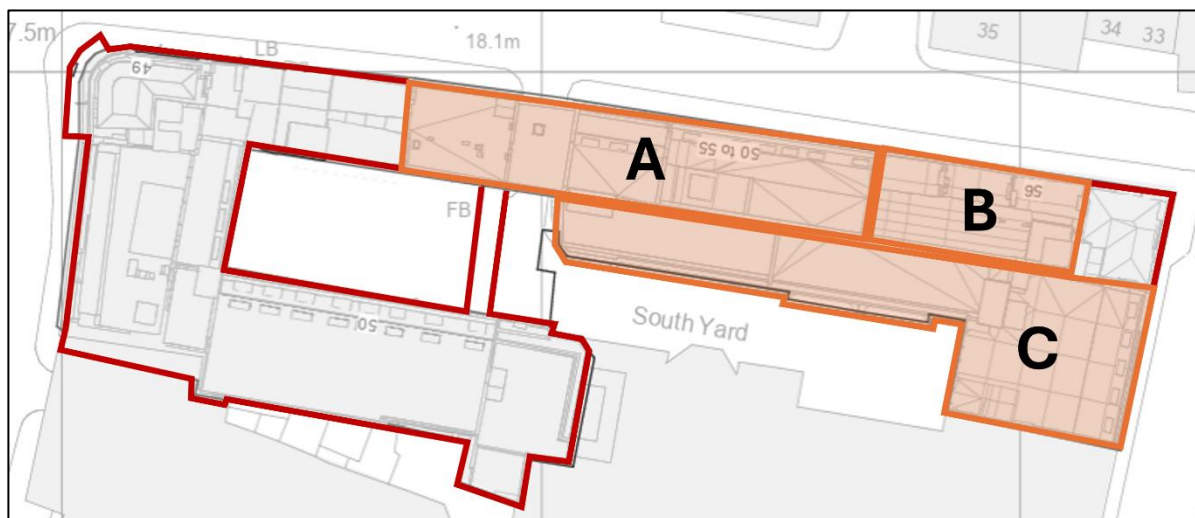


Figure 2: A) Entrance Wing, B) Nos.53, 54 & 55 Chiswell Street “The Cottages” & C) Whitbread Brewery Building’s Milton Street “The Stables” & “D Block”

Significance:

117. This group of buildings comprises three of the four listed buildings that form the eastern wing of the Hotel (excluding No.56 Chiswell Street which is discussed further down the report) and sit on the northern and eastern sides of the Brewery complex. Nos. 53, 54 & 55 Chiswell Street were listed Grade II in March 1975, following the plans to demolish part of the Brewery complex, in order to protect historic elements of interest. The Milton Street Brewery Buildings were listed as Grade II in October 1990 and the Entrance Wing listed Grade II in June 1995. All three assets share group value with the other listed buildings that form part of the wider historic Brewery complex.
118. The buildings on Chiswell Street between the Partner’s House and 53 Chiswell Street are of various dates in the 19th century and form the “Entrance Wing and Office Buildings”. They are finished in a yellow brick in Flemish bond with two to three storeys and roof extensions over a basement, the building contains an eighteen-window range along the northern elevation of the site. The entrance bay

likely dates from 1890/91, with a segmental-arched carriage entrance faced with stucco or stone with detailing and a tripartite window sitting above with shouldered architrave, panelled mullions carrying consoles, entablature and central pediment.

119. The wings either side of the entrance dating from around 1867, although the western part may incorporate some of the previous building on the site, which was a substantial five-bay house. The attic storey over the west range which extends over the entrance bay was added in the early 1960s, as a flat for Whitbread's chairman. The block was subject to an eastward extension between 1889 to 1894, providing additional office accommodation and has a simpler, yet slightly varied, fenestration language.
120. Internally, the range of buildings forming the Entrance Wing has several different characters, reflecting the different phases of the building. These include the offices of the late 1880s and a fine staircase as well as tall plain rooms, some with brick jack-arched fireproof ceilings supported on cast iron columns. To the west of the entrance, some rooms contain rich detailing, panelling and chimneypieces.
121. Nos. 53, 54 and 55 Chiswell Street "The Cottages" are the three surviving houses of a terrace of six four-storey, three bay, one-room deep houses built in the late 18th or early 19th century. Whilst these properties were in separate ownership until the late 19th century, when Whitbread Brewery purchased the properties Nos. 50, 51 and 52 they were demolished to make way for the office block which continues to sit in their place to the west of the cottages today.
122. The buildings are of Brown brick set in a Flemish bond, each of four storeys and three bays wide with the modern pitched roofs obscured by a parapet. The upper floors have a domestic character, with the upper windows containing a variety of fenestration styles dating from the 20th century with gauged brick heads and secondary glazing. The ground floors of the buildings have lost their domestic character, with shopfronts installed at the ground floor dating from the late 1970s refurbishment. No.55 had a shopfront installed earlier in the 19th century, with the original fascia, cornice and bracketed fascia stops retained in the late 70s refurbishment. The three properties have been conjoined at ground floor to form a the Chiswell Street Dining Rooms' premises with its main entrance in No. 56 (Former St. Paul's Tavern).
123. The original interiors of Nos. 53, 54 and 55 Chiswell Street have been completely stripped out although the original party walls, chimneybreasts and some of the roof structure survives.
124. The final element of the eastern wing group is the Milton Street Brewery Buildings which comprises the "D Block and Stables". Dating from the mid to late 19th Century, this building is finished in a Yellow Stock brick with a Flemish bond and

dressings of blue / white brick. The 5 bay, three storey northern element of the block which contains the arched gateway to the courtyard forms part of the site and faces onto the courtyard and Milton Street to the east. It has a fireproof structure with brick jack-arches supported on cast iron columns and beams, with vaulted cellars beneath.

125. The block was radically altered during the late 1970s renovations by the insertion of a substantial vehicle entrance arch from Milton Street into the South Yard. Internally, there is some elements of significance – particularly within the stables on the south of the site which contain brick vaulted ceilings which are presently obscured by suspended ceilings.
126. Overall, all three assets have a clear hierarchy to the frontages with the primary frontages facing onto Chiswell Street having a domestic character with efforts made to provide an enhanced aesthetic on the public facing elevation. The site has a strong relationship to the street; however, it is a layered changing piece of townscape that isn't appreciated as a whole. Internally within the South Yard, the site holds a different industrial character that is more utilitarian in nature with limited decoration reflecting its past brewing use.
127. In summary, the architectural significance of the assets derives from their external restrained facades with a orthogonal domestic character facing onto Chiswell Street reflecting their historic use as the office, business and front of house functions – whilst the rear of the group and eastern elevation reflect the industrial function of the Brewery.
128. The historic significance of the Entrance Wing and Nos.53-55 Chiswell Street relate back to their functions as the primary office base of the Whitbread brewery, once the largest in the world, whilst the Brewery Buildings on Milton Street provided the stable block and more utilitarian functions for the Brewery. The basement of the block still holds some infrastructure associated with the former Brewery use such as movement channels for barrels across store rooms.
129. Officers consider that because of the strong degree of commonality between these listed buildings with their shared history, it is appropriate and proportionate to consider them as a group in relation to the proposals, though they are individually listed.

Setting:

130. Setting makes a positive contribution to the significance of these assets. The principal elements of setting contributing to the significance of these listed buildings are as follows:

- Each of these individually listed buildings forms a complementary element of setting with the other, making a significant contribution to significance.
- The surrounding buildings and spaces within the wider former Brewery complex, including the Partners House, Former St Paul's Tavern PH, Jugged Hare PH, Whitbread Brewery Whitecross Street Buildings, North Side Yard, Nos. 42 – 46 Chiswell Street, Sugar Room and Porter Tun Room. All these assets complement the assets in terms of materiality but with slight variations in style and scale displaying the piecemeal growth and expansive nature of the former Brewery operation within the immediate surrounding vicinity. This makes a significant contribution to significance.
- The scale of intact brewery buildings north and south of Chiswell Street, retain the ability to communicate a clear sense of what the original setting would have looked and felt like, particularly when experienced from within the enclosed South Yard. This includes multiple elements which depict the historical industrial context behind the domestic building fronts such as the Bridge over the Yard and Chimney stack as well as the granite setts within the South Yard. The limited material palette and variety of roof forms with differing building heights provide a glimpse into the original historical industrial character. This makes a significant contribution to the significance.

131. The setting beyond the former Brewery complex has changed extensively following war time destruction and subsequent clearance and redevelopment. As such it does not make a significant contribution to the significance of the assets. The construction of modern large commercial development and the Barbican Estate, which have been constructed since the 1940s, have changed the original historic setting of the Brewery entirely. The former Brewery complex is an entirely self-contained element (including the elements to the north in the LB of Islington) and a surviving fragment of a once traditional modest scale townscape in London with a finer urban grain.

Architecture, Detailed Proposals and Justification:

Existing Contribution to Townscape & Site Situation

132. The existing buildings which make up this group of three designated heritage assets are considered to be positive contributors to townscape, including the Brewery Conservation Area, and positively respond to the settings of surrounding listed buildings. The buildings sit comfortably within the built context in terms of scale, massing, materiality and appearance.
133. However, the existing non-original flat roof functional extension which sits above the group is not considered to be successful owing to its insensitive, dated and unsophisticated design that diminishes the integrity of the assets and adds visual clutter. The current situation is disharmonious. Functionally the roof top extension

underperforms operationally day to day for all users due to the changes in levels, low ceilings and narrow corridors. Furthermore, the extension contains ad-hoc visible plant and has inadequate fire escape routes on the fourth floor when considering present building safety standards.

134. Internally at ground floor level, the existing layout of these assets is complex containing significant amounts of underutilised space with disconnections between the lobby and guest amenity areas. Legibility through the spaces is unclear, with limited public offer for non-hotel users. The original plan form of the buildings have been diluted by unsympathetic alterations and additions, which add to the confusion of the spaces and many historical features including vaulted ceilings and rooflights are concealed.
135. In addition to the above, there is a pressing need to upgrade the services and improve the sustainability credentials of the hotel in addition to providing a refurbishment of the building to ensure it can meet the demands and expectations of a modern hotel.

Roof Extension

136. Demolition works are proposed to remove the existing flat roof extension at third and fourth levels, which dates back to 2006 and does not contain any elements of heritage significance. In addition, a significant amount of plant located externally at third floor level in front of the existing roof extension would be removed. Following on from this, the new larger two storey roof extension would be constructed in its place. The new roof extension would extend further west sitting above the entire Entrance Wing, whilst the fourth floor element would extend eastward sitting above the D Block section of the Milton Street Brewery Buildings.
137. The architectural approach of the proposed roof extension has been informed by the historic industrial use of the site as a Brewery, resulting in an expressive industrial character that, crucially, would read as a layer of townscape behind the historic building frontages along Chiswell Street. The proposed roof top extension would take the form of a lightweight contemporary addition with a striking angular geometry, inspired by light industrial architecture to evoke the light industry of the former Brewery use, and this would be juxtaposed with, but be distinctively set back from, the traditional architecture of the historic building grouping preserving scale, facades and historic roof forms. The result would be a legible and clear piece of architecture, distinct from the listed buildings but complimentary to them, with its own inner authenticity and spirit.
138. The disposition of the final massing, bulk and overall expression of the proposed roof extension has been carefully considered in relation to key townscape views,

with particular regard given to those along Chiswell Street. This is discussed further in the heritage impact section of this report.

139. The proposed rooftop extension would be formed of a trio of roof forms that have each been inspired by the industrial origins of the site, creating a meaningful design narrative which seeks to reflect the industrial heritage of the site whilst respecting and highlighting the unique character and heritage of each of the existing listed buildings it sits above. The extension would take the form of an asymmetric pitched roof above The Cottages that form Nos. 53-55 Chiswell Street, whilst a sawtooth roof form would sit above the Chiswell Street Office Block. The final element of the trio would be a central pitched roof form sitting above the Entrance Wing.
140. As a result, the proposal creates a group of varied profiles and apexes that rise and fall along the street creating a pleasing piece of skyline that is visually interesting and dynamic in all directions. The sculpting of the massing has broken down its form to minimise its obtrusiveness, ensuring the appropriate degree of deference, sitting behind the strongly defined historic building line below. The chamfering of the roof extension on the eastern and western sides of the roof extension would be particularly impactful in reducing the perceived massing of the proposal in views along Chiswell Street from the west and east.
141. In addition, the building line of the proposed roof extension's northern elevation is stepped to help further break down the massing and ensuring that the proposal does not appear monotonous nor overbearing. The proposal would appear as a varied group of 3 bays, with the building line tapered to help soften its visual impact whilst further articulating the proposal. The stepped building line would further accentuate the individuality of the plots and facades below.
142. On the rear southern elevation, the proposed roof extension would rise flush with the existing building line facing onto the South Yard. The trio of roof forms would be reflected within this elevation. On the eastern element of the roof extension – sitting above the D Block – the roof extension would rise flush on the western building line, with a pitched roof form. On the eastern frontage, this element of the extension would be set back from the front building line of the D Block facing onto Milton Street.
143. The total increase in the bulk and height of the proposed building is considered to be moderate and would maintain a commensurate scale with the surrounding townscape. The proposed roof extension is modestly scaled when viewed in the context of the wider surroundings of large commercial buildings and the Barbican Estate. The site sits within a diverse townscape with an eclectic mix of architecture with striking silhouettes sitting in the backdrop of many views of the site including Cromwell Tower and Milton Gate within the immediate surrounding vicinity. The

scale, bulk and massing of the proposed roof extension is considered to be diminutive in this wider reading of the townscape.

144. With regard to the expression and materiality of the proposals, there has been a considered approach to the design detail of the proposals which has been guided by the existing limited palette of materials found within the former Brewery complex. In addition to the buff, and elements of red, brickwork, architectural decoration within the South Yard of the former Brewery complex is mostly black metal work. Architectural motifs are limited, but the consisted cross hatch of black metal work on the bridge over the South Yard is a uniting architectural moment of the buildings.
145. The proposal would be clad in a lightweight charcoal black cross-hatch mesh metalwork that provides a expressive response to the cross hatch of the metalwork of the bridge over the South Yard. The proposed materiality would provide a rich textured finish to the extension that has depth and allows for shadows to give a varied appearance in different levels of light. Final details of the cross-hatch mesh cladding would be secured via way of condition, including details of junctions to ensure a high quality seamless finish.
146. At third floor level on the northern elevation and above the Entrance Wing on the courtyard facing southern elevation there will be a band of metal and glazed panels to provide a break between the crosshatched metalwork and the building below. This provides a subtle accent and clear separation in form and materiality between the fourth floor of the roof extension and the historic facades below. On the southern elevation facing onto the South Yard, the existing third floor buff brick wall would be rebuilt to match the existing brickwork. The fenestration pattern would follow that of the buildings below, to provide a coherent language and hierarchy below the crosshatched section at the fourth floor.
147. The windows on the northern elevation at fourth floor level would be punched into the façade to further break down the massing and articulate the building as a standalone piece of architecture. The window frames would be edged in champagne to further provide visual interest and articulation to the contemporary structure that mirrors the more expressive and decorative aesthetic language of the Chiswell Street frontages of the three assets. Final details of the windows would be secured via way of condition.
148. The frames of the windows on the southern elevation would be finished in black to reflect the more industrial and utilitarian character of the South Yard. The windows situated above the D Block would be arched to reflect the fenestration language below, to provide a more thoughtful termination to the building in views looking eastward within the yard. Integrated plant boxes would be incorporated

into the window design of the fourth floor to provide greening and visual interest to the extension on this elevation. This would be secured via way of condition.

149. The use of the darker lightweight materiality for the crown of the roof extension that would differentiate from the historic buildings below would provide a more recessive and more traditional colour appearance for roof. The darker colouration not only matches the dark metalwork found at the site, but also ensures a degree of deference. The cladding would have a metallic sheen to it, catching the light at different angles adding additional interest and depth to the building.
150. The crown of the building would also incorporate the plant with metal louvers screening equipment, ensuring a well-integrated and seamless finish in long views of the development. This would be finished in a dark grey to differentiate it from the varied roof forms in longer views from the north. The plant would then be screened further by climbing plants, providing greenery and softening its appearance. Further details of this element of the proposal are to be secured by way of condition.
151. In summary, the roof extension would result in a new visual feature with a distinctive identity that sits behind the historic townscape below. The extension would clearly be disassociated from the domestic character of the Chiswell Street frontage, but with its expressive industrial architectural character would reflect the previous operations of what was once the world's largest brewery that existed behind the modest, domestic frontage below. The result would be an arresting contrast and a confident, high-quality addition to the Brewery complex.
152. In longer views of the assets, the proposal would appear as a further layer of townscape viewed with larger commercial and residential buildings often visible beyond the roof extension. The proposed roof extension would clearly be a distinctive modern element juxtaposed to the historic fabric of the three listed buildings that established a clear architectural hierarchy and a cohesive standalone design that relates well to the site, its history and its surrounding context.

Alterations to Chiswell Street Shopfronts

153. At present, the public areas of the hotel are separated from the street limiting public footfall. The public have to enter the hotel via the entrance within the arch to the South Yard and pass through the hotel lobby via a long illegible route. Furthermore, there is no step free access into the hotel from Chiswell Street with wheelchair users having to travel round into the South Yard.
154. The proposals seek to reconnect the public spaces with the street and provide better animation onto Chiswell Street with enhanced active frontages through the

replacement of the non-original 20th century shopfronts. The works also afford the opportunity to provide a new step free route into the hotel directly from Chiswell Street.

155. Localised demolition of the shopfronts of No.53 and No.54 Chiswell Street would remove 20th century pastiche detailing. The original cornice and corbels on Nos.55 Chiswell Street would be retained along with this shopfront. New shopfronts would then be provided with a traditional appearance on No.53 and No.54 with a more sympathetic design to the Georgian period, yet clearly separate to one another. The new entrance, which would provide full inclusive access for all, would be provided within the centre of the shopfront of No.53. The final detailed design and methodology to these works would be secured via way of condition.

Internal Changes – Ground Floor

156. Internally at ground floor level, a number of alterations are proposed to this grouping of three listed buildings which have been amalgamated into the eastern wing of the hotel. The changes seek to enhance the public offering at the hotel, which is presently very limited and would help move the establishment closer to the lifestyle market and create a new destination for the public to visit in the City. In addition to revitalising the guest experience, the changes proposed would reduce the amount of level changes within the public areas of the ground floor of the hotel to enhance inclusive access to the Hotel.
157. Demolition works are proposed to remove modern wall partitions and other insensitive later additions including the toilets which are presently located along the front elevation of the building. By removing these partitions and insensitive additions, the floor space would be rationalised at ground floor level with toilets moved to the rear and the original historic cellular floor plans reinstated. The existing meeting and conference facilities would be relocated to the west wing of the hotel, allowing the ground floor of the east wing to become a focal point for the public offering hosting the bar, restaurant and lounges which allow for better engagement between the Hotel and the street.
158. In addition, over boarding around columns would be removed within the Stable Block to expose the original cast iron columns, whilst the modern plasterboard ceilings would also be removed to expose original brick vault jack arch ceiling slabs. The proposals would retain existing exposed historic fabric of interest and the skylight located above the central staircase would be uncovered allowing light through this historic feature once again. Final detailed internal elevations, floor and ceiling plans would be secured via way of condition, to ensure that all historic fabric is preserved and elements of historic interest are celebrated within the refurbishment.

159. Other works include the remodelling of Stair Core No.1 (which is not original fabric) located adjacent to the lobby space within the Entrance Wing, which will be enclosed as part of the Fire Strategy for the Hotel. In addition, an extensive refurbishment of the lobby space which has been subject to heavy alterations over time will see the removal of the modern stone flooring and granite walls. The removal of these elements not considered to be of heritage significance, would facilitate the opportunity to refurbish the lobby in a more sympathetic appearance to the heritage of the site and introduce more traditional materials such as stone flagstones.
160. A method statement would be required for demolition works, including the protection of historic fabric and a protocol should any unknown features of historic interest be discovered during the works. The methodology and work for all stages would be conditioned to be undertaken by an appropriate expert.
161. A condition has been attached to provide heritage interpretation within the lobby of the Hotel about the rich history of the Whitbread Brewery site.

Internal Changes – Upper Floors

162. At the upper floors (Levels 1 and 2) of the listed buildings, an extensive refurbishment of the guest rooms would take place which would follow a heritage led approach. The existing guestrooms are in need of renewal to revitalise the guest experience and meet modern demands, including improved service infrastructure.
163. As part of the upgrade to this infrastructure, the service risers would be enlarged slightly to allow for improved ventilation systems and fire stopping measures. These would improve safety standards within the hotel in addition to improving air quality and circulation. A final review of the structure of the hotel is to take place prior to these works, including a review of constraints such as the protection of historic fabric. A condition would be placed for the final detail of the extent of fabric removal associated with the new enlarged service risers to ensure historic fabric is preserved.
164. Whilst non-original partition walls would be removed a part of the works, such as around the bathrooms, within the layout original historic fabric and walls would be preserved and retained. Any unexpected discoveries during the works are to be reported to the Local Planning Authority by contractors and this would be secured via way of condition.

Direct Heritage Impact:

- ~~165.~~ The replacement of the existing non-original flat and undistinguished roof extension at third and fourth floor would see the removal of an unsympathetic, poor quality addition that is disjointed and fails to respond to architectural hierarchy of the historic buildings below. The removal of this existing extension would not result in any harm to the historic or architectural significance of this grouping of listed buildings below.
166. Through extensive pre-application discussions officers directed the applicants to shaping a massing and form positioned on the less sensitive non historic roof areas. The objectives were to co-create a well-designed distinct piece of architecture with an individual industrial identity which both integrated with the historic context and added a new layer to the evolution of the Brewery located in a dynamic area of the City and a Key Area of Change. The final disposition of massing was dictated by the limited space available for a roof extension owing to the narrow nature of the listed buildings it sits above, and the officer requirement that no extensions should sit above the adjoining Grade II* Listed Partners House and Grade II No.56 Chiswell Street (Former St Paul's Tavern PH). The scheme has evolved and been scrutinised in accordance with the relevant parts of London Plan D4. The design quality will be secured through to the detailed construction stage via design conditions including samples and mock up details and the applicant design team will maintain on going involvement secured through the Section 106.
167. A number of design proposals were reviewed by officers, including traditional approaches such as mansard roof extensions. Given the constrained nature of the site, these more conventional approaches would have appeared residential, overbearing and visually dominant creating a top heavy and non-contextual proposal that would be visually intrusive and awkward as well as architecturally unsophisticated. Given the inevitable visibility of the extension, the contemporary form better allowed for any adverse impacts to be minimised through a freer approach to sculpting and stepping the massing. Ultimately this led to a series of interlinked geometric extensions which have an independence of form and expression but which could comfortably coexist with and remain deferential to the historic buildings and preserve historic fabric.
168. The contemporary approach also enabled the design rationale to be anchored in the site's historic roots. The roof forms are inspired by research and industrial imagery including the use of different roof forms inspired by the previous extensive mix of buildings which sat to the south of the collection of listed buildings, and the materiality taking cues from retained industrial pieces of architecture within the South Yard such as the Bridge Over the Yard. The resulting proposal is considered

to result in a logical design and massing rationale informed by the past industrial heritage of the site whilst sitting as an intriguing and engaging addition that does not appear overbearing on the listed buildings below.

169. Historic England and London and Middlesex Archaeological Society have identified harm to all three assets that make up this group. Historic Buildings and Places and the Council for British Archaeology have identified harm to Nos. 53, 54 & 55 Chiswell Street and the Entrance Wing, whilst the Georgian Group have only identified harm to the Nos. 53, 54 & 55 Chiswell Street within this group. Their full comments can be found within the Statutory Consultation section at the beginning of this report – in summary, concerns relate primarily to the impacts from the bulk, form, height, scale and materiality of the proposed roof extension.
170. In response to the above comments, amendments have been made to the scheme at the request of Officers. The changes have sought to reduce the scale and increase the set back of the roof extension, through the reduction of 65sq meters of Gross Internal Floorspace – equating to the loss of three guestrooms. The variation in the staggered building line of the extension has also been modified to soften its visual impact.
171. Furthermore, the tone of the extension has been lightened slightly with the integration of urban greening to the plant enclosure to soften its appearance in long views from Lamb's Passage to the north. The abovementioned consultees were reconsulted on the amended proposals, but all reiterated their objections.
172. City of London Officers reach a differing conclusion. The proposals result in a roof extension development which provides a clear juxtaposition between old and new architecture. The apex of the proposed roof extension would be only 2.62 metres higher than the highest point of the existing roof extension, so of a scale broadly commensurate with the existing situation. The architectural approach, while striking, would be contextual through its evocation of the light industrial character of the site's main history; it would, crucially, read as a new layer of the Brewery complex *behind* the listed buildings, to which it would be appropriately deferential without compromising its inner authenticity and spirit as a new addition. The overall scale of the roof extension is considered to be proportionally modest when viewed in the context of the surrounding vicinity in which it is situated, particularly when viewed from street level against a backdrop of varied and substantial commercial buildings to the east, north and south, and Cromwell Tower to the west.
173. The new roof extension also incorporates plant into the structure, screened from views unlike the present visible ad-hoc situation, removing clutter and providing a streamline finish to the termination of the buildings.

174. The extension is architecturally audacious yet compatible with the listed buildings below given their coherent but varied domestic character as part of the northern side of the urban block which is considered sufficiently robust enough to support these additions. The historic façade composition and architectural interest of the eastern grouping would remain intact, understood and readily appreciable with the proposal sitting behind the chimney stacks of Nos. 53, 54 and 55 Chiswell Street and the mansard roof extension on the eastern element of the Entrance Wing. This positioning and set back ensures the extension is differential to historic Brewery buildings, and reads as a further layer of distinct, dissociated piece of townscape to the host buildings in views along Chiswell Street and from the north.
175. The stepping of the roof extension responds to the varied plot widths of the individual buildings below, with the differing roof forms further delineating each grouping of the listed buildings. The angled profiles of the proposals have been sculpted to fall to a lower building height on the eastern and western sides to reduce the bulk, minimising obtrusiveness and softening the appearance of the extension in longer views from the east and west. The tapering of the building line further breaks down the extension as to not appear as overbearing, heavy and monotonous on top of the assets below.
176. Historic imagery and meticulous research of the site as a Brewery operation has been the foundation for inspiration of the architectural approach to the roof extension. Research revealed a strong perimeter of masonry buildings which contained a variety of pitched, barrelled, hipped, pavilion and flat roof building forms intermingled with chimneys and equipment. It was a hive of activity containing striking and expressive industrial buildings which defined its industrial character and functions and this is still evident today.
177. The use of black metalwork with a latticed effect would provide a degree of depth, texture and interest to the extension, inspired by the crosshatched metalwork on the Bridge within the South Yard. The glazed element below provides a bridge between the historic assets below and the contemporary addition above, with the fenestration mirroring the pattern below.
178. Giving consideration to the above, Officers disagree with the notion that the proposed extension would appear overbearing, or that would it detract from the significance of these assets. The trio of buildings would continue to be appreciated as a homogeneous composition unchallenged by the roof extension, successfully co-existing together as a layered piece of townscape in an area dominated by expressive architecture. The new development proposals provide a thoughtful design approach with consideration given to the rich heritage of the site.
179. With consideration to the other elements of the proposals to these assets – the updated shopfronts and internal changes – consultees have not raised any

concerns in relation to this element of the proposals. Officers consider that the proposals to uncover brick vaulted ceilings and skylights which had been obscured in previous insensitive proposals would bring heritage benefits alongside repair works making good damaged fabric. None of the internal works would result in any loss of historic fabric that is considered to be of heritage significance.

180. As such, the proposals would preserve the special architectural and historic interest of the three listed buildings within this group.

56 Chiswell Street (Grade II)



Figure 3: 56 Chiswell Street (former St Paul's Tavern Public House)

Significance:

181. In March 1975, No. 56 Chiswell Street was listed as Grade II. The building is a former public house, known for much of its existence as the St Paul's Tavern, which closed in 2008 and reopened in 2011 as the Chiswell Street Dining Rooms which serves as the Hotel's restaurant. Originally dating from the 18th century, the pub was likely rebuilt with elaborate plaster window surrounds, cornice and parapets around the 1840s whilst the frontage at ground floor level is a modern reproduction.
182. The building is finished in a brown brick in a Flemish bond and rises four storeys over a basement sitting prominently on the north eastern corner of the site addressing both Chiswell Street and Milton Street highlighting the historic importance of the public house serving passing trade on both of these routes which would have been busy thoroughfares in C18 / C19. The upper floors each have four bays on each elevation, with flat arched windows and moulded stucco architraves – at first floor level the windows have distinctive cornices on consoles and stucco panels above linking to the sills of the second floor windows. Some of the windows facing onto Milton Street are blank with brick infills. At third floor the

windows benefit from bracketed sills. A central raised panel is located to either front of the pub flanked by scrolled consoles.

183. The asset shares group value with the other listed buildings that form the wider historic Brewery complex and its significance principally derives from both its architectural and historic value. The pub was one of the public facing components of Whitbread's brewery. There are no internal historic features of interest within this asset at ground floor, which has been heavily altered.

Setting:

184. Setting is considered to make a positive contribution to this asset, and the principal elements of setting that contributes to its significance are as follows:
- The asset shares group value with the other buildings within the urban block that forms the wider Brewery complex including Nos. 53, 54 & 55 Chiswell Street, Whitbread Brewery Buildings on Milton Street, Whitbread Brewery Entrance Wing, Partners House, Jugged Hare PH, Whitbread Brewery Buildings by Kings Head PH, Sugar Room, Porter Tun Room, North Side Yard and Nos. 42 – 46 Chiswell Street. All these assets complement the asset in terms of materiality but with slight variations in style and scale displaying the piecemeal growth and expansive nature of the former Brewery operation within the immediate surrounding vicinity. This makes a significant contribution to significance.
 - The location of the former public house positioned on the corner, bookends the group of the Brewery buildings that form the urban block with another public house, The Jugged Hare. The prominent positions of the functional elements of the Brewery on the street corners reflect the ecosystem of the historic Brewery operation and the desire to attract passing trade. This makes a significant contribution to significance.
 - The wider setting of the building beyond the Brewery site does not make any contribution to significance, including the neighbouring Milton Gate site and the commercial development on Silk Street and the Barbican.

Direct Heritage Impact:

185. The proposed roof extension would not directly impact this asset, as it would not sit upon the roof form of this asset. Externally, changes to this asset are limited to cosmetic changes to the fascia sign where late 20th century detailing would be removed. As part of the proposals, the applicants are exploring the opportunity to reinstate the pub signage at this asset and repainting the ground floor façade in a distinct colour to provide some variation between the former public house and the adjacent shop fronts at Nos. 53 – 55. Final details of these works are to be secured via way of condition.

186. Internally, changes are limited to cosmetic updates – all of which are considered to be acceptable as the ground floor of the pub does not contain any historic features of interest. Changes are proposed at the upper floors associated with the upgrade of guest rooms including alterations to service risers. A condition has been attached to ensure that any alterations required do not impact historic fabric.
187. Giving consideration to the above, Officers conclude that the direct impacts from the proposals would not result in any harm to this asset.

Change within the setting of the Listed Building:

188. Giving consideration to the indirect heritage impacts on this asset from the proposed roof extension, Historic England, the Georgian Group, Historic Buildings and Places, the Council for British Archaeology and the London and Middlesex Archaeological Society have all identified harm to this asset – primarily result from its scale, materiality, visibility and the dominance of the design with its angular nature and lack of fenestration.
189. In response to the comments, the applicants have tapered the staggered building line of the roof extension further back along the northern elevation to help soften its impact and reduce the sense of overbearing. Furthermore, the lightening of the materiality slightly has reduced the dominance of the proposed roof extension within the background of this asset.
190. Despite the changes set out, all consultees reiterated their objections. Officers again reach different conclusions in relation to this asset. As referenced in the Setting section above, within views looking westward along Chiswell Street, there are already many substantial buildings visible behind the asset including development at Silk Street and the Cromwell Tower (see HTVIA View 2 and 2A). Whilst these developments are clearly disassociated from the former Public House, it does form part of the setting where there is clear layering of townscape with larger commercial buildings and modern development being present. Furthermore, these existing buildings have differing materials to the brick masonry façade of the pub – the bush hammered concrete of Cromwell Tower and the light grey colour of 1 Silk Street both contrasting to the asset in the foreground.
191. The proposed roof extension would inevitably be visible in local views, where it sits within the background of this asset and would bring background development closer to this asset. However, the proposed contrasting materiality with a high quality, well-articulated textured metal work would not compete with the rich decorative façade of the pub which is robust enough to retain its prominence on the corner junction. This is further aided by the strong cornice with raised panels which clearly terminate the building and provides a clear separation between the historic townscape below and background development – both the proposed roof

top extension and the asset can successfully co-exist within a further layering of rich townscape.

192. Within views of this asset from the south, looking northward up Milton Street, the proposed roof extension would not interact with this asset owing to its significant setback – as demonstrated within HTVIA View 3. No amendments have been made to the roof extension on this elevation.
193. Taking into account the above and the contextual architectural approach to the roof extension led by the industrial heritage of the Brewery as detailed in the proceeding sections of the report, the proposal is considered to preserve the special architectural and historic interest and heritage significance of No. 56 Chiswell Street, including the contribution made by setting.

Partner's House, Whitbread Brewery and Attached Railings (Grade II*)



Figure 4: Partner's House

Significance:

194. The Partners House is listed at Grade II* and therefore has the highest degree of heritage protection on the Site and within the wider former Whitbread Brewery complex. The central five bays of the nine bay building date from around 1700, and the mid terrace building is sits alongside the other domestic facades that form the northern elevation of the site. The significance of the building is derived from its historic, architectural and evidential values.
195. The building is unique as the only part of the former Brewery complex that predates Whitbread's use of the site as a brewery, and it was adapted for use as the firm's private offices and also held accommodation for a house keeper. Finished in a red brick set in Flemish bond, of four storeys. Characteristic early

C18 features externally include the door case of panelled pilasters with carved scrolled brackets supporting a flat hood; and window frames set flush with the brickwork and the protruding timber cornice, both prohibited by the 1707 London Building Act. The tall, recessed panels which divide the windows on the upper floors are also characteristic of early 18th century houses.

196. Internally, the building has seen significant changes associated with its enlargement and adaption for different uses over time. Presently, the interior at the front of the original house dating from the C17 has a central entrance with two principal rooms and a central stair with smaller room at the rear. The stair is original and rises the full height of the building, albeit with a balustrade dating from the late C19 / early C20. Some of the rooms have timber raised and fielded panelling, but there have also been substantial alterations. The ground floor front room at the east end has a mix of panelling dating from the 18th century and some 20th century reproductions. The western part of the building contains a large room at ground floor with the boardroom above, dating from the 18th century with associated features from that period including chimneypieces with eared architrave, pulvinated frieze and cast iron grate.

Setting:

197. As with the other assets assessed above, setting also makes a positive contribution to this asset, and the principal elements of setting that contributes to its significance are as follows:
- The asset shares group value with the other buildings within the urban block that forms the wider Brewery complex including Nos. 53, 54 & 55 Chiswell Street, Whitbread Brewery Buildings on Milton Street, Whitbread Brewery Entrance Wing, No. 56 Chiswell Street, Jugged Hare PH, Whitbread Brewery Buildings by Kings Head PH, Sugar Room, Porter Tun Room, North Side Yard and Nos. 42 – 46 Chiswell Street. All these assets complement the asset in terms of materiality but with slight variations in style and scale displaying the piecemeal growth and expansive nature of the former Brewery operation within the immediate surrounding vicinity. This makes a significant contribution to significance.
 - The scale of intact brewery buildings north and south of Chiswell Street, retain the ability to communicate a clear sense of what the original setting would have looked and felt like, particularly when experienced from within the enclosed South Yard. This includes multiple elements which depict the historical industrial context behind the domestic building fronts such as the Bridge over the Yard and Chimney stack as well as the granite setts within the South Yard. The limited material palette and variety of roof forms with differing building heights provide a glimpse into the original historical industrial character. This makes a significant contribution to the significance.

- The Partners House sits within an established building line that is responsive to the street, with a domestic character and similar materiality but with clear individual plots and a varied parapet line. This displays the historic character and setting of Chiswell Street with buildings fronting onto the street largely built for non-brewing purposes and subsumed by the Brewery as its operations grew. This makes a significant contribution to the significance.

198. The setting beyond the former Brewery complex has changed extensively following war time destruction and subsequent clearance and redevelopment. As such it does not make a significant contribution to the significance of the asset. Large commercial development on the north side of Chiswell Street sit visibly in views of this asset from the west, whilst in views from the east Ben Jonson House in the Barbican sits prominently.

Direct Heritage Impact:

199. The proposed roof extension would not directly impact this asset, and the building will retain its existing roof form as part of the proposals. The primary alterations to this asset involve internal works. At ground floor level, existing ad-hoc partition walls would be removed and the original cellular floor plan of the original C17 dwelling would be retained with a more legible understanding of the spaces. The previous use of the two primary ground floor rooms would be changed from a guestroom and pantry to two new function rooms. Between the two primary rooms, the proposals would see the reinstatement of the route from the original entrance door through to the stairwell at the rear of the building, which had been dissected by unsympathetic previous interventions.

200. At the upper floors, demolition works are limited to the replacement of non-original partition bathroom walls in guestrooms and service risers. Existing service risers to the roof would be modified as part of the proposals, and conditions have been attached to ensure this does adversely impact on any historic fabric. No original fabric is lost through this element of the proposals.

201. The Society for Protection of Ancient Buildings highlight concerns in relation to the removal of several doors / doorcases from ground, first and second floors of the earliest C17 element of the building. Officers have confirmed with the applicants that all doors being removed are not original and therefore no harm would arise from these interventions.

202. Giving consideration to the above, Officers conclude that the direct impacts from the proposals would not result in any harm to the significance of this asset.

Change within the setting of the Listed Building:

203. With regard to the indirect heritage impacts on this asset from the proposed roof extension, Historic England, the Society for the Protection of Ancient Buildings and the London and Middlesex Archaeological Society have also identified harm to this asset – primarily resulting from its visibility, the dominance of the design of the roof extension and overbearing presence. The full comments can be found within the Statutory Consultation section at the start of this report.
204. In response to the comments, the applicants have, as already described, tapered the staggered building line of the roof extension further back where it sits closest to this asset to help soften its impacts and reduce the sense of overbearing. Furthermore, the removal of the side facing window on the extension has simplified the extension by reducing visual noise and allowing the roof extension to with a greater degree of deference within the background of this asset.
205. Despite the changes above, the relevant consultees reinstated their objections. However, as explained in preceding sections, Officers take a differing view. As set out in the section above, within views of this asset looking eastward along Chiswell Street, there are already modern commercial buildings visible behind the Partners House (see HTVIA Views 5 and 6). Whilst these developments are clearly disassociated from the Partners House, it does form part of the setting where there is clear layering of townscape with larger commercial buildings and modern development being present.
206. The proposed roof extension would inevitably be visible in local views, where it sits within the background of this asset. However, the proposed development would read clearly as a layer behind the asset which benefits from a prominent termination in the form of substantial cornice. This feature provides a strong degree of separation between the industrial character of the roof extension and the domestic traditional architecture of the asset which is robust enough to cope with the addition of the roof extension without its significance being diminished. As a result of the amendments, the proposed roof extension appears more subdued and sits subordinately behind this asset – which already has a degree of background urbanisation owing to its diverse setting.
207. Taking into account the above, and the contextual architectural approach to the roof extension led by the industrial heritage of the Brewery as detailed in the proceeding sections of the report, the proposal is considered to preserve the special architectural and historic interest and heritage significance of the Partners House, including the contribution made by setting.

Western Group: Whitbread Brewery Building adjacent to Kings Head PH, The Jugged Hare Public House and Bridge over the Yard (Grade II)

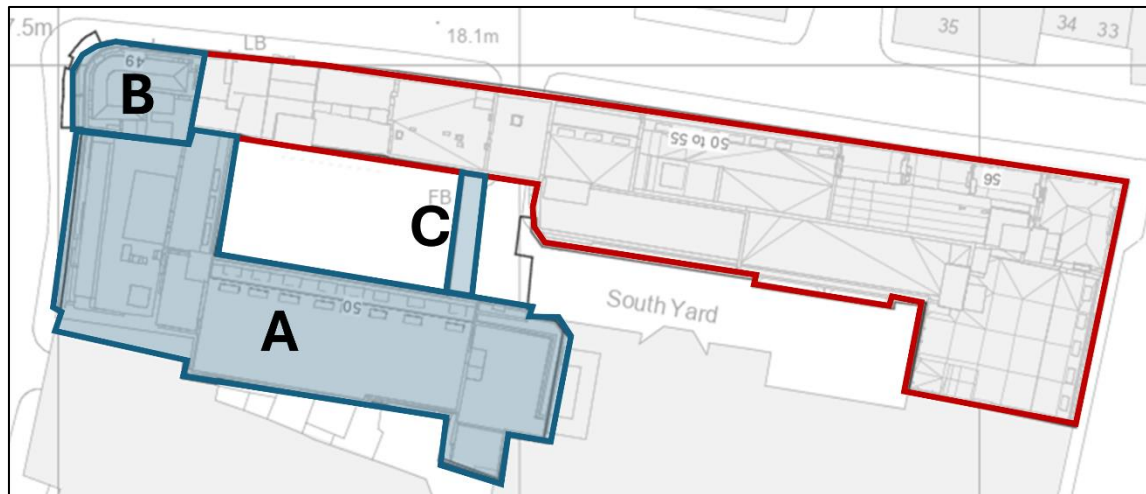


Figure 5: A) Whitbread Brewery Building adjacent to Kings Head PH “Boiler House”, B) The Jugged Hare Public House, C) The Bridge over the Yard

Significance:

208. This group of buildings comprises three of the four listed buildings that form the western wing of the Hotel, excluding the Partners House discussed above. The trio sit on the western side of the former Whitbread Brewery complex. The Whitbread Brewery Building adjacent to Kings Head PH was listed as Grade II in October 1990, whilst the Jugged Hare Public House and the Bridge over the Yard were both listed in March 1975 following the plans to demolish part of the Brewery complex, in order to protect historic elements of interest. All three listed buildings share group value with the other listed buildings that form part of the wider historic Brewery complex.
209. The Jugged Hare Public House, formerly known as The Kings Head, sits on the north western corner of the site and dates from the late 19th century. The building rises to four storeys, finished in a yellow brick set in Flemish bond with dressings of gauged red brick and stucco. The timber pub frontage at ground floor is a reproduction dating from the late 20th century of an 19th century pub front.
210. The prominent corner location of the pub addressing Chiswell Street, Whitecross Street and Silk Street depicts its historic importance in attracting passing trade and acting as a node of activity – the corner location mirrors that of the other public house at the site which addresses the north eastern corner. The yellow brick contrasting to the red brick buildings either side, with the curved frontage and rich detailing including a stucco architrave and modillion cornice further emphasise the historic importance of the establishment which is architecturally celebrated. Internally, the pub is of limited heritage significance.

211. The Whitbread Brewery Building adjacent to the Kings Head PH sits to the south of the Jugged Hare and dates from 1904. The building is larger than other elements of the Brewery rising to five storeys with granite base and red brick above, holding an Edwardian style. The first and second floors are framed by six Doric pilasters supporting a bracketed dentil cornice with panelled frieze. The second floor windows are finished with a round arch, whilst above the upper storey holds a deeply recessed fenestration with a late C20 lead covered dormer running the length of the roof. The building still includes a distinctive chimney to the south with stone band, panelled frieze and bracketed cornice. The building hosted the Brewery's boiler house and fire station, whilst internally is of limited significance and the rear element of the building of no significance internally. Sitting on the former Mash Tun Room which hosted the original steam engine, it has since been rebuilt and subsequently altered significantly with a upward extension in the 1980s.
212. The final element of the group is the Bridge Over the Yard. Dating from 1892, this is a distinctive covered footbridge which connects the former offices on the northern side of the South Yard to the buildings on the southern side. The bridge has a superstructure of iron and a decorative lattice and glazed walkway. The whole structure is supported on two cast-iron columns to the north side and on a metal beam carried by two widely spaced cast-iron columns on the south side.
213. Overall, these assets show the hierarchy of frontages with the primary frontages facing onto Chiswell Street and Silk Street rich in detailing, whilst internally within the South Yard the buildings show the historic industrial character of the former Brewery – particularly the Bridge Over the Yard that provides a glimpse to the metalwork and ironmongery that would have been found within the historic brewing buildings.
214. Officers consider that because of the strong degree of commonality between these listed buildings with their shared history, it is appropriate and proportionate to consider them as a group in relation to the proposals, though they are individually listed.

Setting:

215. Setting makes a positive contribution to this group of assets, albeit in a limited way largely owing to the positioning of the assets immediately alongside commercial development on Silk Street and the Barbican Estate. The principal elements of setting contributing to these assets are as follows:
- Each of these individually listed buildings forms a complementary element of setting with the other, making a significant contribution to significance.

- The asset shares group value with the other buildings within the urban block that forms the wider Brewery complex including Nos. 53, 54 & 55 Chiswell Street, Whitbread Brewery Buildings on Milton Street, Whitbread Brewery Entrance Wing, No. 56 Chiswell Street, Partners House, Sugar Room, Porter Tun Room, North Side Yard and Nos. 42 – 46 Chiswell Street. All these assets complement the asset in terms of materiality but with slight variations in style and scale displaying the piecemeal growth and expansive nature of the former Brewery operation within the immediate surrounding vicinity. This makes a significant contribution to significance.
- The location of the Jugged Hare Public House positioned on the corner, bookends the group of the Brewery buildings that form the urban block with the former St Paul's Tavern Public House at 56 Chiswell Street. The prominent positions of the functional elements of the Brewery on the street corners reflect the ecosystem of the historic Brewery operation and the desire to attract passing trade. This makes a significant contribution to significance.

216. The setting to the south and west of this group of assets have largely been decontextualised with the larger development of the Barbican and commercial buildings on Silk Street. The townscape in this location lacks coherence.

Direct Heritage Impact:

217. The primary element of the proposals which would directly impact this group of assets is the installation of a new area of plant on the roof of the T Block, located to the rear of the Whitbread Brewery Buildings adjacent to the Kings Head PH. The proposed plant would be located on top of a non-original mansard roof extension, and is designed to follow the angle of the existing roof profile to ensure it seamlessly integrates into the host roof form and has a recessive appearance.
218. The bottom half of the plant would be an opaque plant screen that would match the crosshatched metallic cladding proposed for the roof extension on the eastern group. This ensures a cohesive architectural language is provided on all of the new roof additions across the Hotel site, which reflects the historic industrial character found within the South Yard and provides clear delineation between historic and new fabric. The upper half of the plant screen would be mesh to allow for adequate air intake and extract, with integrated planting to provide additional greening that help further soften the appearance of the plant.
219. With regards to other elements of works directly impacting the three assets that make up this group, this would be limited to internal changes to guestrooms associated with cosmetic refurbishments and service upgrades. Two guestrooms at ground floor would be removed to create a new hotel gym. None of the internal proposals would adversely impact original historic fabric nor would they impact the special historic and architectural interest of the buildings.

220. The public facing elements of the Jugged Hare Public House would not be subject to any works as part of this scheme.
221. Taking into consideration the above, Officers conclude that no harm would arise from the direct impacts of the proposals upon the three assets that make up this group.

Change within the setting of the Listed Buildings:

222. With regard to the indirect heritage impacts on this group of assets from the proposed roof extension, Historic England and the London and Middlesex Archaeological Society have identified harm to these assets – resulting from what they perceive to be the visibility and dominance of the design of the roof extension and overbearing presence. The full comments can be found within the Statutory Consultation section at the start of this report.
223. As set out in the above sections amendments have been made to the proposals, increasing the set back of the staggered roof line to soften the impact of the proposed roof extension and lighting the colour slightly. The consultees have reiterated their objections despite the amendments.
224. Officers do not agree with the objections from consultees in relation to this group of assets. From street level, looking eastward along Chiswell Street – as seen in HTVIA View 4 – the proposals would have a degree of separation from The Jugged Hare and Whitbread Brewery Buildings. The proposals would form part of a further layering of townscape visible above the Brewery in long views along Chiswell Street as to not appear out of character in the surrounds. In upper views of these two assets from Barbican Podium (HTVIA View 5) there is already a significant amount of urbanisation behind this group, and the proposed roof extension would not appear as visually intrusive owing to its more peripheral nature to these assets within this view.
225. Within the South Yard, the proposed roof extension would sit in close proximity to the Bridge over the Yard and the rear of the Whitbread Brewery Buildings. Whilst there would be an increase in height resulting from the extension, the proposal and its materiality would complement the existing black ironmongery found within the yard including on the Bridge Over the Yard. The materiality provides responds to the industrial heritage of the enclosed yard it shares with these assets in an contemporary and elevated to provide a coherent finish which is contextually led. The proposal would read clearly deferential in the background of views of the Bridge which would continue to sit prominently within the space as the focal point.

226. Taking into account the above, and the contextual architectural approach to the roof extension led by the industrial heritage of the Brewery as detailed in the proceeding sections of the report, the proposal is considered to preserve the special architectural and historic interest and heritage significance of the assets within this group, including the contribution made by setting.

Direct Impacts

The Brewery Conservation Area

Significance:

227. The Brewery Conservation Area is a characterful pocket of C18 – C19 industrial brick buildings of a small scale. To Chiswell Street, it is characterised by Georgian uniformity with brickwork frontages, rectangular sash windows and doorcases. These are of a domestic scale, intermixed with the former industrial brewery buildings in a similar restrained material palette – yellow and red brickwork, pale stone, cobbles and dark slate roofs. The significance of the Conservation Area mirrors that of the former Brewery complex it encompasses within its tight boundaries and which is set out in detail in the preceding sections of this report.

Contribution of Setting:

228. The setting of the Brewery Conservation Area makes varied contributions to its significance. To the north, the adjoining Chiswell Street Conservation Area within the London Borough of Islington provides a significant contribution to the significance of the Brewery Conservation Area as it contains the remaining buildings that make up the former Whitbread Brewery complex that are not located within the City of London. The North Yard sits directly opposite the entrance to the South Yard and provides a complete composition and distinct ensemble. Of a similar scale and character, together they form a highly distinctive enclave.
229. Beyond the confined nature of the former buildings of the Brewery complex, the setting makes a limited contribution to the significance of the Conservation Area. The townscape surrounding the CA is formed of a vibrant, eclectic mix of development that shows the development of this part of the City in distinct, clear and legible phases. The layering of large commercial buildings, the Barbican Estate gives a somewhat episodic nature to Chiswell Street as you move along it. The wider area is mixed in appearance with high density large scale development in contrast to the tight grain of mainly listed buildings found within the CA.

Impact:

230. Historic England, the City of London Conservation Area Advisory Committee, the Georgian Group, Historic Buildings and Places, Council for British Archaeology, the London and Middlesex Archaeological Society have all identified harm arising from the proposals upon the Brewery Conservation Area. The comments can be read in full within the Statutory Consultation section at the start of the report, but to summarise concerns relate to the impact from the development in terms of its scale, form, bulk, massing, materiality and architectural character. Following the amendments detailed in the previous sections, all consultees reaffirmed their objections.
231. As referenced above, Officers take a differing view of the impact on the Conservation Area from the proposals. The Conservation Area sits in a dynamic area of the City surrounded by larger commercial modern office developments and the Barbican Estate. As a result, there is surrounding development which contrasts with the traditional, low rise and modest scale development of the Conservation Area thus enhancing the significance and appreciation of it as a unique enclave.
232. The proposed roof extension sitting above the eastern wing of the hotel would introduce additional height and massing above the roofscape of the northern elements of the Conservation Area. However, it would sit as a further layering of development sitting in front of surrounding large developments such as Cromwell Tower, 1 Silk Street and Milton Gate. The proposed roof extension would sit behind the strong but varied datum found on the traditional buildings that front the northern boundary of the Conservation Area, including their associated chimney stacks and mansard roof extensions to ensuring it is recessive and subordinate to the townscape below.
233. The proposal would appear beyond the roof line, however, owing to the robust nature of the historic buildings below, the historic townscape and Brewery complex would continue to be read as a distinct enclave of traditional townscape. Officers consider that the historic townscape can sit alongside the proposed development comfortably co-existing as two distinct elements of expressive architecture providing further layering to the episodic character along Chiswell Street which the CA sits as part of. The distinct integrity and ensemble of the collection of listed buildings that form the Conservation Area would remain and still clearly be appreciated.
234. The other elements of the proposals would not result in any significant change nor adverse impacts on the character and appearance of the Conservation Area. Taking into consideration the above, the proposals would have a neutral direct impact on the Brewery Conservation Area and would preserve its character, appearance and significance.

Indirect Impacts

Brewery South Side Group: Former Porter Tun Room & Chiswell Street Sugar Room (Grade II)

Significance:

235. This lies to the south of the development site and was originally part of the eastern expansion of the Brewery operation and partly enclosed the South Yard which was paved in 1777. Built in 1784 to replace the original Porter Tun Room destroyed by fire this replacement was designed to bulk store the mass production of porter within the cavernous space and the vaults below. When completed the store had a King post roof with the widest unsupported structure after Westminster Abbey and the open timber construction provided an uninterrupted view across the room and historic maps reference the uses as a “fermentation and cleansing room.” The storehouse survived the blitz and with cessation of brewing on Chiswell Street in the 1970s had multiple storage purposes and alterations including to house the 272ft Overlord Embroidery. Subsequently the building was subdivided further and now with the vaults has operated as a conference and entertainment space since the 1980s.
236. The immediately adjacent Sugar Rooms so called for the storage of brewing sugar were substantially also altered and extended in the 1980s to host luncheons. The ground and first floors to north have round-arched windows and an original timber queen post roof. As part of the change of use of this part of the Brewery site and expansion of conference and event space a new octagonal entrance pavilion was inserted in the South Yard and the Sugar Room was extended into the Yard.
237. Despite these significant changes in use, adaptation and extension the historic form of the Porter Tun Room the brown brick masonry two storey block with a five arched window range and overhanging eaves facing the yard is still evident and the King post roof survives along with the arched window range to the Sugar Room. The conference facilities retain a shared access with the Hotel from Chiswell Street via the arched passage and across the South Yard, The block is integral to the former Brewery complex and is readily understood as part of this and overall retains considerable historic and architectural values and the current uses are part of the layers of history and change which define the site and demonstrate its robust nature to adapt over times.

Setting:

238. Setting is considered to make a positive contribution to this asset, and the principal elements of setting that contributes to its significance are as follows:

- The asset shares group value with the other buildings within the urban block that forms the wider Brewery complex including the rear elevations of former Brewery buildings enclosing the site including Nos. 53, 54 & 55 Chiswell Street, Whitbread Brewery Buildings on Milton Street, Whitbread Brewery Entrance Wing and the Partners House. All these assets complement the asset in terms of materiality but with slight variations in style and scale displaying the piecemeal growth and expansive nature of the former Brewery operation within the immediate surrounding vicinity. This makes a significant contribution to significance.
- The South Yard is central to the setting and gives a clear sense of the former centre of activity framed by the office and front of house functions fronting Chiswell Street. The Bridge over the Yard and Chimney stack as well as the granite setts within the South Yard, Stable block and the granite bollards all provide visual and historic cues to the former industrial activities which the Porter Tun Room and Sugar Room housed. The limited material palette and variety of roof forms with differing building heights also provide a glimpse into the original historical industrial character. This makes a significant contribution to the significance.
- To the east and south, the building does not share a relationship in function, scale or materials with the much taller modern commercial development at Milton Gate, Milton House and Guildhall School of Music and Drama which are prominent on the boundary outside the contained site.

Impact:

239. With regard to the indirect heritage impacts on this group of assets from the proposed roof extension, Historic England and the London and Middlesex Archaeological Society have identified harm to these assets – resulting from the visibility and dominance of the design of the roof extension and overbearing presence. The full comments can be found within the consultation section at the start of this report and background papers.
240. As set out in the above sections amendments have been made to the proposals, increasing the set back of the staggered roof line to the Chiswell Street elevation to soften the impact of the proposed roof extension and lighting the colour slightly. The consultees have reiterated their objections despite the amendments.
241. Officers do not agree with the objections from consultees in relation to this group of assets. From within South Yard the saw tooth roof extension to the Chiswell Street elevations and the mansard extension to the Milton Street block would be a noticeable change to the setting of the Porter Tun Room and Sugar Store. Whilst there would be a noticeable change in the setting through the roof extension to adjoining blocks these increases are proportional and well-articulated and understood as additional interesting layers to the established and robust context.

The industrial inspired design preserves the character of the setting, and the design references black ironmongery found within the yard including on the Bridge Over the Yard. The extensions evoke the industrial heritage of the enclosed yard it shares with these assets in a contemporary and striking and well-conceived to provide a coherent finish which is contextually led. The proposal would read as detached from and clearly deferential to the distinct forms of the of the Porter Tun and Sugar Room which would continue to sit prominently within the Brewery complex.

242. Taking into account the above, and the contextual architectural approach to the roof extension led by the industrial heritage of the Brewery as detailed in the proceeding sections of the report, the proposal is considered to preserve the special architectural and historic interest and heritage significance of the assets within this group, including the contribution made by setting.

North of Chiswell Street Group: North Side Yard, 42 Chiswell Street & 43 – 46 Chiswell Street (Grade II)

Significance:

243. This grouping is located to the north of the site within LB Islington and separated by Chiswell Street but integral to the Whitbread Brewery historically and architecturally as well as physically connected via a subterranean tunnel. The North Yard enclosed on three sides by three storey buildings survives and this post-dates the origins of the main Brewery site to the south. In 1866, a major reconstruction of the North Yard area began by the end of which it had acquired its present appearance. The buildings from Chiswell Street to the hop loft with vaults and Brewer's house were re-erected in 1867 as were the cooperage and various shops. The tunnel, which is still there, was built under Chiswell Street linking the growing network of underground cellars on both sides of the road. By the turn of the century the area covered by the company on the north side of Chiswell Street had reached its fullest extent, occupying virtually all the property in the rectangle bounded by Chiswell Street, Whitecross Street, Errol Street and Lamb's Passage, nearly three acres in all. The buildings have a commonality of materiality in yellow brick, diversity of roof forms, industrial features associated with the wider Brewery site. The overall original North Yard complex had a mews feel which reflected its functions. The yard is now gated and renamed Sundial Court the current use is student accommodation, and the elevations have been altered and rebuilt.
244. Nos 43-46 and 38-42 Chiswell are more homogenous and domestic in style and are typical pattern book 18th century examples of pared down four storey yellow brick terraces, two window bays wide, with a clear hierarchy of window proportions

and arched doors with fanlights set back from the streets with railings. Whilst the terrace dates from 1774 it has been significantly rebuilt. Nos 42 adjoin and sits forward but follows a similar architectural character and date with an enclosed entrance. The grouping previously accommodated offices and domestic uses associated with the Brewery site functions and is now linked to the Montcalm hotel use. The Brewers House is located to the west of the North Yard with a one window range again in yellow brick with an elliptical arch to Chiswell Street.

245. The significance is derived from the North Yard's historic and architectural values as a coherent complex of former industrial buildings straddling Chiswell Street, with a commonality of materials and building forms which still have clear associations with former industrial functions despite alterations and changes of use.

Setting:

246. Setting makes a positive contribution to this group of assets, albeit in a limited way largely owing to the positioning of the assets immediately alongside commercial development on Silk Street and the Barbican Estate. The principal elements of setting contributing to these assets are as follows:
247. Each of these individually listed buildings forms a complementary element of setting with the other, making a significant contribution to significance.
248. The asset shares group value with the South Yard complex on Chiswell Street including Nos. 53, 54 & 55 Chiswell Street, Whitbread Brewery Buildings on Milton Street, Whitbread Brewery Entrance Wing, No. 56 Chiswell Street and the Partners House. All these assets complement the North Yard in terms of materiality and former functions but with slight variations in style and scale displaying the piecemeal growth and expansive nature of the former Brewery operation within the immediate surrounding vicinity. This makes a significant contribution to significance. The North Yard sits directly opposite the entrance to the South Yard and forms a complete composition and distinct ensemble. This makes a significant contribution to significance.
249. The setting further to the west and east of this group of assets have largely been decontextualised with the larger development of the Barbican and commercial buildings along Chiswell Street and have little relationship with the historic buildings.

Impact:

250. There would be an indirect impact and noticeable change within the setting of the North Yard designated heritage assets. The saw tooth roof extension to the

Chiswell Street would have some intervisibility with the North Yard complex in views along Chiswell Street but not in dominant or adverse manner. The saw tooth roof extension to the Chiswell Street would have some intervisibility with the North Yard complex in views along Chiswell Street but neither dominant nor detract. The proposed roof extension would sit behind the strong but varied datum found on the traditional buildings that front South Yard including their associated chimney stacks and mansard roof extensions ensuring it is recessive and subordinate to the townscape below.

251. The proposal would appear beyond the roof line with its contemporary materiality, however, owing to the robust nature of the historic buildings below, the historic townscape and the wider north and south Brewery complex would continue to be read as distinct enclave of traditional townscape with an orthogonal character. Officers consider that the historic townscape can sit alongside the proposed development comfortably co-existing as two distinct elements of expressive architecture providing further layering to the episodic character along Chiswell Street. The distinct integrity and ensemble of the collection of listed buildings and the relationship between North and South Yard would remain and still clearly be appreciated and understood.
252. Taking into account the above, and the contextual architectural approach to the roof extension led by the industrial heritage of the Brewery as detailed in the proceeding sections of the report, the proposal is considered to preserve the special architectural and historic interest and heritage significance of these assets within LB Islington, including the contribution made by setting.

Barbican Estate (Grade II)

Significance:

253. The Barbican Estate, designed by Chamberlain, Powell and Bon, is a leading example of a modernist project in the high Brutalist style, and is perhaps the seminal example nationally of a comprehensively planned, post-war, mixed-use scheme.
254. The Estate is a composition of towers and long slab blocks at raised podium level, separating pedestrians from vehicular traffic, which enclose private and public landscaped open spaces centred on a canal in a Le Corbusian manner.
255. It is of architectural interest for its compelling architectural narrative, which encapsulates the macro and micro design intent of the architects in a dramatic arrangement of buildings and spaces which are tied together by a consistent and well-detailed bush and pick-hammered finish.

256. It is of historic interest as a modern exemplar of comprehensively planned high-density urban living during the postwar recovery period delivering essential housing for the City of London, and for the associations with the architects.

Setting:

257. The Estate's setting varies greatly around its perimeter, where a varying range of largely modern buildings, make a neutral contribution to its significance. There are a number of tall buildings in the vicinity of the Estate which result in a highly urban skyline, however none of these hold a particular architectural or historic relationship with the Estate. As such, large modern commercial buildings of differing materiality and compositions form a well-established neutral part of the Barbican Estate's setting in this western boundary. Their scale and proximity reinforce the enclosure and segregation characteristic of the Barbican Estate, albeit in a neutral way unrelated to heritage significance.
258. The Barbican Estate is appreciated as a standalone set-piece of architectural design and execution and this is supported by the Listed Building Management Guidelines Volume II. There is little reliance on the wider surroundings to aid appreciation or an understanding of the Barbican's historic, architectural and artistic values. Exceptions to this are the Golden Lane Estate to the north and listed buildings to the south including St Giles Cripplegate and Ironmongers Livery Hall.

Impact:

259. The proposals would have intervisibility with the Barbican Estate both from within its setting and from views within the Estate. A varied townscape of a mix of large commercial buildings, residential development and traditional low rise townscape are an established neutral characteristic along the north eastern boundary of the Estate. Whilst the development would result in change within the setting to the east, it would not challenge the pioneering mid-20th century masterplan, architectural language or qualities which underpin the significance of the Barbican Estate and its existence as a clear entity would remain fully appreciable reference HTVIA 2, 2A and 7. It is considered that the proposals would preserve the setting and significance of the listed building.

Barbican Registered Historic Park and Garden (RHPG Grade II*)

260. The landscape of the Barbican Estate was conceived and designed as an integral part of the architectural design by Chamberlain, Powell and Bonn with the architects recognising that the spaces between the buildings were of equal importance to the structures themselves. The landscape is now designated as a grade II* Registered Historic Park and Garden (2003), and, along with Alexandra

Road Park, is one of only two post-war landscapes designated above Grade II within Greater London. Its heritage significance is derived from the following values:

- The creation of the Barbican as a vehicle-free environment through the raising of the precinct above ground level on the podium, creating vehicle-free space the quality and quantity of which is unparalleled in London.
- The raised ground of the podium and the high walks as an intrinsic and distinctive feature of the estate. The raised ground provides viewpoints from which to survey the surrounding city below, and, together with the limited entrances to the complex at ground level, contributes to the conception of the Barbican as fortified structure from the surrounding streets.
- The volume of space created by the concentration of built development in dense 'off-the ground' structures. These spatial reservoirs are recognised to be as significant as the buildings themselves.
- The contrast of the planning of the Barbican with the grain and plan of the surrounding townscape, and the creation of characteristically unique dramatic vistas across the estate and into the surrounding townscape.
- The richness and variety of types of external space across the estate delivered within a consistent design idiom, the scale of which is unique.
- The successful designed relationships with 'found' historic elements including the Roman and Medieval wall, and the Church of St Giles Cripplegate and associated gravestones.
- The urban character of the Barbican, and its conception and realisation as a new piece of urban fabric designed and delivered in its entirety by a single client and architect.
- The consistent use of a small number of materials and detailing across the estate, delivering a powerful sense of visual continuity and consistency to the estate.
- The impact of soft landscaping and the value of experiencing the architecture of the Barbican in the context of trees, foliage, and greenery. Originally this appears to have been intended to result from use of a restricted palette of planting in raised blocks of greenery or planter boxes which assumed an architectural significance in relation to the buildings. The layout established by Janet Jack across the upper podium employs a freer geometry and more varied planting palette.

Setting:

261. Due to the contained and raised conception of the Registered Historic Park and Garden, the primary setting of the landscaped gardens are the Estate buildings and historic elements within it. The enclosed nature and raised level also

segregate the wider townscape adjacent to the Barbican, aside from glimpsed views between buildings and from surrounding streets.

262. At the eastern boundary, a varied townscape with a mix of large commercial and smaller buildings are a well-established and neutral part of the Barbican's setting particularly along Chiswell Street, Silk Street and Whitecross Street. The scale and proximity of the buildings strengthen the isolation. Glimpses are achieved from the Podium eastward down Chiswell Lane, with the commercial buildings such as Milton Gate and buildings to the north within the London Borough of Islington seen as part of a layered piece of townscape with the former Whitbread Brewery complex sitting in the foreground.

Impact:

263. The proposals would have intervisibility with the landscape of the Barbican Estate both from within its setting and from views within the Estate. The varied and expressive townscape is an established neutral characteristic along the north eastern boundary of the Estate. Whilst the development would result in change within the setting to the east particularly in views on the eastern end of the Podium, as demonstrated within HTVIA View 7, it would not detract from the qualities that underpin the significance of the Registered Historic Park and Garden and therefore would have a neutral impact.

Chiswell Street Conservation Area (London Borough of Islington):

Significance:

264. The Chiswell Street Conservation Area within the London Borough of Islington straddles the boundary with the Brewery Conservation Area in the City of London. In townscape terms, the boundary between the two municipalities is not clearly defined in this location, and it is considered that both Conservation Areas have a very close relationship and a shared historical significance shared around the former Whitbread Brewery complex. The significance of the Conservation Area is shared with that of the Brewery CA, set out in the relevant section above.

Contribution of Setting:

265. The setting of the Chiswell Street Conservation Area makes varied contributions to its significance. To the south, the adjoining Brewery Conservation Area within the City of London provides a significant contribution to the significance of the Chiswell Street Conservation Area as it contains the remaining buildings that make up the former Whitbread Brewery complex that sit on the southern side of Chiswell Street. The South Yard entrance sits directly opposite the entrance to the North

Yard and provides a complete composition and distinct ensemble. Of a similar scale and character, together they form a highly distinctive enclave.

266. Beyond the confined nature of the former buildings of the Brewery complex, the setting makes a limited contribution to the significance of the Conservation Area. The townscape surrounding the CA is formed of a vibrant, eclectic mix of development that shows the development of this part of the City in distinct, clear and legible phases. The layering of large commercial buildings, the Barbican Estate gives a somewhat episodic nature to Chiswell Street as you move along it. The wider area is mixed in appearance with high density large scale development in contrast to the tight grain of mainly listed buildings found within the CA.

Impact:

267. As with the Brewery Conservation Area discussed earlier in the report, Historic England and the Georgian Group have all identified harm arising from the proposals upon the Chiswell Street Conservation Area. The comments can be read in full within the Statutory Consultation section at the start of the report, but to summarise concerns relate to the impact from the development in terms of its scale, form, bulk, massing, materiality and architectural character. Following the amendments detailed in the previous sections, all consultees reaffirmed their objections.
268. As before, Officers reach different professional conclusions on the impact on the Conservation Area from the proposals. The Conservation Area sits in a dynamic area of London surrounded by larger commercial modern office developments and the Barbican Estate. As a result, there is surrounding development which contrasts with the traditional, low rise and modest scale development of the Conservation Area thus enhancing the significance and appreciation of it as a unique enclave.
269. The proposed roof extension would be visible in vantage points within the Conservation Area – namely from the North Yard and Lamb Passage. This would introduce a new layer of townscape beyond the historic townscape below within the setting of this Conservation Area and in front of larger developments on Silk Street to the south. The proposed development would not detract from the distinctive enclave of traditional townscape which would comfortably co-exist with the proposals.
270. Giving consideration to the above, Officers consider that the proposed development would not result in harm to the setting of the Conservation Area.

Barbican and Golden Lane Estates Conservation Area:

Significance:

271. The conservation area boundary is tightly drawn around that of the two Estates and the grassy spur of land to the south containing the ruins of the Roman and medieval City wall.
272. Overarchingly, the significance of the conservation area can be summarised as the striking juxtaposition between two seminal post-war housing Estates which illustrate evolving trends in architecture, spatial and urban planning, and Modernism in general. The conservation area is defined by its pervasive modernity, by the consistency of modern forms, spaces and finishes throughout, all executed to a very high standard of quality and representing an immersive experience strikingly at odds with the more traditional townscapes and buildings outside the boundary; also for the integration of the ancient remains of the Roman and Medieval City wall, including Bastions 12, 13 and 14 and the medieval church of St Giles Cripplegate in a strikingly modern context.

Setting and Contribution to Setting:

273. The wider setting of this large Conservation Area is informed by dense urban development, of a largely post-war, post-modernist and modern architectural character. The northern boundary abuts the London Borough of Islington, and this setting is typically lower rise with a mixture of modern and historic built fabric set out on a historic streetscape. To the east, there is again a mixed townscape around Moorgate, although largely comprised of large scale modern commercial buildings in the immediate vicinity of the Conservation Area – namely the redeveloped series of office blocks that were built along the road London Wall in the 1970s. To the south, the setting is principally formed by the main route of London Wall, Museum and Ironmongers, and further large-scale modern commercial buildings. As with the RPG the southern boundary is considered to be unsatisfactory in terms of quality and its fragmented unfinished form which makes no contribution to setting. To the south and west, late 20th century, mid-rise commercial buildings line Aldersgate Street, largely obscuring the more historic areas of Smithfield Market and Charterhouse Square which are adjacent these have a neutral presence.
274. The subject site is not considered to be elements of setting that contribute to the special interest of the Barbican and Golden Lane Conservation Area, given the Conservation Area is appreciated as a standalone but neighbouring architectural masterplans that has little reliance on the wider surroundings to aid appreciation or an understanding of their overall historic, architectural and artistic values.

Impacts:

275. The impact of the proposed development would be limited to experiences within and across the eastern boundary of the Conservation Area, particularly on the Barbican Podium with views looking eastward down Chiswell Street reference HTVIA 2, 2A and 7. The SPD notes that views out of the two estates, with glimpses of the surrounding City, are likely to change because the Conservation Area sits within the dynamic context of a densely developed urban centre. Large commercial buildings are an established characteristic found along the eastern side of the Conservation Area, beyond the low rise traditional townscape of the Brewery, and as such the proposal is considered to have a neutral impact and therefore would preserve the setting, significance, character and appearance of the conservation area given it would form part of an additional layering to this diverse townscape.

Other Designated Heritage Assets:

276. The definition of setting is the extent to which an asset is 'experienced,' which is not geographically set and can change over time, relating to more than just a direct visual influence. Given the dense central London location, the site is potentially within the setting of a number of heritage assets. As part of a scoping exercise, officers assessed the likelihood of the proposals' impact on the heritage assets in the locality and scoped in for detailed assessment the ones set out in preceding sections of this report; those assets where the proposals had no potential for impact were scoped out. This assessment is in accordance with paragraph 200 of the NPPF and is deemed proportionate and no more than is sufficient to understand the potential impact of the proposal on its significance. The assets scoped out included:
- Thirteen Bollards in the Yard, Whitbread Brewery (Grade II)
 - Ceramic Mural of nine panels on Cromwell Highwalk (Grade II)
 - Cripplegate Institute (Grade II)
 - 20 Bunhill Row (Grade II)
 - 21 – 29 Bunhill Row (Grade II)
 - Church of St Giles Cripplegate (Grade I)
277. Officers considered that there would be no potential for the proposals to impact on their significance; the settings and the contribution they make to the significance of these designated assets, would not be adversely affected and/or any impact would not be over and above those impacts already identified. The proposed development would not harm the setting or the contribution that the setting makes to the significance of these designated heritage assets.

278. The assets assessed in detail in preceding sections are considered sufficient to understanding the impact on significance overall.

Townscape & Views:

279. London Plan policies HC3 and HC4, Local Plan 2015 Policy CS13 and emerging City Plan 2040 policies S12 and S13 all seek to protect and enhance significant City and London views of important buildings, townscapes and skylines. These policies seek to implement the Mayor's London View Management Framework (LVMF) SPG (the SPG), protect and enhance views of historic City Landmarks and Skyline Features and secure an appropriate setting and backdrop to the Tower of London.
280. A Built Heritage, Townscape and Visual Impact Assessment has been prepared and submitted as part of the application documents. This has been supplemented by additional imagery during the planning application's assessment following design amendments.

London View Management Framework (LVMF) Impacts

281. The LVMF designates pan-London strategic views deemed to contribute to the Capital's character and identity at a strategic level. Those relevant strategic views where there would be a material impact are addressed here against London Plan Policy HC4 and associated guidance in the SPG.
282. The application site is not located within an LVMF Panoramic or Linear viewing corridor and the proposal is not of such a scale that it would be perceptible in relation to these or any of the River Prospects or Townscape Views.
283. As such, there would be no potential impact on LVMF Views.

City of London Strategic Views

284. The City of London Protected Views SPD identifies views of St. Paul's Cathedral, the Monument, the Tower of London World Heritage Site and other historic landmarks and skyline features, which must be assessed in relation to proposals for new development. The proposed development site is located within the northern periphery of the City of London, and as such falls outside of the St Pauls Heights policy area, and is located at a significant distance from the Monument views and Tower of London World Heritage Site Local setting study area.

City Landmarks and Skyline Features

285. The proposal would not affect views of the majority of City landmarks and skyline features in accordance with CS13 (2), only one would be impacted by the proposal as set out below:

Barbican Towers:

286. This landmark would have a visual relationship with the proposed development in views along Chiswell Street looking west from the east of the site, and from within the South Yard. The proposal would sit as part of a layer of townscape with a variety of architectural forms and styles in front of the Barbican Towers and Officers consider that the proposal would not encroach upon the landmark which would remain prominent and clear in views beyond the site HTVIA 2 and 2A.
287. As such, the experience of the Barbican Towers as a skyline feature would be unchallenged by the proposals and preserved in accordance with the guidance within the SPD. Further assessment of the indirect impacts of the proposal on the listed building are discussed in the heritage section of this report.

London Borough of Islington

288. Adopted Islington Development Management Policies DH2 identifies local protected views of St. Paul's Cathedral and St. Pancras Chambers and Station. These comprise Views LV1 – LV8. An assessment has been undertaken of these views, and the proposed development site is not located within the viewing corridors and these views would therefore be preserved.
289. The London Borough of Islington were consulted on the proposals, and no comments were made in relation to the views or setting of designated heritage assets.

Other Views

290. Given the external elements of the works primarily relate to a roof extension and changes to the Chiswell Street shopfronts, the proposals would not be visible in other strategic views. Rather, it would be glimpsed along streets in the locality. The proposed development has been appropriately designed in relation to its surroundings and its quality design and appropriate massing would not detract from the visual amenity of other townscape views. The proposed development would have an appropriate presence in significant views of important buildings, townscape and skylines and would not result in harm to the views identified in the Built Heritage and Townscape Visual Impact Assessment and the settings and

significance of the heritage assets and landmark buildings featured within these views would not be harmed by the proposals.

Design & Heritage Conclusion

291. Overall, with regard to both direct and indirect heritage impacts, no harm has been identified to designated heritage assets. The scheme is equally heritage and design-led with an architectural approach for the proposed roof extension directly informed by the historic evidence and industrial use of the site as Brewery.
292. The extension would clearly be disassociated from the domestic character of the Chiswell Street frontages but utilises a materiality that reflects the traditional historic materials found within the Brewery site leading to an interesting piece of juxtaposed but contextual architecture. The proposal reading behind the Chiswell Street frontage with an expressive industrial character reflects the previous operations of what was once the world's largest Brewery that existed behind the modest, domestic frontage below.
293. Officers consider that the proposed extension can successfully co-exist with the existing robust historic townscape of the Brewery Conservation Area, which would continue to be appreciated as a distinctive enclave in a dynamic area of London. The proposals would also result in several improvements to the existing historic buildings including enhanced frontages onto Chiswell Street with new inclusive step free entrances, making good of damaged historic fabric and an enhanced guest and visitor offering.
294. The proposals represent another chapter in the history of the Brewery site, unique in the Square Mile which has a narrative of evolution, industrial innovation and reinvention. The proposals have been thoughtfully conceived and represent high quality, creative, sustainable and inclusive design which is at the heart of the NPPF and local policies. The extension and heritage enhancements would add another layer to the established local character and would serve to sustain the existing hotel use and support economic vitality which is central to Destination City objectives.
295. In summary, the proposed development would comply with Policies CS10, DM10.1, DM10.2, DM10.5, CS12, CS13, DM12.1, DM12.2 and DM12.3 of the Adopted Local Plan 2015; emerging Policies S8, DE1, DE2, DE5, DE8, S11, S13 HE1 of the City Plan 2040; and London Plan 2021 Policies D3, D4, D5 and HC1. This is in addition to the relevant sections of the National Planning Policy Framework, the National Design Code and relevant supplementary planning guidance including The Brewery Conservation Area Character Summary and City of London Protected Views SPD.

Access and Inclusivity

296. 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 and S8 of the emerging City Plan 2040 and policy D5 of the London Plan. In particular, policy DM10.8 requires proposals to achieve an environment that meets the highest standards of accessibility and inclusive design in all development (both new and refurbished), open spaces and streets.
297. Local Plan policy DM 10.8 requires “to achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished)”. A service provider also has an anticipatory duty under the Act.
298. The proposed development has been carefully designed within the constraints of the existing buildings to ensure that the access needs of all users have been considered.

Arrival and departure

299. London Plan 2021 Policy T6.5 states that all developments should be car-free except for at least one on or off-street disabled persons parking bay. Whilst there are two on-street disabled persons parking bays within proximity of the site there is no disabled persons parking bay provided as part of this application.
300. The site is 500m from the Barbican station which is not step-free. It is 600m from Moorgate station which is step-free. There is a bus stop in proximity of the site served by bus no.153.
301. There is a setting down point directly outside the site on Chiswell Street.
302. Inclusive Mobility and relevant building regulations identify 50m as the maximum for a person to walk without rest. Resting points at 50m intervals would be broadly consistent with the Inclusive Access Management Plan which will be reserved by condition.

Entrances

303. London Plan D5 3.5.9 says that ‘Entrances into buildings should be easily identifiable and should allow everyone to use them independently without additional effort, separation or special treatment’.

304. It is regrettable that step-free access is not provided from the entrances flanking the courtyard entrance, due to the limits imposed by the red line boundaries and unacceptable harm to the listed fabric of the building. The step-free entrance from Chiswell Street has the potential to mitigate some of this separation by demarcating it within the streetscape subject to clear wayfinding and signage that does not cause harm to the significance of the building. It has the potential to create a more equitable access to public areas of the building. The details of signage and wayfinding are reserved by condition.
305. Reception facilities should be consistent with good guidance and relevant Building Regulations. The details of any desks, floor finish, contrast, assistive technology and seating is reserved by condition as part of the Inclusive Access Management Plan.
306. The corner door to the main restaurant entrance from Chiswell Street/Milton Street would remain as inward opening. This entrance will be accessible with clear door widths as set out within the relevant Building Regulations and would be reserved by condition.

Vertical access

307. Lift access is not provided to all levels due to the likely harm to significant historic fabric. Mitigations will be included, such as securing handrail provision and enhancing visual contrast on stairs. All card operation points would be positioned 750-1200mm above floor level, as according to the relevant Building Regulations and will be reserved by condition.

Horizontal Movement

308. The ground floor plan includes significant level changes across the site and options for achieving level change were discussed at pre-application stage. Cross-floor movement at the ground floor is achieved by gentle slopes at 1:21 and an internal platform retractable stair lift. The retractable stair lift is shown on the updated proposed ground floor drawing and is a core element in making access improvements.
309. There are narrow corridors of less than 1800mm which limit opportunities for passing, particularly on upper floors. It is the more important, therefore, that there are clear sightlines along corridors and any doors are automated or power-assisted. Details of door opening mechanisms on corridors are to be reserved by condition.

Sanitary facilities

310. Sanitary facilities need to meet the requirements of Approved Documents M and T, with wheelchair accessible and ambulant accessible facilities. Options for right and left hand transfer are indicated. Details of the layout of wheelchair accessible toilets are reserved in the condition requiring submission of an Inclusive Access Management Plan to ensure that they meet best practice.

Room facilities

311. London Plan 2021 Policy E10 H states that either 10% of new bedrooms should be wheelchair-accessible in accordance with BS8300-2:2018 Figure 52 and Figure 30 or 33, or 15% of the new bedrooms should be accessible in accordance with BS300-2:2018 19.2.1.2;
- 5% wheelchair-accessible en-suite shower room for independent use
 - 1% with a tracked hoist system and a connecting door to an adjoining (standard) bedroom
 - 5% with en-suite shower room to meet the requirements of people with ambulant mobility impairments
 - Further number of bedrooms to make up a total provision of 15% of all bedrooms which should be large enough for easy adaptation to accessible bedroom standards
312. The environment at present does not provide sufficient accessible rooms. The proposal includes 8 additional bedrooms, of which 3 will be accessible located within the proposed roof extension. This equates to 15% (rounded) of new build hotel rooms within the development being accessible aligning with the London Plan Policy E10 H. Of the total 221 rooms, 11 rooms are proposed to be accessible which equates to over 5% of the overall hotel rooms being accessible. The Applicant has sought to maximise the number of accessible rooms within the constraints of the listed buildings that comprise the hotel and on balance this is considered acceptable in the circumstances.

Places for rest and recovery

313. It is recommended that room for restoration and recovery is identified for guests who may experience sensory overload through the next stage of the design process. Relevant guidance is given in PAS 6463: Design for the Mind. It is recommended that the Inclusive Access Management Plan condition includes how this has been addressed and demonstrated.
314. London Plan D5 says as a minimum at least one lift per core (or more subject to assessment) should be a suitably sized fire evacuation lift to evacuate people who require level access from the building. It further notes that evacuation in case of emergency should be dignified, as independent as possible and that manual handling systems for carry down or up are not considered appropriate for reasons

of dignity and independence. Details of how guests who require assistance to evacuate the building in case of emergency are reserved by condition.

315. There will be both an evacuation lift and a carry down system. The submitted Fire Strategy sets out that there is one evacuation lift as well as 'assistive evacuation equipment' to protected stairwells. It concludes that this will provide sufficient vertical escape provisions. It notes that all accessible bedrooms are in the vicinity of the evacuation lift. This would limit reliance on carry-down systems for people who cannot evacuate independently.

Access Conclusion

316. Overall, on balance, accessibility improvements across the site ensure compliance with policy D5 of the London Plan, Local Plan Policy DM10.8 and draft City Plan 2040 policy HL1 – when considered against the constraints of the site, reducing barriers to access for a range of people wherever possible while giving great weight to the significance of heritage assets.

Highways and Transportation

Surrounding Highway Network and Site Accessibility

317. The site benefits from being located within the Barbican area within Central London. The location of the site results in several amenities, services and attractions in close proximity. The figure below outlines the local context of the site.

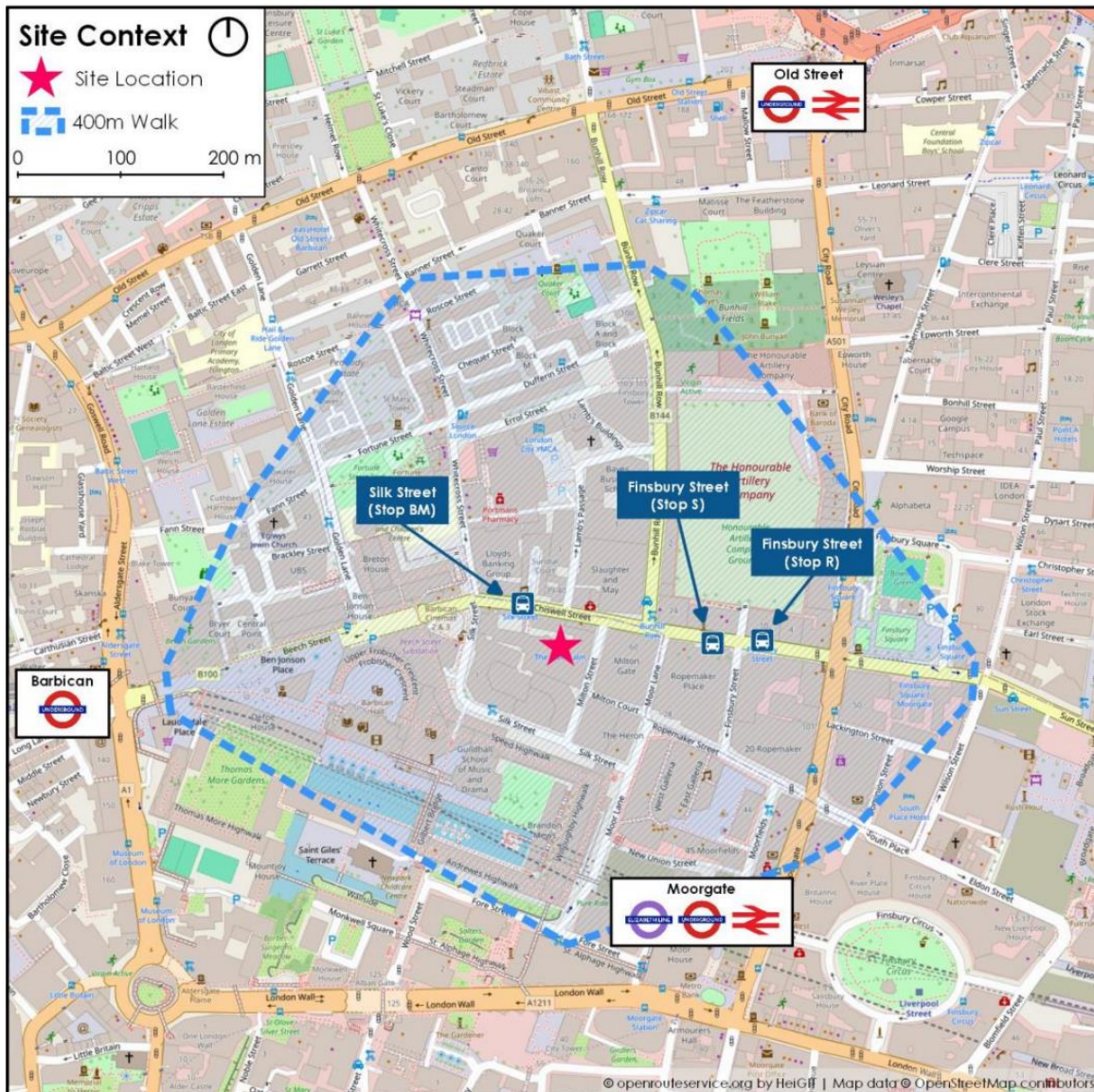


Figure 1 Site Context

318. As shown, there are several transport nodes within the vicinity of the site with convenient access for guests and staff.
319. The site takes its main entrance for guests via Chiswell Street, as shown in the photographs below.



Figure 2 Guest Access via Chiswell Street

320. Chiswell Street features footways along both sides of the road, with dropped and signalised crossing points within the vicinity of the site for onward travel.
321. The site is located circa 500m from Barbican Underground Station which is served by the Circle, Hammersmith & City, and Metropolitan lines. This allows for convenient travel to key destinations such as Heathrow Airport, the West End, and King's Cross St Pancras International Station for Eurostar services.
322. Moorgate station is circa 600m from the site which is served by the Northern line of the London Underground, providing direct access to key destinations such as London Bridge, Bank, and Camden Town. National Rail services also serve the station, offering connections to various destinations across London and beyond. This includes direct services to destinations such as Cambridge, Hertford, and Stevenage.
323. These stations provide various transport options, including access to the London Underground, National Rail services, and bus routes, enhancing connectivity for guests around London.
324. As shown in Figure 1, the closest bus stop to the site is the Silk Street (Stop BM) which is adjacent to the frontage of the site along Chiswell Street. The stop is served by the 153 service which provides a route between Finsbury Park Interchange and Liverpool Street Station. The service operates between 05:09 and 00:15, with a peak frequency of every 10-12 minutes.

325. Furthermore, the hotel concierge service offers guests assistance with arranging taxi services or private transportation with solutions to meet individual travel requirements and preferences.
326. The Site therefore benefits from being highly accessible by non-car modes, including excellent levels of access to public transport (PTAL rating of 6b), as well as walking and cycling links in the vicinity of the Site. There are well maintained footways connecting the application site and these offer convenient access to the local area, local amenities as well as public transport opportunities such as the bus and rail services.
327. The goods and service entrances for the respective Montcalm Hotel and The Brewery activities are located along the eastern side of the site via Milton Street. As shown in the photographs below, the road forms part of a controlled zone between several intervals of the day. On-street bays are provided which are managed via an unattended Pay-by-Phone system for standard use, with several disabled bays also provided.

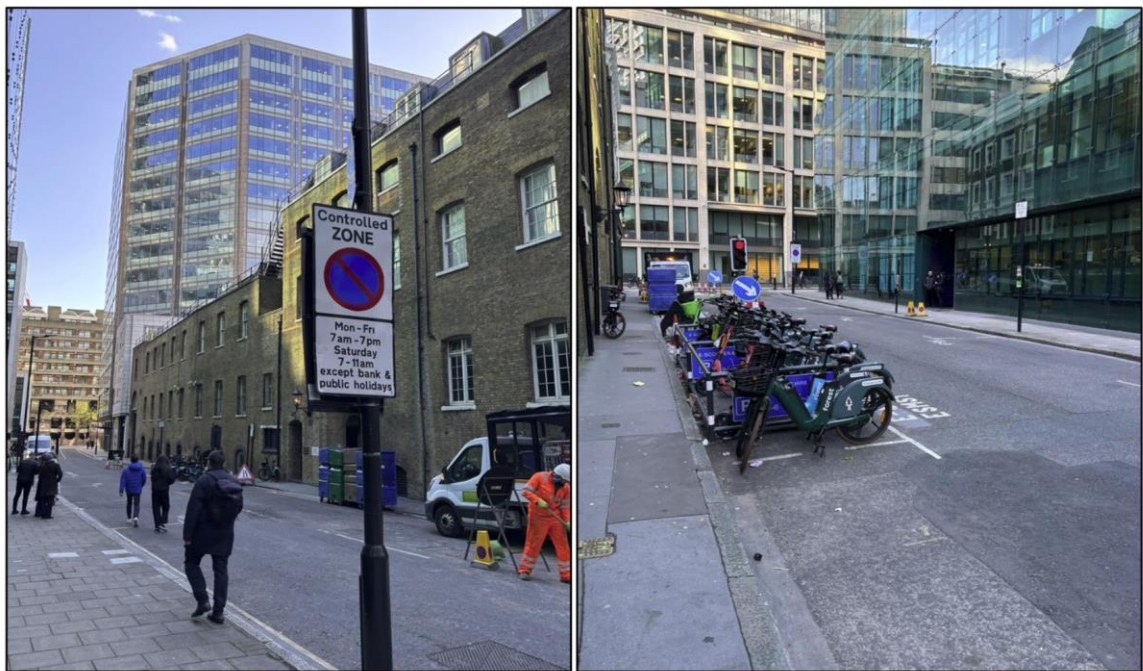


Figure 3 Milton Street

Trip Generation

328. A trip generation assessment was undertaken to determine peak hour and daily person trips generated by the scheme, comparing forecast trips associated with the proposed development to the existing.

Existing

329. The hotel currently comprises 213 bedrooms. The table below summarises the forecasted trip generation associated with the site in its current form. Consideration has been given to the respective traditional AM (08:00-09:00) and PM (17:00-18:00) peak hours on the local highway network, alongside a daily total. This forecast is robust as it assumes that all rooms are occupied.

Mode	AM Peak			PM Peak			Daily		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Taxi	2	2	4	4	4	8	53	53	106
Other Vehicles	0	2	2	1	1	2	16	20	36
P Transport	8	24	32	21	23	44	314	300	614
Pedestrian	6	23	29	23	30	53	197	334	531
Cyclist	0	0	0	1	1	2	5	6	11
Total	16	51	67	50	59	109	585	713	1,298

Existing Trip Attraction Forecast (213 Bedrooms)

330. As shown, the existing 213 bedrooms could attract in the order of 1,296 two-way trips via all modes across the course of a typical day. These would predominantly be by public transport and on-foot. The forecast highlights that the majority of any vehicle trips would be by taxi.

Proposed

331. Proposed plans for the additional 8 bedrooms are forecast to generate an additional 49 two-way trips by all modes across the course of a day. It is considered that the net increase in rooms would give rise to an insignificant trip generation impact on the basis of the above assessment. As per the existing trip forecast, public transport and trips on-foot would constitute the majority of trips.

Mode	AM Peak			PM Peak			Daily		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle	0	0	0	0	0	0	3	3	6
Taxi	0	0	0	0	0	0	2	2	4
P Transport	0	1	1	1	1	2	12	11	23
Pedestrian	0	1	1	1	1	2	7	13	20
Cyclist	0	0	0	0	0	0	0	0	0
Total	0	2	2	2	2	4	22	27	49

Net Additional Trip Attraction Forecast (+8 Bedrooms)

332. The plans were updated on 24.11.2025 and again clarified on 10.04.2025 resulting in reduction of net proposed hotel rooms (from 23 to 8), therefore it is considered that the results of the above assessment continue to remain negligible.

Servicing and Deliveries

333. Policy DM16.5 of the Local Plan states developments should be designed to allow for on-site servicing. London Plan Policy T7 G and draft City Plan 2036 Policy VT2 – 1 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.
334. The servicing area for the proposed development is accessed in the same way as the existing arrangement, via Milton Street, with no deliveries received at the main hotel entrance. Delivery and servicing activity to the hotel is separate from that associated with The Brewery, which benefits from a separate delivery / servicing access.
335. Delivery and servicing activities largely comprise food and drink deliveries, refuse and recycling collections, and those for other items such as linen. It is not envisaged that the proposed increase in bedrooms would cause an increase in trips of this nature to / from the site. It is not considered that the size of vehicle would differ to that currently used.

Refuse Management and Waste Strategy

336. Local Plan policy DM17.1 requires development schemes to incorporate waste facilities and allow for the separate storage and collection of recyclable materials.

337. The site's secure refuse store would be retained following the proposed extension and contains sufficient capacity to accommodate any modest increase in waste generated by the additional guest bedrooms. There are separate waste streams for general residual waste, mixed dry recycling, glass and organic waste, all of which would continue to be managed accordingly.
338. The City of London's Cleansing Team have confirmed that the proposed waste storage and collection facility complies with their requirements.
339. Overall, the proposed refuse collection strategy is considered acceptable and in accordance with policies DM17.1, DM16.1 and DM16.5 of the Local Plan, as well as emerging City Plan 2040 policies S10 and VT2. Full details are to be secured within the Delivery and Servicing Plan secured by condition.

Car parking

340. London Plan policy T6 (Car parking) states car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity, and Local Plan 2015 policy DM16.5 and the draft City Plan 2040 policy VT3 require developments in the City to be car-free except for designated Blue Badge spaces.
341. Local Plan 2015 policy DM16.5 (2) states that designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements.
342. London Plan policy T6.4 (Hotel and Leisure Uses Parking) of the London Plan confirms that in locations of PTAL 4-6: "any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing."
343. The hotel currently does not benefit from any car parking which is acceptable given its PTAL 6b rating, and this is proposed to remain the case as part of this application.
344. London Plan Policy T6.6 (Non-Residential Disabled Persons Parking) of the London Plan confirms: "all non-residential elements should provide access to at least one on or off-street disabled persons parking bay."
345. Currently, no disabled parking spaces are provided within the site curtilage, however two on-street disabled bays are provided along Milton Street adjacent to the site on the respective sides of the road, as shown below.



Figure 7 Milton Street Disabled Bays

346. The bay is restricted to blue badge holders only and is subject to a maximum stay of four hours during weekdays, with no limit on Saturdays and Sundays. This is an existing situation at the hotel which is managed accordingly, with appropriate pick-up and drop-off arrangements for disabled guests. Currently there are no loading/unloading restriction along Chiswell Street and vehicles can make use of kerb availability, provided it is safe to do so. Therefore, the nominal increase in rooms would therefore not result in a significant impact in these terms.
347. It is therefore considered that the existing provisions for car parking within the vicinity of the site and current parking restrictions (no loading/unloading), would be sufficient to accommodate any additional demand as part of proposed plans in this application.

Cycle Parking

348. London Plan Policy T5 (Cycling) requires cycle parking to be provided at least in accordance with the minimum requirements set out within the plan. Policy T5 also requires cycle parking to be designed and laid out in accordance with the guidance contained within the London Cycling Design Standards, and that developments should cater for larger cycles, including adapted cycles for disabled people. The emerging City Plan 2040 Policy AT3 also accords with London Plan Policy T5.

349. According to the London Plan Policy Standards (2021) the cycle parking requirements of the scheme require C1 (Hotel) developments be afforded one long-stay space per 20 bedrooms and one short-stay space per 50 rooms.
350. Due to the proposed increase in the number of hotel bedrooms being reduced from 23 to 8, it is considered that this is a modest change in room numbers, which will have a negligible impact on the cycling parking numbers.
351. Cycle parking is provided on-street adjacent to the site frontage on Milton Street, as shown in the photograph below.

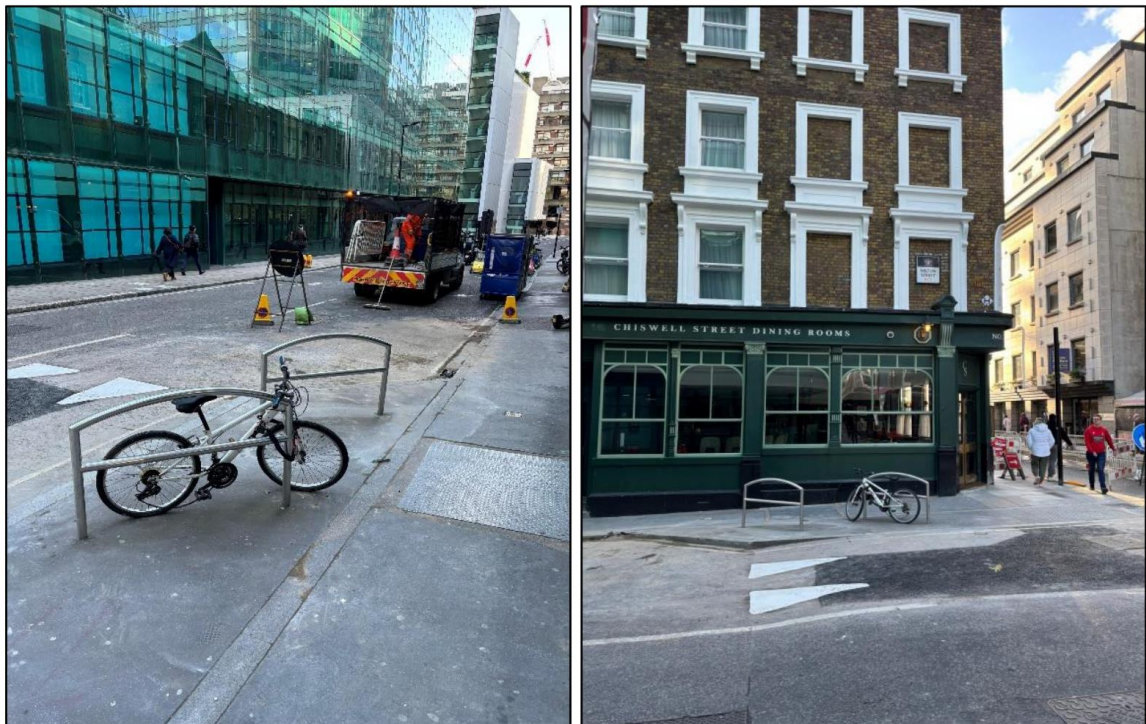


Figure 8 Milton Street Cycle Parking

352. Further provisions are also available along Milton Street adjacent to the site, with a cycle hire and e-scooter facility provided, as shown in the photographs below.



Figure 9 Milton Street Cycle Hire & E-Scooter Facility

353. No additional cycle parking provisions are proposed as part of the scheme with the existing on-street provisions sufficient to accommodate any additional cycle parking demands from the new bedrooms.
354. It should be noted that the courtyard is not in the Applicant's ownership and the historic buildings cannot be altered to provide cycle parking, and therefore, there is not a suitable location on-site to provide any additional cycle parking.
355. Overall, the site is well-located for travel via public transport, including primary trips to / from the hotel and those during a guests' stay. The proposal will have minimal impact on the site access and the local highway network, as the majority of all movements are by active and sustainable travel. Although there may be trips by vehicle for guest arrivals and departures, these are likely to be pick-up and drop-off trips by Taxi. The general means of access at the site would remain consistent with the existing layout of the site, with delivery and servicing activities accommodated via Milton Street. It is not expected that there would be a material difference in delivery and servicing frequencies, but rather duration owing to the additional number of bedrooms.

Construction Logistics

356. The London Plan, Policy T7 on deliveries, servicing and construction, the Local Plan 2015 and the emerging City Plan 2040, indicates that the development must address the impacts during the construction phase, and when the site becomes operational.

357. A Construction Management Plan (CMP) has been submitted in support of the planning application, and this provides useful information to outline the proposed works and methodology
358. The CMP has taken into consideration the 'Transport for London (TfL) Construction Logistics Plan Guidance – for Developers' and 'London Best Practice Guidance – The control of dust and emission from construction and demolition'. This provides useful information to describe the proposed works and how they would be undertaken. It also provides useful information to describe how the impacts associated with the construction period would be mitigated.
359. The City of London needs to ensure that the development can be implemented without being significantly detrimental to the amenity or the safe and efficient operation of the highway network in the local area. Therefore, a Construction Logistics Plan (CLP) and a Demolition Logistics Plan DLP is proposed to be secured as via condition to ensure the construction and demolition of the site is in accordance with The London Plan Policy T7 and DM16.1 of the CoL Local Plan. This would provide a mechanism to manage/mitigate the impacts which the proposed development would have on the local area. The CLP would need to be approved by the CoL prior to works commencing on site.

Highways and Transportation Conclusion

360. Subject to the recommended conditions the proposal would accord with relevant transport related policies including London Plan policies T5 Cycle Parking, T6.5 non-residential disabled persons parking, T7 Deliveries, Servicing and Construction. It accords with the Local Plan 2015 Policy DM16.1, DM16.3, DM16.4, and DM16.5. It also accords with the emerging City Plan 2040 Policies AT1, AT2, AT3, VT1, VT2 and VT3. As such, the proposals are considered acceptable in transport terms.

Environmental Impacts

Air Quality – HG - Completed

361. Local Plan 2015 policy CS15 seeks to ensure that developments positively address local air quality. Policy DE1 of the draft City Plan 2040 states that London Plan carbon emissions and air quality requirements should be met on sites and policy HL2 requires all development 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 SI of the London Plan.

362. A Construction Management Plan and Sustainable Design Statement have been submitted with the application providing information about air quality impacts during construction and during operation.
363. The submitted assessment advises that mitigation measures for on-site activities and traffic associated construction phases, including demolition works, will be implemented. It is suggested that during construction, the Contractor will be required to implement best practice guidelines for air, dust, and noise pollution on site. The proposed development would be car-free and the proposed energy strategy is all-electric, with heating provided through air source heat pumps which is welcomed. It is stated that the existing gas fired boilers are to be replaced by air-source heat pumps, and the existing generator is to be removed as it is no longer required within the development. All of the combustion plant is being removed from the development therefore there should be no combustion flues associated with the development. This is welcomed. It is stated in the Transport Statement that there will not be an increase in the number of service and delivery trips associated with the hotel due to the increase in bedrooms. The development meets both the transport and building emissions benchmarks for the Air Quality Neutral Assessment. On that basis, it is considered that the proposed development would be unlikely to result in significantly adverse impacts on local air quality.
364. The City's Air Quality Officer has raised no objection subject to conditions in respect of Non-Road Mobile Machinery Register.
365. In light of the above and subject to conditions, the proposed development would accord with Local plan policy CS15, policies HL2 and DE1 of the draft City Plan 2036 and SI 1 of the London Plan which all seek to improve air quality.

Overall impact on residential amenity

366. Local Plan policy DM21.3 and draft City Plan 2040 policy HS3 seeks to protect the amenity of existing residents by resisting uses that would have an undue impact on amenity through noise disturbance, fumes and smells and vehicular and pedestrian movements likely to cause disturbance. Proposals should be designed to avoid overlooking and protect privacy, daylight and sunlighting levels to adjacent residential accommodation. This section of the report draws together an assessment of the impacts of the scheme on residential amenity.

Noise and Vibration

367. Local Plan 2015 policy DM15.7, and London Plan policies D13 and D14 require developers to consider the impact of their developments on the noise environment. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development. It should be ensured that operational noise does not adversely affect neighbours and that any noise from plant should be at least 10dBa below background noise levels. Emerging City Plan 2040 Policy HL3 ('Noise and Vibration') reiterates the requirements of Policy DM15.7.
368. An Acoustic Assessment dated 06.08.2024 has been submitted which provides an outline assessment of the impact of noise and vibration on the surrounding area considering nearby noise sensitive receptors, including residential properties.
369. The surrounding area is predominantly commercial in nature with high rise office buildings surrounding the site to the North, East and South. Residential dwellings are located to the East; Ben Jonson House and Cromwell Tower, both forming part of the Barbican Estate.
370. To determine the existing noise climate around the site measurements were undertaken at the following locations to determine the lowest background noise level and averaged noise level:
- Measurement Position 1 - Chiswell Street/ Milton Street - Noise levels at this location were predominantly affected by existing building services noise from the surrounding buildings and traffic from Chiswell Street.
 - Measurement Position 2 - Silk Street - This measurement position was selected as being the most representative of noise levels within the vicinity of Cromwell Tower and Ben Johnson House
 - Measurement Position 3 - Rear of site - Noise levels at this location were dominated by existing building services noise from ventilation plant associated with the 1 Silk Street commercial building.
371. City of London's Environmental Health team requirements for new building services plant is that "The level of noise emitted by any new plant shall be lower than the existing background noise level by at least 10 dBa. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The measurements and assessments shall be made in accordance with BS4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which any plant is or may be in operation.
372. In line with Policy DM 15.7, the proposed mechanical services would be designed so that noise emissions from the plant do not exceed the following levels when assessed at the nearest noise sensitive location. The proposed rooftop plant consists of a number of ventilation fans and heat pumps serving the building

services of the hotel as well as an emergency generator. The following mitigations are proposed to ensure the limitations are not breached:

- Enclosures
- In-duct Attenuators
- Proprietary/Bolt-on Attenuators

373. The nearest noise sensitive receptors to the proposed plant are:

- One Silk Street (Commercial Offices) - Located at a distance of 7m to the south, overlooking the rear of site.
- Cromwell Tower (Residential) - Located at a distance of 25m to the south-west of site, overlooking some rooftop areas on the western end of site.
- Whitecross Street (Residential) - Located at a distance of 36m to the north-west of site on the corner of Chiswell Street and Whitecross Street.
- Montcalm Townhouse (Commercial Hotel) - Located at a distance of 15m to the north of site on the opposite side of Chiswell Street.
- 37 – 40 Chiswell Street (Commercial Offices) - Located at a distance of 15m to the north of site on the opposite side of Chiswell Street.
- 60 Chiswell Street (Commercial Offices) - Located at a distance of 13m to the east of site, on the opposite side of Milton Street.

374. The results of the assessment indicate that, with the inclusion of the proposed acoustic mitigation measures detailed above, atmospheric noise emissions from the proposed plant are within the criteria required by the City of London.

375. Generally, in City redevelopment schemes, most noise and vibration issues occur during demolition and early construction phases. Impacts on neighbours from construction will be mitigated by ensuring that the Contractor complies with best practice under the Considerate Constructors Scheme (CCS). Details of noise and vibration mitigation, including control over working hours, types of equipment used, would be included in Schemes of protective works for Demolition and Construction Logistics Plan would be secured by condition.

376. Residents have raised concerns that the proposed development would give rise to increased noise nuisance. The uplift of 8 bedrooms is considered minor and is not expected to give rise to additional noise. A hotel management plan was submitted as part of this application which demonstrates the management of the public leaving and arriving at the hotel, therefore reducing impacts to neighbours amenity. It should be noted that no terrace is proposed as part of the proposed alterations and extension to the hotel. It is considered reasonable that conditions are imposed to ensure that the noise impacts from new plant are adequately controlled and minimised.

377. The proposed development will be car free. As a result, all vehicle trips generated by the development will be associated with delivery and servicing with a small increase in taxi numbers. It is not expected that there would be a material difference in delivery and servicing frequencies,. The general means of access at the site would remain consistent with the existing layout of the site, with delivery and servicing activities accommodated via Milton Street. Restricted hours for deliveries and servicing will be secured by condition.
378. Subject to the proposed conditions, the proposals would comply with London Plan Policy D13 and D14, Local Plan Policy DM15.7 and draft City Plan 2036 Policy HL3.

Sunlight and daylight

379. Policy D6(d) of the London Plan states that the design of development should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context.
380. Local Plan Policy DM10.7 'Daylight and Sunlight' 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 Building Research Establishment (BRE) guidelines.
381. Draft City Plan Policy DE8 states that development proposals will be required to demonstrate that the daylight and sunlight available to nearby dwellings and other sensitive receptors including schools, hospitals, hotels and hostels, places of worship and open spaces, is appropriate for its context and provides acceptable standards of daylight and sunlight, taking account of the Building Research Establishment's guidelines.
382. Paragraph 3.10.41 of the Local Plan indicates that BRE guidelines will be applied consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely developed city centre locations. Policy HS3 of the Draft City Plan 2040 states when considering on the amenity of existing residents, the Corporation will take into account the cumulative effect of development proposals.
383. The BRE guidelines "Site layout planning for daylight and sunlight - A guide to good practice" (2022) present the following methodologies for measuring the impact of development on the daylight and sunlight received by nearby existing dwellings and any existing non-domestic buildings where the occupants have a reasonable expectation of natural light:
- **Daylight:** Impacts to daylight are measured using the Vertical Sky Component (VSC) method: a measure of the amount of sky visible from a centre point of a window; and the No Sky Line (NSL) method, which

measures the distribution of daylight within a room. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are considered less important. The BRE Guide states that diffuse daylighting of an existing building may be adversely affected if either the VSC measure or the daylight distribution (NSL) measure is not satisfied.

- **Sunlight:** Impacts to sunlight are measured using Annual Probable Sunlight Hours (APSH) for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. The guidelines consider kitchens and bedrooms to be less important, but provide that care should be taken to not block too much sun from these rooms.

384. The following surrounding properties contain residential accommodation and, due to their proximity to the development site, have been assessed in terms of the effects of the proposed development upon their daylight and sunlight amenity:

- **Cromwell Tower**
- **Ben Jonson House**
- **Sundial Court, 38-42 Chiswell Street**
- **Sundial Court, 39-40 Chiswell Street**
- **Sundial Court, 41-42 Chiswell Street**

Impact of the proposed scheme on Sunlight/ daylight

385. Cromwell Tower is located to the west of the site. The results show the impact to this property in relation to both daylight and sunlight will be negligible and fully in accordance with the BRE guidelines.

386. Ben Jonson House is located to the west of the site. The results show that there will be no impact to this property in relation to either daylight or sunlight.

387. Sundial Court, 38-42 Chiswell Street (Courtyard facing rooms) is located to the north of the site and is a student hall of residence. Some of the student rooms face the courtyard and others face Chiswell Street. The results show that the daylight and sunlight impact to the courtyard facing rooms will be negligible and fully compliant with the BRE guidelines.

388. Sundial Court, 39-40 Chiswell Street - In relation to the Chiswell Street facing elevation, the results show that the maximum proportional VSC reduction of 16.1% is small and compliant with the guidelines. Whilst the NSL figures show proportional reductions of up to 37.3%, this level of change is typical in a high density area where alternative VSC targets are appropriate. In such circumstances, the BRE guidelines say that VSC is the correct parameter to use and therefore the overall impact is considered acceptable.

389. Whilst there will be a small reduction in winter sunlight to one room, this is not unusual in an urban location. The annual sunlight results are fully compliant with the BRE guidelines.
390. Sundial Court, 41-42 Chiswell Street - The proportional VSC reductions to the windows on the Chiswell Street façade will be less than 7% and will therefore fully accord with the BRE guidelines. The NSL reductions will generally be minimal. There will be a borderline proportional NSL reduction of 20.5% to one first floor room. The sunlight impact will be minimal and fully compliant with the BRE guidelines.

Overshadowing

391. Overshadowing of amenity spaces is measured using sunlight hours on the ground (SHOG). The BRE guidelines recommends that the availability of sunlight should be checked for open spaces including residential gardens and public amenity spaces.
392. With regards to overshadowing, the impact to each garden or amenity area will be negligible. The courtyard within the Brewery, and the triangular region of public space on Silk Street to the north of Cromwell Tower, will not have any meaningful amount of sunlight in the existing situation due to the height of the existing buildings immediately to their south. The proposed development does not alter this situation. Therefore, the overshadowing impacts of the proposal are compliant with the BRE guidelines.

Lighting

393. Subject to further details in respect of the design of the building facades, there will be a lighting strategy secured by condition, and subject to this condition it is not considered that the proposal would have any undue impact in respect of light spillage noting that such details would need to comply with the adopted Lighting SPD.
394. Subject to conditions it is considered that the proposal would comply with residential amenity related policies: Local Plan policies DM10.3, DM15.7 and DM21.3, and emerging City Plan 2040 policies HL3, HS3, DE4(b), DE7, and DE8.

Sustainability

395. The City of London's 'Planning for Sustainability' Supplementary Planning Document (SPD) was formally adopted on 19th February 2025. The purpose of

the SPD is to provide guidance on how applicants should approach environmental sustainability in their developments through the application process. It has been prepared to provide additional detail and guidance on how to fulfil policies of the London Plan, adopted Local Plan 2015, as well as emerging policies within the City Plan 2040. The SPD is now a material consideration in determining planning applications, however as set out in the SPD, the requirements will only be applied to applications submitted after its adoption. Although the requirements of the SPD do not apply to the Proposed Development at 52 Chiswell Street, the application has been reviewed with the emerging guidance in mind (and in accordance with existing local plan policies relating to sustainability) to ensure the scheme delivers the best outcome possible in terms of sustainability. As such, the scheme is considered to be in general compliance with the actions recommended in the SPD.

396. As a minor development the scheme is not required to demonstrate that it meets London Plan policy SI2 requirements (scheme to be net zero-carbon, to include a detailed energy statement using the energy hierarchy framework, to calculate WLC emissions) or to follow CoL's Carbon Options Guidance. However, the submitted Sustainability Design Statement outlines how the design approach adopts similar principles and hierarchy methodology to inform and justify the development proposal.

Circular Economy

397. The Local Plan Policies CS15 and DM 17.2 as well as emerging City Plan 2040 Strategic Policy S8 and Policy DE1 set out the City's support for circular economy principles. In particular, Policy CS15 of the Local Plan 2015 (part 3) sets an overarching strategic policy aim of avoiding demolition through the reuse of existing buildings or their main structures. The policy does not expressly require the avoidance of demolition in all instances and does not set out a process for considering the merits of different approaches to individual sites. Policy DM 17.2 of the Local Plan 2015 seeks new development to be designed to minimise the impact of deconstruction and construction waste on the environment through the reuse of existing structures. Though not a major application, the proposed development has sought to apply the circular economy principles set out by the London Plan, Local Plan, and emerging City Plan to inform the design process.
398. The existing site comprises a collection of 18th century listed buildings which previously served as the former site of Whitbread & Co brewery, and since 2011 have served as the premises for The Montcalm at The Brewery hotel. The proposals seek to partially demolish the existing building including the existing rooftop extension and plant which would be replaced with a new rooftop extension and upgraded plant, internal and façade alterations, the altering and addition of new entrances, and associated works.

399. In assessing the condition of the existing building, several issues related to its performance have been considered. In particular, the existing MEP system is outdated and performs below the standards of contemporary thermal and carbon efficiency and impacts the building's ability to meet existing hotel market demands. The proposed works offer an opportunity to improve the hotel's accommodation capacity, whilst also consolidating external plant interventions which would contribute to the long-term sustainability of the site.
400. The Sustainable Design Statement for the planning application describes the approach to incorporating circularity principles and actions into the proposed new development, in accordance with the GLA Circular Economy Guidance.
401. The circular economy strategy includes details to support the reuse of existing materials, in addition to identifying an efficient materials strategy for all new elements, to include:
- Significant retention of the existing building, minimising the need for new materials: 91% of façade, 100% of substructure, 90-95% of superstructure.
 - The positioning of air handling units close to ventilated spaces to minimise the length of ductwork and associated material quantity
 - The reuse of existing riser provision, cores, and generators
 - The exploration of modular design within the MEP services to improve ease of disassembly and to make services more accessible
 - The exploration of reuse of deconstructed materials including stone on the ground floor, glass within bedrooms and bathrooms, removed facade brickwork, and removed steel framing
 - Confirmation of a commitment towards key GLA targets including the diversion of a minimum of 95% of construction and demolition waste from landfill, a minimum of 20% reused/recycled content specified across the development, and a minimum 65% recycling rate for municipal waste by 2030

Operational energy strategy and carbon emissions

402. The Energy Strategy accompanying the planning application demonstrates that the proposed development has been designed to achieve a site-wide overall 70% reduction in regulated carbon emissions compared with the existing building performance in line with Building Regulations Part L 2021. Of this figure, 65% of savings would be achieved through energy demand reduction measures, whilst 5% of savings would be achieved through renewable energy sources.
403. Energy demand and the risk of overheating would be reduced by including the following design measures:
- Use of solar glazing with a low g-value to reduce excessive solar gains and help reduce cooling load, and low U-value glazing and fabric for the new extension

- Projections around windows to allow daylight to enter whilst minimising unwanted direct solar gain
- Use of low energy lighting with control systems to detect occupants
- Use of Central Air Handling Units with high heat recovery efficiency to provide mechanical ventilation
- The inclusion of air source heat pumps (ASHPs) to provide efficient cooling, and the exploration of PVs at the next design stage

404. The inclusion of openable windows was explored but was discounted due to the density of the site's surroundings which is characterised by overshadowing from adjacent buildings, and the building's high internal loads which would collectively limit the benefits provided by openable windows. Wastewater heat recovery has also been explored and will be subject to further investigation once strip out is complete to ascertain installation possibilities.

405. There is currently an available district heating network located in close proximity to the site. However, connection to this network is not required for minor applications and in this case has not been proposed as the site's all-electric approach is considered sufficient to future proof the building and meet its energy needs.

Whole life-cycle carbon emissions

406. As a minor development, the proposals are not required to calculate WLC emissions. However, in addition to the operational carbon reduction measures highlighted above, measures to reduce embodied carbon have also been incorporated into the design of the scheme and will be explored further during the detailed design stage. These include:

- Ensuring high levels of retention and reuse of the existing structure therefore minimising the need for new materials and associated carbon impact
- The roof extension will be of a lightweight nature, reducing the need for strengthening and additional materials
- Timber infill panels will be considered to minimise weight and embodied carbon impact
- The use of fabric ductwork instead of steel ductwork will be explored to reduce embodied carbon

A condition is attached to request a RIBA stage 4 Whole life-cycle carbon assessment to confirm that carbon reduction opportunities have been maximised.

407. BREEAM

- A BREEAM 2014 Refurbishment and Fit Out pre-assessment has been undertaken concluding in a targeted BREEAM rating of 'Excellent', with the potential for 'Outstanding'.
- The pre-assessments are on track to achieve a high number of credits in the City of London's priority categories of Energy, Water, Pollution and Materials, as well as the climate resilience credit in the Waste category.

Climate Resilience Urban Greening and Biodiversity Net Gain

408. The scheme proposes to include greening in the form of a green roof on the existing entrance wing and small areas of flat roof subject to structural investigations, and planting along the edges of the plant screens.
409. The proposed development is exempt from the Biodiversity Net Gain requirement as it does not impact a priority habitat and impacts less than 25 metres of onsite habitat and less than 5 metres of on-site linear habitat.
410. A preliminary Ecological Appraisal has been undertaken and recommends the following enhancements to improve the ecology of the site:
- A minimum of two open-fronted nest boxes should be installed within the land ownership of the site post-development.
 - New soft-landscaping proposals should include the creation of green roof habitat, with a focus on providing a diverse range of native wildflowers and grasses to maximise the value of green roofs for invertebrates and insectivorous birds.
 - Green roofs should also include invertebrate boxes (e.g. Wildlife World Solitary Beehive, National Trust apex insect house, pinta apex insect house etc.) and refugia (e.g. log brush piles) to provide additional invertebrate habitat.

The above ecological enhancements have been secured via condition.

Overheating

411. To address urban heat island risks, the proposed development includes an approach designed around passive measures and limiting internal heat gains to minimise the need for cooling. This includes reducing the amount of heat entering the occupied spaces through optimising the glazing ratio, fabric, and glazing performance, and the provision of mechanical ventilation.

Flooding

412. SuDS were explored for the management of surface water in line with the London Plan's drainage hierarchy. However, options to include SuDS on the roof and along the areas of public realm surrounding the site were discounted due to space and

structural limitations, in addition to the applicant's lack of ownership of surrounding space. Blue roofs were also explored but were considered infeasible due to increased loading requirements, whilst possibilities of implementing rainwater reuse were discounted due to insufficient basement space, and the difficulty in installing the additional pipework that would be required. In view of the identified constraints and the limited nature of the works, it is proposed to reuse the existing drainage infrastructure where feasible.

Water Stress

413. The proposed development seeks to achieve a minimum of a 40% improvement against the baseline performance, targeting three BREEAM credits under 'Wat 01 Water consumption' through the specification of the following efficient fittings, sanitaryware and appliances:
- Low-flush WCs will be specified to reduce the volume of water consumed during flushing, including dual-flush cisterns, and low-flow urinals.
 - Water reduction fittings for showers and taps – shower head flow rates will have the greatest impact within this building and will be a primary focus for controlling flow rates.
 - Water efficient appliances specified within kitchens and clusters will have water-saving features as a primary specification requirement.
 - Metering and monitoring of water consumption will be included, allowing easy detection of water leakage

Sustainability Conclusion

414. 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. The Local Plan policies require redevelopment to demonstrate highest feasible and viable sustainability standards in the design, construction, operation and end of life phases of development as well as minimising waste, incorporating climate change adaption measures, urban greening and promoting biodiversity and minimising waste.
415. The proposed development would deliver a high quality, all-electric and energy efficient development that goes over and above policy requirements for minor applications and achieves more ambitious targets associated with minimum requirements for major developments. The building is on track to achieve an "excellent" BREEAM assessment rating, in overall compliance with London Plan policy SI 2, Local Plan policy CS15 and DM 15.5 as well as emerging City Plan

2040 policy DE1. Additionally, the proposals meet the London Plan policy SI2 target of 35% operational carbon emission savings compared to the existing building performance in accordance with Part L 2021 and demonstrate the implementation of various measures to reduce operational energy demand, with further exploration of opportunities proposed at later design stages.

416. By achieving high levels of retention including 91% of the existing façade, 100% of existing the substructure, and minimum 90% of the superstructure, the proposal would require limited new build elements and would satisfy the GLA's circular economy principles and London Plan policy SI 7, Local Plan policy CS15 and DM17.2, and emerging City Plan 2040 policy CE1. The building design responds well to climate change resilience by addressing the risk of overheating through design measures, saving water resources and identifying various opportunities for urban greening and biodiversity and complies with London Plan Policies G5 SI 4, SI 5 and SI 13, Page 97 Local Plan policies DM18.1, DM18.2, CS19, DM19.2, and emerging City Plan 2040 policies S14, OS1, OS2, OS3, S15, CR1, CR3

Suicide Prevention

417. Policy DM 3.2 of the adopted Local Plan 2015 ('Security measures in new developments and around existing buildings') aims to ensure that appropriate security measures are included in new developments by requiring measures to be integrated with those of adjacent buildings in the public realm.
418. Policy DE4 of the emerging City Plan 2040 advises that appropriate safety measures should be included in high rise buildings, to prevent people from jumping or falling.
419. Regarding the proposals, there are no publicly accessible elevated spaces. The roof is to be accessed by one trained personnel only. There are four access hatches proposed, ten maintenance access doors and details of handrail guarding is set out in the Design and Access Statement and has also been incorporated into the submitted Fire Planning Statement. Measures have been put in place to prevent falls and accidents. All new windows are openable so that they can be cleaned from the inside of the building. Handrail guarding and screens have been provided to areas of flat roof for access and maintenance purposes. Plant equipment located in areas of the roof that is accessible and near the access hatches and maintenance access doors.
420. Overall, a combination of physical barriers, staff training and surveillance are proposed to maximise the effectiveness of preventative measures, including measures that increase the potential for human intervention. Therefore, the proposal would comply with the relevant development plan policies, notably DM3.2.

Fire Statement

421. A Fire Statement has been submitted outlining the fire safety strategy for the buildings which has been developed in consultation with the City District Surveyor's office. The statement adequately covers the relevant fire aspects of the design and is in accordance with policies D5 and D12 of the London Plan.

The Public Sector Equality Duty (section 149 of the Equality Act 2010)

422. The City, as a public authority must, in the exercise of its functions, have due regard to the need to:
- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
423. Section 149(3) of the 2010 Act provides that having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
- Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
 - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and
 - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such person is disproportionately low.
424. The characteristics protected by the Equality Act are age, disability, gender, reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.
425. It is the view of officers that a decision to grant permission would remove or minimise disadvantages suffered by persons who suffer from a disability including mobility impairment. In particular, the physical design and layout of the scheme has been designed to be accessible to all regardless of age, disability, whether you are pregnant, race, sex, sexual orientation and gender reassignment and

marital status subject to details reserved via condition requiring the submission of an Inclusive Management Access Plan. Full details of matters relating to access are set out in the Access and Inclusivity section above. A number of limitations have been identified which have been found to be acceptable on balance having regard to the existing nature of the hotel, site and landownership constraints and the fact that the buildings are listed.

426. It is recognised that noise and disturbance during construction may have a disproportionate impact on certain groups. Demolition stage and construction stage logistics plans would be secured via condition, alongside a distinct scheme for the protection of neighbouring amenity during these phases. Such documents would be reviewed on submission and required to identify noise sensitive receptors in the area, and any mitigation measures required thereof to ensure that there is no undue harm caused to neighbouring amenity during construction. They would also be reviewed for their mitigation as to the impacts of any footway closure or highway closure during construction which could disproportionately impact people with mobility challenges.
427. It is noted that the Equality Act carries ongoing responsibilities which will continue once the development is complete. As part of considering the design of the building and the physical environment, property management teams for each buildings and public spaces will need to have suitable management policies and procedures to ensure the obligations of the Act are met once the buildings are in operation.
428. It is the view of officers that the proposed development would reduce barriers to access for disabled people through the provision of enhanced accessibility at the site and the introduction of step-free access to the building.

Human Rights Act 1998

429. It is unlawful for the City, as a public authority, to act in a way which is incompatible with a Convention right (being the rights set out in the European Convention on Human Rights ("ECHR")).
430. Insofar at the grant of planning permission will result in interference with the right to private and family life (Article 8 of the ECHR) including by causing harm through noise to those living in nearby residential properties, it is the view of officers that such interference is necessary in order to secure the benefits of the scheme and therefore necessary in the interests of the economic well-being of the country, proportionate to the level of interference. It is not considered that the proposal would result in an unacceptable impact on the existing use of nearby residential or religious properties including by reason of loss of light or privacy. As such, the extent of harm is not considered to be unacceptable and does not cause the

proposals to conflict with Local Plan Policy DM10.7 and Policy DE8 of the draft City Plan 2040.

431. Insofar as the grant of planning permission will result in interference with property rights (Article 1 Protocol 1) including by interference arising though impact on daylight and sunlight or other impact on adjoining properties, it is the view of officers that such interference is in the public interest and proportionate.

CIL and Planning Obligations

432. The proposed development would require planning obligations to be secured in a Section 106 agreement to mitigate the impact of the development to make it acceptable in planning terms. Contributions would be used to improve the City's environment and facilities. The proposal would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.
433. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
434. On the 1st of April 2019 the Mayoral CIL 2 (MCIL2) superseded the Mayor of London's CIL and associated section 106 planning obligations charging schedule. 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).
435. 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	£32,480.00	£31,180.80	£1,299.20

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	£17,400.00	£16,530.00	£870.00
City Planning Obligations			
Affordable Housing	£32,900.00	£32,571.00	£329.00
Local, Training, Skills and Job Brokerage	£19,740.00	£19,542.60	£197.40
S106 Monitoring Charge	£1,500.00	£0	£1,500.00
Total liability in accordance with the City of London's policies	£71,540.00	£68,643.60	£2,896.40

City's Planning Obligations

436. The obligations set out above and below are required in accordance with the City's Planning Obligations SPD 2021. 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.

- Remedial Highway Works (including Highway Schedule of Condition Survey, site access, consents, licenses and any other matters necessary for the development)
- Local Procurement Strategy
- Local Training, Skills and Job Brokerage Strategy (submissions to cover Demolition, Construction and End Use stages)
- Construction Monitoring Contribution (£30,935 for the first year of construction and £25,760 for each subsequent year of construction)
- Travel Plan (incorporating Cycling Promotion Plan)
- Retention of Project Architect until practical completion

Monitoring and Administrative Costs

437. 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.

438. 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.

Conclusions

439. The proposal has been assessed in accordance with the relevant statutory duties and having regard to the Development Plan and other relevant policies and guidance, SPDs and SPGs and relevant advice including the NPPF, the draft Local Plan and considering all other material considerations.
440. The proposed extension and alterations would refurbish and upgrade the Montcalm Hotel to retain its status as a leading heritage hotel within the City of London with an enhanced visitor experience including improved quality of accommodation, amenity offering, enhanced inclusive access and a more sustainable operation. The proposals would result in an uplift of 8 bedrooms, increasing the total number of rooms within the Hotel from 213 to 221 alongside new and improved bar, restaurant, lounge and events space at ground floor for the public and guests to use.
441. The site lies within the North of the City; a Key City Place as defined within Core Strategic Policy CS5 and within a rejuvenation area. Policy CS5 supports implementing proposals for the rejuvenation, intensification and further improvement of this area. The City's rich archaeological heritage has a major role to play in the Destination City programme and a strong contribution to make to the City's cultural offer. Emerging City Plan Policy CV4 requirements for proposals for hotels do not need to be met as the Proposed Development will retain its existing land use as a hotel (Use Class C1). The proposals include an uplift in the overall floorspace of the hotel, and the number guestrooms provided. The renovation and extension of this existing use will help build on the objectives of Destination City to boost foot fall and local economic spend given its proximity to a number of attractions including the Barbican Arts Centre, Guildhall School and the future London Museum within the North of City Key Area of Change.
442. Hotels are supported as a strategic function of the Central Activities Zone (CAZ) and the London Plan states that 58,000 rooms for serviced accommodation will be required in London by 2041. The need for visitor accommodation is also reinforced in the CoL Visitor Accommodation Sector Commercial Needs Study, dated January 2023, which identifies a demand capacity for an additional 350 rooms per annum in the City of London to 2037. It is therefore considered that the hotel's refurbishment, upgrade and provision of additional hotel bedrooms would contribute to the balance and mix of uses in the area and would offer complimentary facilities to be accessed by the public.

443. This is a design, heritage and research led scheme informed by architectural and historic significance. Great weight has been attached to the significance of the designated heritage assets considering direct and indirect impacts comprising eight listed buildings, a further six Grade II listed buildings are located within the immediate surrounding vicinity of the site, forming the remaining elements of the Whitbread Brewery complex which are not within the site boundary. The site is also located within the Brewery Conservation Area and sits adjacent to the Chiswell Street Conservation Area (within the London Borough of Islington) and the Barbican and Golden Lane Estates Conservation Area.
444. Architecturally, the proposal represents high-quality, thoughtful design, with alternative, more traditional approaches tested in early stages, and which ultimately strikes a compelling balance between creative resolution and preserving the unique heritage constraints of the site.
445. The two-storey roof extension would replace the incoherent dated additions with a bold new architectural statement which would be clearly distinct but also compatible with the heritage assets below and the wider Brewery complex. The design rationale preserves the essence and historic fabric of the Brewery and is directly inspired by the historical roof forms which have been previously present on the site. Importantly, the extensions sit as part of a wider comprehensive upgrade of the Hotel which would safeguard the long-term use of the heritage assets it occupies and enhance the sustainability credentials of the hotel, improve inclusive access and provide renewed animation and activation to Chiswell Street.
446. Objections and comments have been received from statutory consultees including Historic England, the Georgian Group, Society for the Protection of Ancient Buildings and the City of London Conservation Area Advisory Committee and other heritage groups as well as a third party representations relating to the appropriateness of the architecture; the bulk, scale, height and massing of the proposals; the sense of overbearing and the impacts on designated heritage assets; and the impacts on the character and appearance on both the Brewery and Chiswell Street Conservation Areas. This report has considered these objections in detail and identified where officers reach different professional conclusions.
447. The development of the proposals has sought to respond to consultee comments as far as possible through amendments. These included alterations to the massing of the roof extension with the removal of the three guestrooms to taper the building envelope to increase its set back from the building line of the heritage assets, a change in the colouration from jet black to charcoal grey to soften its appearance in addition to the inclusion of increased greening to the plant screen to provide visual contrast between the expressive roof line and plant. Furthermore, the amendments also included a strengthening of the identity of the former St

Paul's Tavern Public House and an overview of general repairs to make good damaged fabric at the Hotel.

448. Officers consider that the proposed extension would be a confident, contextual and high-quality architectural response to the historic townscape and listed buildings within the site, the surrounds and the Brewery and Chiswell Street Conservation Areas, which would continue to be appreciated as a distinctive enclave in a dynamic area of London. The proposals would demonstrate how new additions to historic buildings need not necessarily be overly cautious or servile, but that such additions can, with the right contextual underpinning, instead possess an authenticity and spirit of their own, whilst coexisting harmoniously, even charismatically, with the historic buildings from which they grow.
449. Overall, officers conclude the proposed extensions and related external and internal alterations through direct and indirect impacts would sustain and preserve the significance of relevant heritage assets, their settings and the special architectural and historic interest which they possess and comply with heritage policies and guidance Local Plan Policies CS12, DM 12.1, DM12.2 DM 12.3, CS13 draft City Plan 2040 policies S11 and S13 and London Plan HC1 and with the objectives set out in Section 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and relevant NPPF 2024 policies. The character and appearance of the conservation area within which the site lies and the adjacent conservations areas will be preserved or enhanced.
450. The proposals would also constitute good design reinforcing local distinctiveness delivering a high quality hotel refurbishment in close proximity to several cultural attractions which would contribute to the Destination City objectives and contribute to the rejuvenation of the North of the City, enhancing the distinctive and mixed character of this dynamic and evolving neighbourhood and comply with Local Plan Policies CS10, DM 10.1, DM10.2, DM10.5, DM10.8 and CS5; Emerging City Plan 2040 DE2, S23 and London Plan Policies D3 and D4, D5 in addition to the policies contained in the NPPF 2024 and the National Design Code.
451. It is noted that two objections have been received around noise, disturbance, impacts to residential amenity and traffic. This report has considered these impacts, including any requisite mitigation which would be secured by conditions. The Environmental Health team were consulted and recommended a series of conditions to control the noise levels generated by the operation of the intensification of the hotel use, the plant room at roof level and servicing. Negative impacts during construction would be controlled as far as possible by the implementation of Schemes of protective works for demolition and construction and a Construction Logistics Plan and good site practices embodied therein. It is recognised that there are inevitable, albeit temporary consequences of development in a tight-knit urban environment. Post construction, compliance with

planning conditions would minimise any adverse impacts. Therefore, it is considered the proposed development complies with local plan policies regarding impact on amenity.

452. In terms of daylight, sunlight and overshadowing impacts, the proposed buildings would not deviate significantly from the existing massing. The majority of the surrounding properties would not experience any noticeable reductions. The necessary assessment has been undertaken and the impact of the proposed massing largely complies with the default BRE criteria. Whilst there are localised impacts, in each case these are reasonable and compare favourably with appropriate urban daylight levels. The overshadowing of the neighbouring amenity areas will be negligible and compliant with the BRE guidelines. The proposed development is considered to be acceptable with regards to nearby dwellings, in accordance with the requirements of London Plan policy D6, Local Plan Policy DM10.7 and Policy DE7 of the draft City Plan 2040. Considering the site's urban context, acceptable living standards would be maintained.
453. The proposed development would provide a more inclusive, inviting, and animated hotel experience. Step free access will be provided from Chiswell Street with an improved experience through the hotel and improved choice of hotel rooms for a range of users complying with policy D5 of the London Plan, Local Plan Policy DM10.8 and draft City Plan 2040 Policy HL1.
454. In term of public transport provision, the site has the highest level of public transport accessibility level (PTAL) of 6B. The site is well-located for travel via public transport, including primary trips to / from the hotel and those during a guests' stay. The proposal will have minimal impact on the site access and the local highway network, as the majority of all movements are by active and sustainable travel. Although there may small number of additional trips by vehicle for guest arrivals and departures, these are likely to be pick-up and drop-off trips by taxi, which reflects the current scenario. The general means of access at the site would remain consistent with the existing layout of the site, with delivery and servicing activities accommodated via Milton Street. It is not expected that there would be a material difference in delivery and servicing frequencies, at the site when compared to the existing activities. The likely impact of the proposals would be a small increase in delivery / servicing durations, with no additional trips to be generated. The existing loading arrangements at the site would be maintained.
455. In regards to cycle parking, given the proposed scale of the development, it is considered that the existing provisions would be sufficient to accommodate any nominal increases in the demand for cycle parking locally. As mentioned, there is no space available within the site curtilage to provide additional cycle parking. There are dedicated on-street cycle parking spaces, e-scooter and e-bike docking stations along Milton Street.

456. In regards to sustainability, the proposed development would deliver a high quality, all-electric and energy efficient development that goes over and above policy requirements for minor applications and achieves more ambitious targets associated with minimum requirements for major developments. The building is on track to achieve an “excellent” BREEAM assessment rating, in overall compliance with London Plan policy SI 2, Local Plan policy CS15 and DM 15.5 as well as emerging City Plan 2040 policy DE1. Additionally, the proposals meet the London Plan policy SI2 target of 35% operational carbon emission savings compared to the existing building performance in accordance with Part L 2021 and demonstrate the implementation of various measures to reduce operational energy demand, with further exploration of opportunities proposed at later design stages.
457. In terms of fire safety, the proposal integrates a series of measures to control fire and keep people in safety until they egress. City’s District Surveyor has reviewed the submitted Fire Statement and raised no objections.
458. The scheme would provide benefits through CIL to be used towards the provision, improvement, replacement, operation or maintenance of infrastructure which supports the development of the City. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to general planning obligations there would be site specific measures secured in the S106 Agreement.
459. The proposals are considered to be in accordance with the development plan when taken as whole.
460. The Local Planning Authority must determine the application in accordance with the development plan unless other material considerations indicate otherwise.
461. It is the view of officers that as the proposal complies with the Development Plan when considered as a whole and as other material considerations also weigh in favour of the scheme, planning permission should be granted as set out in the recommendation and the schedules attached.

Background Papers

Consultee Responses

Internal Consultations

No Objections, subject to condition - Email from Pollution team dated 05.9.2024, 04.12.2024,

No Objections, subject to condition - Email from Air Quality team dated 29.08.2024, 09.09.2024, 04.02.2024

No Objections - Email from Cleansing Team dated 14.09.2024, 30.11.2024

No Objections, subject to condition - Email from Access Team dated 26.03.2025

No comments – Email from District Surveyor office dated 17.04.2025

External Consultations (24/00863/FULL & 24/00864/LBC)

- Objection, Georgian Group, 27th September 2024 & 23rd December 2024
- Objection to 24/00863/FULL & 24/00864/LBC, Historic England, 16th October 2024 & 19th December 2024 Letter of authorisation to 24/00864/LBC Historic England 19 December 2024
- Neutral, The Gardens Trust, 20th December 2024

External Consultation (24/00863/FULL only)

- Objection, City of London Conservation Area Advisory Committee, 11th October 2024

Consultation Responses

Consultation Responses (24/00863/FULL & 24/00864/LBC)

- Objection, Mr Fred Rogers, 17th September 2024 & 15th January 2025
- Objection, London & Middlesex Archaeological Society, 30th September 2024 & 24th February 2025
- Objection, Historic Buildings & Places, 25th September 2024 & 19th December 2024
- Objection, Society for Protection of Ancient Buildings, 2nd October 2024 & 6th January 2025

Consultation Responses (24/00863/FULL only)

- Objection, Mr David Coleman, 6th September 2024
- Objection, Mr Andrew Vergottis, 20th December 2024
- Objection, Dr Alison Edwards, Council for British Archaeology, 25th September 2024 & 19th December 2024
- Objection, Miss Amber Patrick - Association for Industrial Archaeology, 25th September 2024

Application Documents:

- Completed Planning Application Form, prepared by DP9;
- CIL Form, prepared by DP9;
- Covering Letter, prepared by DP9, dated 13.08.2024, 24.11.2024, 11.04.2025
- Site Location Plan, prepared by EPR Architects;
- Site Plan, prepared by EPR Architects;
- Drawing Schedule, prepared by EPR Architects;
- Planning statement/ Planning Statement Addendum prepared by DP9 dated 13.08.2024, 24.11.2024
- Design and Access Statement/ Design and Access Statement addendum prepared by EPR Architects dated August 2024, November 2024
- Transport Statement prepared by RGP Consulting Engineers dated 06.08.2024, 10.04.2025, 17.04.2025.
- Daylight and Sunlight overshadowing Assessment V3/ Daylight and Sunlight overshadowing Assessment V4 addendum prepared by Point 2 dated 24.07.2024, 22.11.2024
- Plant Noise Assessment prepared by Pillar Consulting dated 06.08.2024
- Townscape, Heritage and Visual Impact Assessment/ Townscape, Heritage and Visual Impact Assessment Addendum prepared by KM Heritage dated August 2024, November 2024.
- Sustainable Design Statement/ Sustainable Design Statement Addendum prepared by Introba dated 09.08.2024/ 21.11.2024.
- Preliminary Ecological Appraisal prepared by Focus Dated August 2024
- Outline Hotel Management Plan prepared by Montcalm Collection dated July 2024
- Construction Management Plan/ Construction Management Plan addendum prepared by Syntegra Consulting dated 06.08.2024, 21.11.2024
- Statement of Community Involvement prepared by Concilio dated August 2024
- Biodiversity Net Gain: Statement of Exemption prepared by Focus dated 07.08.2024
- Fire Planning Statement prepared by Pilar Consulting dated 31.03.2025
- Montcalm at The Brewery - Indicative schedule of repairs to be carried out as part of the project to refurbish and extend the Hotel dated 26.11.24
- Existing Plans:
 - 11602-EPR-00-GF-DR-A-TP001 – SITE PLAN
 - 11602-EPR-00-MZ-DR-A-TP0230M - EXISTING ROOF PLAN OVERVIEW
 - 11602-EPR-00-RF-DR-A-TP0106 - EXISTING ROOF PLAN OVERVIEW
 - 11602-EPR-00-ZZ-DR-A-TP0400 - EXISTING CHISWELL ST ELEVATION
 - 11602-EPR-00-ZZ-DR-A-TP0401 - EXISTING COURTYARD ELEVATION
 - 11602-EPR-00-ZZ-DR-A-TP0402 - EXISTING EAST WING ELEVATIONS
 - 11602-EPR-00-ZZ-DR-A-TP0403 - EXISTING WEST WING ELEVATIONS
 - 11602-EPR-00-ZZ-DR-A-TP0404 - EXISTING WEST WING ELEVATIONS
 - 11602-EPR-00-MZ-DR-A-TP0100M - EXISTING MEZZANINE FLOOR PLAN OVERVIEW
 - 11602-EPR-00-B1-DR-A-TP0099 - EXISTING BASEMENT FLOOR PLAN OVERVIEW
 - 11602-EPR-00-GF-DR-A-TP0100 - EXISTING GROUND FLOOR PLAN OVERVIEW
 - 11602-EPR-00-EL-DR-A-TP0427 - EXISTING CHISWELL STREET BUILDING FRONTAGE

APPENDIX A

Relevant London Plan Policies

- Policy GG1 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
- Policy 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
- 1. Policy D3 Optimising site capacity through the design-led approach
- 2. Policy D4 Delivering Good Design
- 3. Policy D5 Inclusive Design
- 4. Policy D11 Safety, security and resilience to emergency
- 5. Policy D12 Fire Safety
- 6. Policy D14 Noise
- 7. Policy E9 Retail, markets and hot food takeaways
- 8. Policy E10 Visitor infrastructure
- 9. Policy E11 Skills and opportunities for all
- 10. Policy HC1 Heritage conservation and growth
- 11. Policy HC2 World Heritage Sites
- 12. Policy HC3 Strategic and Local Views
- 13. Policy HC4 London View Management Framework
- 14. Policy HC5 Supporting London's culture and creative industries
- 15. Policy HC6 Supporting the night-time economy
- 16. Policy G5 Urban Greening
- Policy G6 Biodiversity and access to nature
- Policy SI1 Improving air quality
- Policy SI2 Minimising greenhouse gas emissions
- Policy SI3 Energy Infrastructure
- Policy SI4 Managing heat risk
- Policy SI5 Water Infrastructure
- Policy SI7 Reducing waste and supporting the circular economy
- Policy SI8 Waste capacity and net waste self-sufficiency
- Policy SI13 Sustainable drainage
- Policy T1 Strategic approach to transport
- Policy T3 Transport capacity, connectivity and safeguarding
- 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/LPG):

- Accessible London: Achieving an Inclusive Environment SPG (October 2014);
- Planning for Equality and Diversity in London SPG (October 2007);
- Control of Dust and Emissions during Construction and Demolition SPG (September 2014);
- Sustainable Transport, Walking and Cycling LPG (November 2022)
- Sustainable Design and Construction SPG (September 2014);
- Culture and Night-Time Economy SPG (November 2017);
- London Environment Strategy (May 2018);
- London View Management Framework SPG (March 2012);
- London World Heritage Sites SPG (March 2012);
- Social Infrastructure SPG (May 2015);
- Cultural Strategy (2018);
- Mayoral CIL 2 Charging Schedule (April 2019);
- Central Activities Zone (March 2016);
- Mayor's Transport Strategy (2018);
- Public London Charter LPG (September 2021);
- Optimising Capacity – A Design Led Approach LPG (June 2023);
- Urban Greening Factor LPG (February 2023);
- Characterisation and Growth Strategy LPG (June 2023); and
- Draft Fire Strategy LPG (February 2022).

Relevant Emerging City Plan 2040 policies

- Draft Strategic Policy S1: Health and Inclusive City
- Draft Policy HL1: Inclusive buildings and spaces
- Draft Policy HL2: Air quality
- Draft Policy HL3: Noise
- Draft Policy SA1: Publicly accessible locations
- Draft Policy HS3: Residential Environment
- Draft Strategic Policy S5 Retail and Active Frontages
- Draft Policy RE2 Active Frontages
- Draft Policy RE3 Specialist Retail Uses and Clusters
- Draft Strategic Policy S6: Culture and Visitors
- Draft Policy CV1: Protection of Existing Visitor, Arts and Cultural Facilities
- Draft Policy CV2: Provision of Arts, Culture and Leisure Facilities
- Draft Policy CV3: Provision of Visitor Facilities
- Draft Policy CV5 Evening and Night-Time Economy
- Policy S7: Infrastructure and Utilities
- Draft Policy N1 Infrastructure Provision and Connection
- Draft Policy IN1: Infrastructure Capacity
- Draft Strategic Policy S8: Design
- Draft Policy DE1: Sustainable Design
- Draft Policy DE2: Design Quality
- Draft Policy DE5 Shopfronts
- Draft Policy DE6 Advertisements
- Draft Policy DE7: Daylight and Sunlight
- Draft Policy DE8: Lighting
- Draft Strategic Policy S9: Transport and Servicing
- Draft Policy VT1: The impacts of development on transport

- Draft Policy VT2 Freight and Servicing
- Draft Policy VT3: Vehicle Parking
- Draft Strategic Policy S10: Active Travel and Healthy Streets
- Draft Policy AT1: Pedestrian Movement, Permeability and Wayfinding
- Draft Policy AT2: Active Travel including Cycling
- Draft Policy AT3: Cycle Parking
- Draft Strategic Policy S11: Historic Environment
- Draft Policy HE1: Managing Change to Historic Environment Development
- Draft Policy HE2: Ancient Monuments and Archaeology
- Draft Policy HE3: Setting of the Tower of London World Heritage Site
- Draft Strategic Policy S13: Protected Views
- Draft Policy OS2: City Urban Greening
- Draft Policy OS3: Biodiversity
- Draft Policy OS4: Biodiversity Net Gain
- Draft Strategic Policy S15: Climate Resilience and Flood Risk
- Draft Policy CR1: Overheating and Urban Heat Island Effect
- Draft Policy CR2: Flood Risk
- Draft Policy CR3 Sustainable Drainage Systems (SuDs)
- Draft Policy CR4 Flood Protection and Flood Defences
- Draft Strategic Policy S16: Circular Economy and Waste
- Draft Strategic Policy S21: City Cluster Key Area of Change
- Draft Strategic Policy S26 Planning Contributions

Relevant City Corporation Guidance and Supplementary Planning Documents (SPDs)

- Lighting SPD, October 2023
- Developer Engagement Guidance PAN, May 2023
- Carbon Options Guidance PAN, March 2023
- Preventing suicides in high rise buildings and structures PAN, November 2022
- City of London Thermal Comfort Guidelines 2020
- Wind Microclimate Guidelines, August 2019
- Sunlight PAN, July 2017
- Solar Glare PAN, July 2017
- Solar Convergence PAN July 2017
- Archaeology in the City PAN
- Air Quality SPD, July 2017
- Archaeology and Development Guidance SPD, July 2017
- Freight and Servicing SPD February 2018
- Planning Obligations SPD 2021
- Protected Views SPD, January 2012
- City Transport Strategy October 2024

Relevant Local Plan Policies

CS2 Facilitate utilities infrastructure

To co-ordinate and facilitate infrastructure planning and delivery to ensure that the functioning and growth of the City's business, resident, student and visitor communities is not limited by provision of utilities and telecommunications infrastructure.

DM2.1 Infrastructure provision

- 1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.
- 2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:
 - a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply(TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
 - b) reasonable gas and water supply considering the need to conserve natural resources;
 - c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
 - d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
 - e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.
- 3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.
- 4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City Corporation will require the

developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

DM3.4 Traffic management

To require developers to reach agreement with the City Corporation and TfL on the design and implementation of traffic management and highways security measures, including addressing the management of service vehicles, by:

- a) consulting the City Corporation on all matters relating to servicing;
- b) restricting motor vehicle access, where required;
- c) implementing public realm enhancement and pedestrianisation schemes, where appropriate;
- d) using traffic calming, where feasible, to limit the opportunity for hostile vehicle approach.

DM3.5 Night-time entertainment

1) Proposals for new night-time entertainment and related uses and the extension of existing premises will only be permitted where it can be demonstrated that, either individually or cumulatively, there is no unacceptable impact on:

- a) the amenity of residents and other noise-sensitive uses;
- b) environmental amenity, taking account of the potential for noise, disturbance and odours arising from the operation of the premises, customers arriving at and leaving the premises and the servicing of the premises.

2) Applicants will be required to submit Management Statements detailing how these issues will be addressed during the operation of the premises.

CS4 Seek planning contributions

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

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.

Policy DM 10.5 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:

- respect the quality and architectural contribution of any existing shopfront;
- respect the relationship between the shopfront, the building and its context;
- use high quality and sympathetic materials;
- include signage only in appropriate locations and in proportion to the shopfront;
- consider the impact of the installation of louvres, plant and access to refuse storage;
- incorporate awnings and canopies only in locations where they would not harm the appearance of the shopfront or obstruct architectural features;
- not include openable shopfronts or large serving openings where they would have a harmful impact on the appearance of the building and/or amenity;
- resist external shutters and consider other measures required for security;
- consider the internal treatment of shop windows (displays and opaque windows) and the contribution to passive surveillance;

- be designed to allow access by users, for example, incorporating level entrances and adequate door widths.

Policy DM 10.6 Advertisements

1. To encourage a high standard of design and a restrained amount of advertising in keeping with the character of the City.
2. To resist excessive or obtrusive advertising, inappropriate illuminated signs and the display of advertisements above ground floor level.

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 of 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.

DM12.2 Development in conservation areas

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.
2. The loss of heritage assets that make a positive contribution to the character or appearance of a conservation area will be resisted.
3. Where permission is granted for the demolition of a building in a conservation area, conditions will be imposed preventing demolition commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

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.

DM15.3 Low and zero carbon technologies

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.

2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.4 Offsetting carbon emissions

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

DM15.5 Climate change resilience

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

DM15.6 Air quality

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

biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.

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

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

DM15.7 Noise and light pollution

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

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

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

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

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

CS16 Improving transport and travel

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

DM16.1 Transport impacts of development

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

- a) road dangers;
- b) pedestrian environment and movement;

- c) cycling infrastructure provision;
- d) public transport;
- e) the street network.

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

DM16.3 Cycle parking

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

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

DM16.4 Encouraging active travel

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.

2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

DM16.5 Parking and servicing standards

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.

2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.

3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.

4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.

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

CS17 Minimising and managing waste

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

DM17.1 Provision for waste

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

DM17.2 Designing out construction waste

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

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

CS18 Minimise flood risk

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

DM18.2 Sustainable drainage systems

1. The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping, where feasible and practical, and

should follow the SuDS management train (Fig T) and London Plan drainage hierarchy.

2. SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.

3. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.

DM19.2 Biodiversity and urban greening

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

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

CS20 Improve retail facilities

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

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:

- a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
- b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.

2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.

3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.

4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

CS22 Maximise community facilities

To maximise opportunities for the City's residential and working communities to access suitable health, social and educational facilities and opportunities, while fostering cohesive communities and healthy lifestyles.

DM22.1 Social and community facilities

1. To resist the loss of social and community facilities unless:
 - a) replacement facilities are provided on-site or within the vicinity which meet the needs of the users of the existing facility; or
 - b) necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or
 - c) it has been demonstrated that there is no demand for another similar use on site.
2. Proposals for the redevelopment or change of use of social and community facilities must be accompanied by evidence of the lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing floor space has been actively marketed at reasonable terms for public social and community floorspace.
3. The development of new social and community facilities should provide flexible, multi-use space suitable for a range of different uses and will be permitted:
 - a) where they would not be prejudicial to the business City and where there is no strong economic reason for retaining office use;
 - b) in locations which are convenient to the communities they serve;
 - c) in or near identified residential areas, providing their amenity is safeguarded;
 - d) as part of major mixed-use developments, subject to an assessment of the scale, character, location and impact of the proposal on existing facilities and neighbouring uses.
4. Developments that result in additional need for social and community facilities will be required to provide the necessary facilities or contribute towards enhancing existing facilities to enable them to meet identified need.

SCHEDULE

APPLICATION: 24/00863/FULL

Hotel, The Whitbread Brewery, 52 Chiswell Street, London, EC1Y 4SA

Partial demolition of existing building, alteration and extension of the existing hotel, to include additional floorspace through upward extensions; altered and additional entrances; external urban greening; external plant enclosures; facade alterations; and associated works.

Re-consultation due to updated drawings.

CONDITIONS

Time Limit

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.

Demolition

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

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

Construction

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

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

Noise

4.
 - (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

Mechanical Plant Mounting

5. 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.

NRMM

6. Prior to the commencement of the 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 (or any updates thereof), Local Plan Policy DM15.6 and London Plan Policy SI1D. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction.

Stair Lift

7. Before any works thereby affected are begun, details of the new retractable stair lift including maintenance strategy, signage, access controls and materiality shall be submitted to and approved in writing by the local planning authority. The development shall then be implemented in accordance with the approved details and be retained as such in perpetuity.

REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Local Plan: DM10.8. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

Accessibility Details

8. Before any construction 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) Details of all surface materials including slip resistance, contrast, glare analysis, colour and texture as appropriate;
 - b) Details of an inclusive entrance strategy for all entrances including siting of controlled entry system, design of the manifestation, thresholds, mat wells and floor finishes, and door furniture at a scale of no less than 1:20;
 - c) Details of hotel reception including details of sanitary facilities and seating;
 - d) Details of all accessible room furniture layouts at a scale no less than 1:20;
 - e) Details of the location of all accessible WC, ambulant WC, baby changing facilities;
 - f) Details of internal improvements to horizontal and vertical movement routes through the existing fabric including but not limited to location and dimension of passing points, floor and wall contrast, visual contrast on steps and location of handrails;

REASON: To ensure the development proposals provides a fully accessible and inclusive facility in accordance with Policy DM10.8 and Policy D5 of the London Plan.

Inclusive Access Management Plan

9. Prior to the occupation of the extension hereby approved, an Inclusive Access Management Plan 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 which shall provide specific details on how the development will be constructed, operated and managed to ensure that the highest possible standard of accessibility is provided. This management plan shall include accessibility details for:
- 1. Website information including photos and an easy read version with information on:
 - a) Travel distances in metres from key step-free points of arrival including identified rest points at intervals of no more than 50m

b) Location of dropped kerbs

c) Sanitary facilities

d) Facilities available on-site including dimensions and photos for (as appropriate):

- i. entrances and lift access
- ii. controlled entry points
- iii. accessible toilets including protocol for access to Radar key if applicable
- iv. baby changing facilities
- v. equipment loan
- vi. room for reflection/quiet
- vii. facilities for assistance animals
- viii. assistive listening system and other assistive technology
- ix. plant species

2. Inclusive Entrances Strategy

3. Booking Strategy for accessible rooms including information on the website on:

- a. Room dimensions
- b. Travel distances from reception and other facilities
- c. Where there are options for connecting rooms

4. Management plan for staff training on disability awareness including frequency

5. Management plan for Personal Emergency Escape Plans for building users including staff training and guidance

The agreed scheme shall be implemented before the development hereby permitted is brought into use and retained as such for the lifetime of the development.

REASON: To ensure the development proposals provides a fully accessible and inclusive facility in accordance with Policy DM10.8 and Policy D5 of the London Plan.

Travel Plan

10. Prior to occupation of the extension hereby approved, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall specifically set out:

- Information about the Red Badge parking scheme for eligible occupiers
- Details of alternative transport arrangements where on-street parking cannot accommodate full-day parking needs
- Identification of accessible routes to and from concession public transport nodes

The development shall thereafter be operated in accordance with the approved Travel Plan (or any amended Plan that may be approved from time to time by the Local Planning Authority) for the lifetime of the development.

REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides an inclusive and accessible environment that adequately supports disabled persons accessing and using the development and accords with Policies DM10.8 and DM16.1 of the Local Plan and Policy D5 of the London Plan

Emergency Power Supply

11. Prior to the relevant works, details of the emergency power supply must be submitted to and approved by the local planning authority. Details must include an assessment of feasible fossil fuel free alternatives and confirmation of the proposed technology for the development.

REASON: To demonstrate that operational carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan policies: CS15, DM15.1, DM15.2 and emerging City Plan 2040 policies S8, DE1.

Ecological Features Plan

12. Prior to the commencement of landscaping works, details of the following proposed ecological enhancement features shall be submitted and approved by the Local Planning Authority:

A minimum of two open-fronted nest boxes installed within the land ownership of the site post-development

New soft-landscaping proposals including the creation of green roof habitat, with a focus on providing a diverse range of wildflowers and grasses to maximise the value of green roofs for invertebrates and insectivorous birds

The inclusion of invertebrate boxes on green roofs and refugia to provide additional invertebrate habitat

The details should specify how the ecological features will be created and maintained. The ecological enhancement features shall be carried out and so maintained.

RREASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2 and emerging City Plan 2040 policy OS3 Biodiversity.

BREEAM

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

REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2 and emerging City Plan 2040 policy DE

Carbon Reduction Measures

14. Prior to the commencement of the development, excluding demolition and enabling works, a detailed assessment of measures undertaken to reduce carbon emissions throughout the whole life cycle of the development shall be submitted to and approved in writing by the Local Planning Authority.

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: : CS15, DM15.1, DM15.2

Waste water heat recovery

15. Prior to the commencement of the development, excluding demolition and enabling works, an assessment of opportunities to incorporate waste water heat recovery to reduce energy demand for space and water heating including details of the proposed measures shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To assist the environmental sustainability of the development and its resilience and adaptation to climate change in accordance with the following policies of the Local Plan: CS15, DM15.1, DM15.2 DM15.5

Restricting Hours of Delivery and Servicing

16. No deliveries and servicing trips to the premises shall be carried out between the hours of 7:00 to 9:00 and 16:00 to 18:00, Monday to Sunday, including Bank Holidays.

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: CS16, DM15.7, DM16.2, DM 16.1, DM21.3

Site Condition Survey

17. Prior to the commencement of works including demolition, a site condition survey of the adjacent highways and other land at the perimeter of the site shall be carried out and detailed report of the findings must be submitted to and approved in writing by the local planning authority. Proposed threshold levels at finished floor levels (highways boundary) and levels at basement in relation to existing Ordnance Datum levels of the adjoining streets and open spaces, must be submitted and agreed with the Highways Authority. The development shall be carried out in accordance with the approved levels 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.

Demolition and Construction Management Plan

18. Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the demolition and construction of the building(s) hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The details shall be completed in accordance with the latest guidance, 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. The Demolition and Construction Management Plan to include:
- Detailed information will be required relating to how potential conflicts / complaints with adjacent stakeholders would be recorded, reported, and dealt with.
 - Details specific to the demolition phase should be captured within the overarching CLP document; this will ensure that a Principal Contractor is appointed early and prior to any demolition commencing.
 - Construction vehicle routes to and from the site to be approved with CoL Highways
 - Various highways licences would need to be obtained from the CoL prior to works commencing on site (e.g. temporary parking bay suspensions, scaffolding licence, hoarding licence, crane licence etc).
 - construction vehicle movements to be scheduled and must avoid peak hours. Records to be kept of timings of such deliveries and presented to the LPA upon request.
 - encouraging the use of cargo bike deliveries throughout the construction process.
 - Details on how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman arrangements.
 - A commitment to the use of FORS Silver vehicles (or above) throughout construction will be required.
 - The site should be registered with the Considerate Constructors Scheme. We will also expect the proposed works to be undertaken in accordance with the best practice guidelines in TfL's Standard for Construction Logistics and Cyclist Safety (CLOCS) scheme: <http://www.clocs.org.uk/standard-for-clocs/>.

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 minimized from the time that demolition and construction starts

Maximum Heights

19. The maximum height of the proposed roof extension on the eastern wing shall comply with the approved drawings and shall not exceed 40.3m AOD including plant, flues, lift over run, and other excrescences at roof level. The maximum height of the proposed plant on the mash house shall comply with the approved drawings and shall not exceed 43.610m AOD including plant, flues, lift over run, and other excrescences at roof level.

REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1

Protection of Historic Features

20. During the works, if hidden historic features of heritage significance are revealed they should be retained in-situ. Works shall be halted in the relevant area of the building and the Local Planning Authority should be notified immediately. Failure to do so may result in unauthorised works being carried out and an offence being committed.

REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

Works to Match Existing

21. All new works and finishes and works of making good to the retained historic fabric shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

Structural Stability

22. The stability of the structure to remain must, throughout the period of demolition and reconstruction, be assured before any works of fixing scaffolds and demolition begin, taking into account any rapid release of stress, weather protection, controlled shoring, strutting, stitching, reinforcement, ties or grouting as may occur or be necessary.

REASON: To ensure the stability of the structure to be retained in accordance with the following policy of the Local Plan: DM12.3.

Construction Contracts

23. No external part of the building(s) shall be demolished before a contract or series of contracts have been made for the carrying out of substantial works of redevelopment as authorised by this Listed Building Consent and the associated Planning Permission. Such contracts shall include the construction of all foundations, above ground framework and floor structures.

REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

Photographic Survey

24. Before any works hereby consented are begun, a full survey including photographic record of the exterior and interior of the buildings shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure a suitable record is kept of this version of the building in accordance with the following policies of the Local Plan: CS12, DM12.1, DM12.3.

Deconstruction Method Statement

25. No external demolition works shall commence on site until a detailed deconstruction method statement has been submitted to and approved in writing by the Local Planning Authority, which includes details of structural monitoring and protection / preservation of historic features and fabric of the subject site and including surrounding designated heritage assets. The development shall be deconstructed in accordance with the statement as approved. Should any repairs be required these should be undertaken by the developer in consultation with the Local Planning Authority and taking into consideration any listed building legislation.

REASON: To ensure the preservation of historic building features and fabric of designated assets, including those adjoining the site, in accordance with the following policies of the Local Plan: DM12.3.

Protection of Historic Features and Fabric

26. Before work begins, details shall be approved in writing by the Local Planning Authority to ensure that precautions are taken to secure and protect original external and internal features of the designated heritage assets during the building work. These shall remain in place for the duration of the construction/ alteration work hereby permitted.

REASON: To ensure the preservation of historic building features and fabric in accordance with the following policy of the Local Plan: CS12, DM12.1, DM12.3.

Heritage Protection Methodology

27. Before any works hereby consented are begun, details of the following shall be prepared by a suitably qualified professional and submitted to and approved in writing by the Local Planning Authority:

- (a) a full methodology for the proposed works, including a heritage method statement and a schedule of all proposed works;
- (b) detailed condition survey of the buildings;
- (c) details, including method statement for works to unveil the potential survival of original or historic features, underneath existing modern fabric.

All works pursuant to this consent must be carried out in accordance with the approved details.

REASON: To ensure the preservation of historic building features and fabric in accordance with the following policy of the Local Plan: DM12.3.

Protection of Historic Windows

28. Before work begins, details shall be approved in writing by the Local Planning Authority to ensure that precautions are taken to secure and protect the windows during the building work, particularly the historic window glass. The agreed measures shall be carried out in full. No such features shall be disturbed or damaged or removed temporarily or permanently to facilitate protection except as indicated on the approved drawings or with prior approval in writing. Any intact historic window glass damaged during the building work shall be reported to the Local Planning Authority and shall be replaced like-for-like from a suitable approved source.

REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: CS12, DM12.1, DM12.3.

Construction Method Statement

29. No construction works shall commence on site until a detailed construction method statement has been submitted to and approved in writing by the Local Planning Authority, which includes details of structural monitoring and protection / preservation of historic features and fabric of the subject

site and including surrounding designated heritage assets. The development shall be constructed in accordance with the statement as approved. Should any repairs be required these should be undertaken by the developer in consultation with the Local Planning Authority and taking into consideration any listed building legislation.

REASON: To ensure the preservation of historic building features and fabric of designated assets, including those adjoining the site, in accordance with the following policies of the Local Plan: DM12.3.

Listed Building Repairs

30. 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) comprehensive schedule and specification of internal and external repairs including, and not limited too, those provided within the indicative submitted schedule; and
- (b) Details, including a heritage method statement and samples of materials, of repair works to historic fabric (including both internal and external cleaning).

REASON: To ensure 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: DM12.3.

Design Details – External

31. 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 including junctions, joints, colour and texture finishes of the materials to be used on all external surfaces of the building including external ground level and upper level surfaces including all layer components of the cladding system proposed for roof extensions;
- (b) Construction of sample façade panels of agreed sections at agreed scales of the proposed façade of the roof extension including all layered components of the cladding system;

- (c) Details of apexes and eaves of the roof extension including joints between different roof forms;
- (d) Details of interfaces and junctions of extensions with existing listed buildings;
- (e) Details of the proposed new shopfronts, including details of the fenestration, entrances and detailing at a scale of no less than 1:20;
- (f) Details of new windows, including framing, colours, junctions and integrated window box planters;
- (g) Details of signage for all aspects of the building, including the restoration of the historic St Paul's Tavern fascia and hanging signage;
- (h) Details of rooftop including plant equipment, screening, planting and other infrastructure;
- (i) Details of all drainage and irrigation;
- (j) Details of the integration of M&E and building services into the external envelope;
- (k) Details of external ducts, vents, louvres and extracts;
- (l) Details of the integration of window cleaning equipment and the garaging thereof, plant, flues, and other excrescences at roof level including within the plant room;
- (m) Details of access to the roof for cleaning and maintenance, including details of mansafe equipment; and
- (n) Details of any soffits, privacy screens, handrails and balustrades.

REASON: To ensure 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: DM12.3.

Lighting Strategy

32. Prior to the commencement of the relevant works, a full Lighting Strategy shall be prepared in accordance with the adopted City of London Lighting SPD and 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 how this has been designed to reduce glare and light trespass. All works pursuant to this consent shall be carried out 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, DM12.2, DM12.3, DM15.7 and City of London Lighting Strategy SPD.

Planting

33. All unbuilt surfaces, including roof level planting and window plant boxes, shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any landscaping works are commenced. All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development. Vegetation 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 vegetation 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 .

Completion of Listed Building Repairs & Works

34. No occupation or operation of the new extension shall take place until a full schedule of complete repairs including photographs and details to the listed building has been submitted too and approved in writing by the Local Planning Authority. These repairs should include those listed in the application, in addition to any other repairs required during the works.

REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.

Approved Drawings

35. 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:

Indicative Planting:

11602-EPR-01-EL-DR-A-TP0432 rev P02 - INDICATIVE EAST WING ELEVATIONS PLANTING

11602-EPR-00-RF-DR-A-TP0308 rev P02 - INDICATIVE ROOF PLAN PLANTING

11602-EPR-00-ZZ-DR-A-TP0431 rev P02 - INDICATIVE COURTYARD NORTH ELEVATION PLANTING

11602-EPR-00-03-DR-A-TP0307 rev P01 - INDICATIVE THIRD FLOOR PLAN PLANTING

Sections:

11602-EPR-00-ZZ-DR-A-TP0503 rev P02 - Existing, Demolition and Proposed Section D-D - Through Carriageway

11602-EPR-00-ZZ-DR-A-TP0502 rev P02 - Existing, Demolition and Proposed Section C-C - Through Lightwell

11602-EPR-00-ZZ-DR-A-TP0501 rev P02 - Existing, Demolition and Proposed Section B-B - Through New Entrance

11602-EPR-00-ZZ-DR-A-TP0500 rev P02 - Existing, Demolition and Proposed Section A-A - Through East Wing

11602-EPR-00-ZZ-DR-A-TP-0504 rev P01- Existing, Demolition and Proposed Section E-E – Through Southwest Wing

Elevations:

11602-EPR-00-ZZ-DR-A-TP0422 rev P02 - PROPOSED EAST WING ELEVATIONS

11602-EPR-00-ZZ-DR-A-TP0420 rev P02 - PROPOSED CHISWELL ST ELEVATION

Proposed Courtyard North Elevation 11602-EPR-00-ZZ-DR-A-TP0421 rev P02

11602-EPR-00-EL-DR-A-TP0423 – rev P01 - PROPOSED WEST WING ELEVATIONS

11602-EPR-00-EL-DR-A-TP0424 – rev P01 - PROPOSED WEST WING ELEVATIONS

Demolitions:

Demolition Chiswell St. Elevation 11602-EPR-00-EL-DR-A-TP410 rev P02

Demolition Courtyard North Elevation 11602-EPR-00-EL-DR-A-TP411 rev P02

Demolition East Wing Elevations 11602-EPR-00-EL-DR-A-TP412 rev P02

Demolition West Wing Elevations 11602-EPR-00-EL-DR-A-TP413 rev P02

Floorplans:

11602-EPR-00-B1-DR-A-TP0299 rev P01 – PROPOSED BASEMENT FLOOR PLAN OVERVIEW

11602-EPR-00-RF-DR-A-TP0336 rev P02 - WING B PROPOSED ROOF FLOOR PLAN

11602-EPR-00-RF-DR-A-TP0326 rev P02 - WING A PROPOSED ROOF FLOOR PLAN

11602-EPR-00-RF-DR-A-TP0306 rev P02 - PROPOSED ROOF FLOOR OVERVIEW

11602-EPR-00-05-DR-A-TP0305 rev P02 - PROPOSED FIFTH FLOOR PLAN OVERVIEW

11602-EPR-00-04-DR-A-TP0324 rev P03 - WING A PROPOSED FOURTH FLOOR PLAN

11602-EPR-00-04-DR-A-TP0304 rev P03 - PROPOSED FOURTH FLOOR PLAN OVERVIEW

11602-EPR-00-03-DR-A-TP0323 rev P03 - WING A PROPOSED THIRD FLOOR PLAN

11602-EPR-00-03-DR-A-TP0303 rev P03 - PROPOSED THIRD FLOOR PLAN OVERVIEW

11602-EPR-00-02-DR-A-TP0302 rev P01 - PROPOSED SECOND FLOOR PLAN OVERVIEW

11602-EPR-00-01-DR-A-TP0301 rev P02 - PROPOSED FIRST FLOOR
PLAN OVERVIEW

11602-EPR-00-MZ-DR-A-TP0300M rev P01 - PROPOSED MEZZANINE
FLOOR PLAN OVERVIEW

11602-EPR-00-GF-DR-A-TP0300 rev P02 - PROPOSED GROUND
FLOOR PLAN OVERVIEW

11602-EPR-00-GF-DR-A-TP0320 rev P01 - WING A PROPOSED
GROUND FLOOR PLAN

11602-EPR-00-GF-DR-A-TP0330 rev P01 - WING B PROPOSED
GROUND FLOOR PLAN

11602-EPR-00-01-DR-A-TP0331 rev P01 - WING B PROPOSED FIRST
FLOOR PLAN

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.