

Committee:	Date:
Planning and Transportation	15 October 2013

Subject:

111 Cannon Street London EC4N 5AR

Demolition of the existing building above first floor level and alteration to the retained sub-basement, basement and ground floor for office (B1) use, shop (Class A1) use and restaurant/cafe (Class A3) use and the erection of new first to seventh floors for office (Class B1) use. Reinstatement of the London Stone within the building facade on Cannon Street.

Ward: Walbrook	Public For Decision
Registered No: 13/00693/FULL	Registered on: 17 July 2013
Conservation Area: NO	Listed Building: No

Summary

Planning permission is sought for construction of an 8 storey building for office and retail use.

The new development would provide an additional 192sq.m (GIA) of office (Class B1) floorspace and an additional 268sq.m (GIA) of retail floorspace (Class A1 and A3) (460sq.m in total) in a building of 2250sq.m (GIA).

The London Stone and its current enclosure would be reinstated on the Cannon Street frontage within the new ground floor elevation. The setting of the stone has been amended to accord with the comments of the Victorian Society. The plinth and the London Stone would be reinstated at the height they were in St. Swithin's Church prior to it's destruction in the Second World War. This would make it more prominent than is currently the case. The proposal enhances the special architectural and historic interest of the London Stone.

The proposals support the strategic objectives of the City of London to promote the City as the leading international financial and business centre.

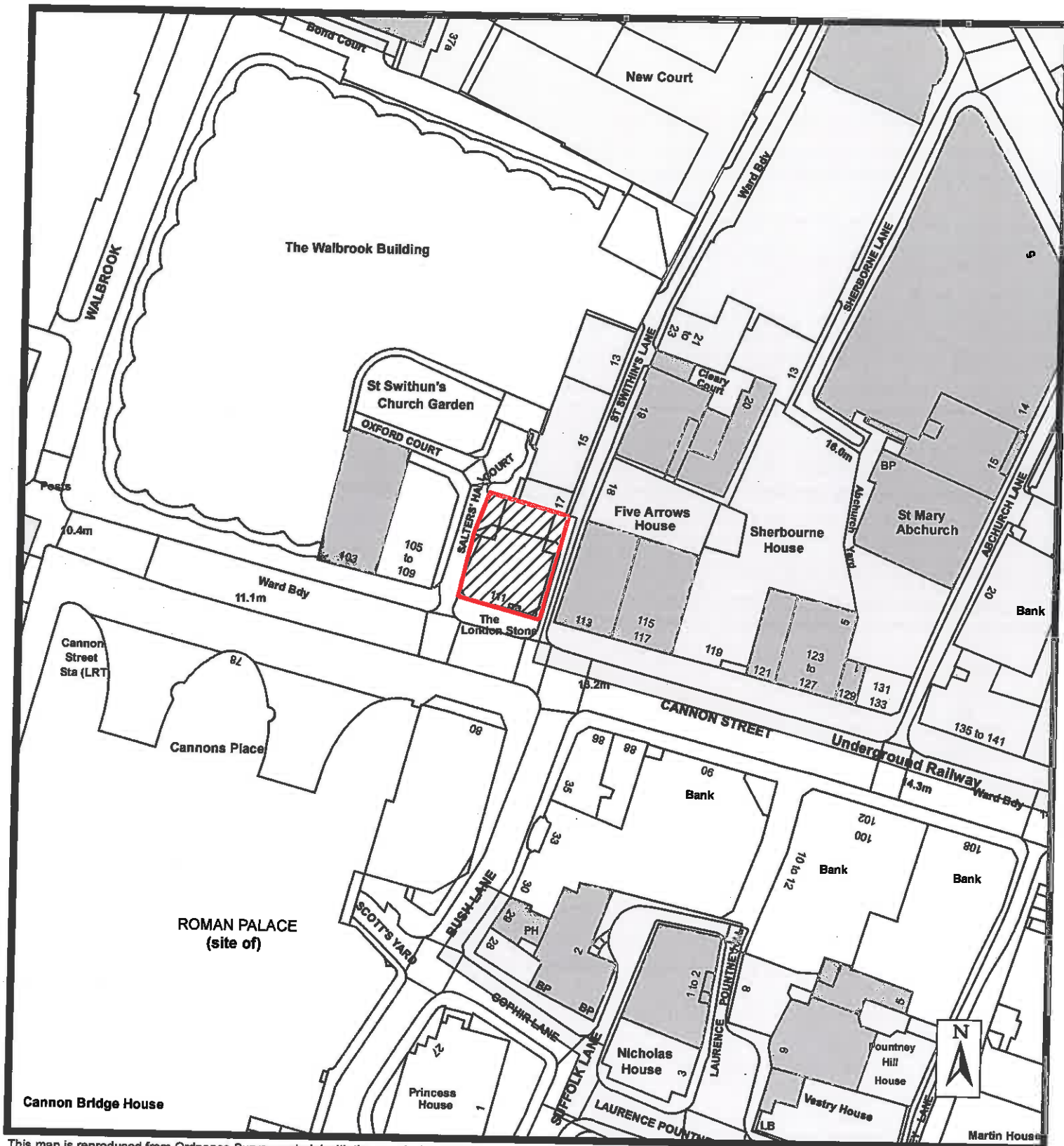
The scheme provides an employment led, mixed use development which supports the economic policies of the London Plan and Core Strategy and provides an increase in high quality floorspace.

The scheme's reliance on public transport meets the transport policies in the London Plan, UDP and Core Strategy. This will have the benefits of maintaining the strength of the City in economic terms and by making effective and efficient use of the infrastructure necessary to sustain such development.

Recommendation

Planning permission be granted for the development referred to above in accordance with the details set out on the attached schedule.

Site Location Plan



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ADDRESS:
111 Cannon Street, EC4

CASE No.
13/00693/FULL & 13/00694/LBC



SITE LOCATION

LISTED BUILDINGS

CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



Front elevation



Rear elevation in Salters' Hall Court

Site

1. The property is situated on the north side of Cannon Street bounded by Salters Hall Court to the west, St. Swithin's Lane to the east and by 10 Salters Court and 17 St. Swithin's Lane to the north.
2. To the east of the site across St. Swithin's Lane are 113 and 115-117 Cannon Street which are both listed Grade II.
3. To the immediate north and east of the site lies the Bank Conservation Area.
4. The existing building was completed in the early 1960's. It consists of seven storeys plus sub-basement and basement providing 1606sq.m (GIA) of office (Class B1) floorspace and 184sq.m (GIA) of shop (Class A1) floorspace.
5. The building contains the 'London Stone' which is listed Grade II*. The stone is located in an enclosure which is built into the elevation of the building just above pavement level on the Cannon Street frontage and is visible from the street.
6. Salters' Hall Court provides access to the service area for the Walbrook building and St Swithun's Church Garden.

Planning History

7. Planning permission and listed building consent were granted on the 23rd July 2002 (02-1042Y and 02-1042Z) for the demolition of the existing building and redevelopment of an office (B1) and retail (A1/A2/A3) building (8 storeys 2648sq.m) and relocation of the 'London Stone' to the retail frontage of the proposed new building.
8. Planning permission and listed building consent were granted on the 26th October 2004 (04/00643/LBC and 04/00644/FULL) for the demolition of existing building and redevelopment of an office (B1) and retail (A1/A2/A3) building (8 storeys, 2724sq.m) and relocation of the 'London Stone' to the retail frontage of the proposed new building.
9. These permissions have expired.
10. Planning permission was granted on the 9th February 2012 (11/01009/FULL) for the change of use of the ground floor and two basement levels from office (B1) to retail (A1). This permission was implemented at ground floor level.

Proposals

11. The proposed building comprises sub-basement, basement, ground and seven upper floors. A total of 2250sq.m (GIA) is proposed, comprising of 1798sq.m of office (Class B1) floorspace, a shop (Class A1) 360sq.m and restaurant/cafe (Class A3) 92sq.m. The height of the building would be 39.5m AOD.

12. The 'London Stone' would be reinstated on its current site within the retail frontage on the Cannon Street elevation.
13. This report deals with the application for planning permission (13/00693/FULL) and the application for listed building consent (13/00694/LBC).

Consultations

14. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters remain to be dealt with under conditions.
15. Thames Water raises no objection to the proposal.
16. Transport for London and London Underground raised no objection to the proposal but requested a number of conditions to ensure the stability of the underground infrastructure that is within close proximity to the site.
17. English Heritage does not wish to express any views on the merits of the proposal. They have issued a direction for the application for Listed Building Consent to be determined as seen fit by the City Corporation.
18. The Worshipful Company of Spectacle Makers, The Worshipful Company of Masons and London & Middlesex Archaeological Society raised no objection the proposal.
19. The Victorian Society had initially objected to the detailed design of the setting of the London Stone. The setting of the London Stone has been amended to accord with the comments of the Victorian Society; the objection has been withdrawn.
20. The Worshipful Company of Spectacle Makers, The Worshipful Company of Masons, London & Middlesex Archaeological Society, The Victorian Society and English Heritage would be consulted on the details of the London Stone reinstatement reserved by condition.

Policy Context

21. The development plan consists of the London Plan, the saved policies of the Unitary Development Plan and the Core Strategy. The London Plan, UDP and Core Strategy policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
22. On 14th January 2013 public consultation commenced on the Draft Local Plan and this ended on 11th March. It is expected that a revised Local Plan will be published for further public consultation during December 2013 to February 2014 and the final plan adopted in early 2015. At this stage the policies in the Draft Local Plan are of limited weight and the weight to be given to relevant policies will increase as the plan advances towards approval and adoption.
23. The Draft Local Plan incorporates the Core Strategy which has been carried forward with limited alterations. These alterations include, "Protecting existing office accommodation where there are strong

economic reasons why the loss of offices would be inappropriate (policy CS1 – Offices) and greater restriction on where additional housing should be located (policy CS21 Housing). It includes new policies for Development Management.

24. There is relevant City of London planning guidance in respect of Planning Obligations, Sustainable Design and Construction and London Views Management Framework.
25. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

26. 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 and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
 - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
27. 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. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990); in this case the duty is to the desirability of preserving the London Stone and its setting; to have regard to the purpose of conserving biodiversity as required by Section 40 of the Natural Environment and Rural Communities Act 2006.
28. When considering the applications special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the conservation area (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
29. In considering the planning application before you account has to be taken of the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.
30. The principal issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the London Plan, Core Strategy and the saved policies of the Unitary Development Plan.
 - The impact of the proposal on heritage assets, and in particular the

London Stone.

- The impact on the nearby buildings and spaces, including daylight/sunlight and amenity.

Economic Development Issues

31. London's status as a world city is founded to a substantial degree on its concentration of international service activities and, most noticeably, by the clustering of financial and business services in the City of London.
32. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the London Plan and Core Strategy, particularly policies 2.10 and CS1.
33. The building would provide high quality office accommodation to meet the demands of the City. The proposed building would provide an 11% increase in office space over that which currently exists on the site.

Existing building

34. No 111 was constructed in 1961-2 by Biscoe & Stanton. It is a modest seven storey, curtain-walling building with a two storey marble framed base and is on the site of St Swithin's Church. The Church garden survives behind the site off Salters' Hall Court and Oxford Court. The Church garden is known as St Swithun's whilst the former Church either as St Swithin's or St Swithun's.

Design, Bulk, Massing

35. The proposal is for the redevelopment of the site with an eight storey building which includes a recessed top storey. The structural core of the existing building and the structural frame of the two basements and ground floor level would be retained. It is intended to retain the structural columns above while all floors and walls above first floor level would be demolished.
36. The height of the proposed development would relate to the general scale of buildings in Cannon Street. The proposed parapet line would match that of the adjacent modern building to the west but the overall height of the proposal would be lower than that of the neighbouring buildings. Only No. 113 Cannon Street on the opposite side of St. Swithin's Lane is lower than the proposed building.
37. The proposed design incorporates the existing structural columns which define the overall rhythm of the facades. Regularly arranged pairs of openings on the upper floors would alternate with Portland stone clad piers that emphasise the verticality of the building while variety in the window detailing would provide a contextual hierarchy to the elevations. Variations of the solid to glazed ratio would reflect the different functions such as retail, core, office reception and back of house areas.
38. The ground and first floor elevations would have large openings with clear glazing and small areas of opaque glazing, strongly profiled frame

detailing and deep reveals to subdivide the larger size of the openings. The central opening would scribe around the London Stone within its retained enclosure and provide an improved setting and background to the London Stone.

39. The proposed eighth floor would be recessed with large glazed elevations to the southern part with office accommodation, metal panel cladding to the core area and louvred elevations to the plant room. A green roof would be installed on the eighth floor roof. The building maintenance unit would operate from the 7th floor roof areas.
40. The proposed development would relate satisfactorily to the neighbouring listed buildings and generally to the character of Cannon Street and the Bank Conservation Area. The design of the proposed development is considered to be an appropriate development for the site, subject to conditions covering its detail.

London View Management Framework

41. The site is located within the Protected Vista of St. Paul's Cathedral from Greenwich which places a restriction on the permitted height of a development proposal. The height of the proposed development is below the development plane.

Setting of Listed Buildings and Conservation Area

42. The Grade II* listed London Stone and its enclosure are incorporated into the ground floor frontage of the existing building described in more detail further on. It would be reinstated in its existing site. The proposed building improves the setting of the London Stone in keeping with its special character and history.
43. The proposed building would be seen in views along Cannon Street in context with one Grade II listed building to the west, two Grade II listed buildings immediately to the east and three Grade II listed buildings further to the east in Cannon Street and the Bank Conservation area. Its scale and restrained design with regularly arranged window openings within masonry wall cladding would complement the historic context and is not considered to be detrimental to the setting of these listed buildings, St Swithun's Church Garden or Bank Conservation area.

Retail Uses

44. The existing building contains a shop (Class A1) of 184sq.m at part ground floor level. The application proposes a shop (Class A1) of 360sq.m at part ground floor and basement levels with a frontage to Cannon Street. A restaurant/cafe (Class A3) of 92sq.m is proposed at part ground and part first floor with a frontage to St. Swithun's Lane. Retail floorspace would increase by 268sq.m.
45. The site is within a Retail Link as outlined in the Draft Local Plan. The proposed retail provision complies with Core Strategy policy CS20 and UDP policies SHOP2 and SHOP3.

Servicing

46. The building would be serviced from Salters' Hall Court.
47. The proposal includes a servicing bay for 3.5t vehicles, and although this does require more manoeuvres on the Salters' Hall Court and Oxford Court highway than the previous servicing bay, the tracking details provided by the applicant shows that this arrangement is acceptable.
48. The servicing assessment provided by the applicant anticipates that the proposed development would result in a total of 21 service vehicles per day, an increase of 8 trips. This number of trips can be accommodated in the proposed single service bay.
49. There is concern that the site is constrained, and any vehicles larger than a 3.5t vehicle servicing the site would block Salters Hall Court and probably result in vehicles reversing on or off Cannon Street. For this reason, a Delivery and Servicing Plan (DSP) would be required at this site and, as suggested in the Servicing Assessment Technical Note, compliance with the DSP would need to be a requirement written into the leases of tenants of the building. As well as the measures suggested by the applicant in the Technical Note, a strict vehicle booking system would need to be implemented, a restriction that no vehicles larger than 3.5t can service the site and a ban on reversing on or off Cannon Street.
50. No car parking is being provided.
51. 11 bicycle parking spaces would be provided at basement level with shower and changing facilities. The cycle provision would exceed the City's current cycle parking standard of 1 space per 250sq.m of floorspace (10 spaces).

Access

52. All the entrances have been designed to be step-free. A door entry buzzer system would be installed at the main office entrance to enable wheelchair users to contact reception staff should assistance be required.
53. A lift would be installed in the restaurant/cafe to allow access between the ground and first floor level. A stair lift would be installed in the shop to allow access between the ground and basement levels.

Sustainability & Energy

54. It is proposed to retain part of the structure including all of the basements and ground floor which would account for considerable savings of embodied energy. The redevelopment scheme provides the opportunity to incorporate passive design measures as well as sustainable materials and energy efficient systems to reduce carbon emissions and to address climate change adaptation. The intention is to aim for carbon emissions savings targeted by the London Plan for major developments.

55. A green roof has been designated on the entire roof of the recessed top floor. Details have been requested by condition to ensure that the green roof would contribute to biodiversity and rainwater attenuation.
56. Grey water recycling is proposed which would reduce potable water consumption within the new building.

Archaeology

57. The proposals do not include any works of excavation as the existing framework of the building would be retained and the existing sub-basement, basement and ground floors would remain as existing.

The London Stone

58. A piece of masonry known as the 'London Stone' is preserved currently behind an iron grille in a niche on the south elevation of the building. It is listed grade II*. A plaque next to the stone reads: *"LONDON STONE, long placed about 35 feet hence toward the south-west, then built into the wall of this church, was for more careful protection and transmission to future ages better secured by the Churchwardens in the year of our Lord, 1869".*
59. It is possible that the stone is of Roman origin, but the surviving apex is of a later date. The origin of the stone is uncertain; it is possibly part of a Roman milestone or a piece of masonry from buildings in the area. The stone is thought to be part of a larger monolith, and is Clipsham limestone, a stone not generally used in the Roman period. In 1198, the stone was referred to as 'Londenstane'.
60. The stone, which originally stood on the south side of Cannon Street, (Cannon Street was widened in the 19th century), was described by John Stow writing in the late 16th century. In the medieval period it was considered as the centre of London when there was a belief that it was part of a Roman milestone from which all distances in the province were measured. There is a reference to the stone in King Henry VI, part II, Act IV, Scene VI. The stone was encased for preservation between 1687 and 1720. In the 17th century Sir Christopher Wren saw foundations for it during rebuilding after the Fire and thought it was not a pillar, but something more elaborate, connected with the mosaic pavements and walls of the Roman building seen to the south. In 1742, the stone was moved from where it stood in the roadway to a place against the south wall of the church of St. Swithin London Stone and in 1798, it was moved again to a central position on the south wall. The inscription was put up by the Council of the London and Middlesex Archaeology Society in 1869. The church was demolished in 1962 following war damage and a condition of the demolition was that the stone should be re-sited in the same position on the new building.
61. The stone is one of the visible monuments of Roman London and it is an important historical feature of the streetscape. Its importance is related to intrinsic merit as well as to the interest and care that it has attracted and the importance that has been attributed to it over a long period of time. Its protection as a relic and symbol of the past has endured since at least the 12th century.

62. The Victorian Society has contributed the following interpretation of the London Stone's history: *"The London Stone has a unique place in London's history, its origins and role being the subject of much speculation and varied interpretation. Its significance has generally been interpreted as more tactile than visual; its use by the Worshipful Company of Spectacle Makers to destroy defective products of their craft in the seventeenth century is just one example of this, and it has been suggested that in medieval times it was struck with swords by rebels and kings to symbolise taking of power in the city. The most notable and pervading feature of the Stone is its inscrutability; it is a mysterious object. This rare kind of significance should be reflected in its setting. The Victorian grille behind which the Stone is currently kept allows a partial view of it, which is eminently suited to its history and the nature of its significance, and adds to its air of mystery."*
63. The stone would be incorporated into the ground floor frontage within the existing enclosure. The display case would be increased in height by the addition of a plinth. This would make it more prominent to public viewing than is currently the case and be at a similar level to when the stone was set within the elevation of the church.
64. The central bay of the new building would be designed to form an appropriate background setting for the London Stone.
65. The London Stone is of such significance and importance in the street scene that provision should be made for it to be stored at an appropriate location during the building works. Details of all works relating to the removal, storage, reinstatement and setting of the London Stone are controlled by condition.

City of London's Planning Obligations SPG policy

66. The City's Supplementary Planning Guidance on Planning Obligations was adopted on 8th June 2004. This policy seeks a contribution of 70sq.m from developments over 10,000sq.m provided that there is also an increase of 2,000sq.m.
67. In this case the proposed net increase would be 460sq.m. (GIA) which would not trigger the City's contributions.

Mayoral Community Infrastructure Levy (CIL)

68. The Mayoral CIL would apply to development over 100sq.m with the exception of social housing, education related development, health related development and development for charities for charitable purposes. In this case a charge of £50 per sq.m would be applied to uplift in GIA of 100sq.m or the creation of one or more dwellings where there is uplift in floorspace. The charge has been calculated to be £23,000 based on a GIA of 460sq.m. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income as an administration fee and the remainder will be forwarded to the Mayor of London.

69. The proposed development would not attract a Mayoral planning obligation Crossrail charge as the uplift would be less than 500sq.m GIA.

Conclusion

70. The existing building contributes little to the general townscape of the area and its redevelopment is welcome. Notwithstanding the increase in scale over the existing building, the proposed replacement building is considered to be well designed and with additional retail provision and enhanced display of the London Stone is an appropriate development for the site.

Background Papers

Internal

Memo - Environmental Officer 7/8/2013

External

Email - Thames Water 2/8/2013

Email - Transport for London 13/8/2013

Letter - London Underground 16/8/2013

Email - London & Middlesex Archaeology Society 2/9/2013

Letter - The Victorian Society 23/8/2013

Email - The Victorian Society 27/9/2013

Letter - The Worshipful Company of Masons 1/8/2013

Letter - The Worshipful Company of Spectacle Makers 25/7/2013

Integrated Planning Statement - Kyson

Servicing Assessment - Motion 15/7/2013

Heritage Statement - Rolfe Judd Planning

Letter English Heritage 12/9/2013

Appendix A

London Plan Policies

The London Plan policies which are most relevant to this application are set out below:

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

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

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

Policy 4.3 Within the Central Activities Zone increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.

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

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

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

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

Policy 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.

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

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

Policy 7.6 Buildings and structures should:

- a be of the highest architectural quality
- b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm

- c comprise details and materials that complement, not necessarily replicate, the local architectural character
- d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
- e incorporate best practice in resource management and climate change mitigation and adaptation
- f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g be adaptable to different activities and land uses, particularly at ground level
- h meet the principles of inclusive design
- i optimise the potential of sites.

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

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

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

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

Unitary Development Plan and Core Strategy Policies

ENV28 Design of building services

To ensure that building services are satisfactorily integrated into the architectural design of the building (with particular reference to its roof profile) and to resist installations which would adversely affect the character, appearance or amenities of the buildings or area concerned.

ENV35 To protect daylight and sunlight

To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to levels which would be contrary to the Building Research Establishment's guidelines.

IMP5 Separate uses to be self contained

To require that individual uses within mixed developments are separate and self-contained.

SHOP2 Seek replacement of retail uses

To seek the replacement of retail uses in development schemes and to ensure that such replacements are primarily at the pedestrian level.

SHOP3 Seek increased retail facilities

To seek, where appropriate, the provision of new or increased retail facilities, particularly where:

- i. existing retail shop facilities are being replaced on redevelopment in accordance with policy SHOP 2;
- ii. the site is in or close to a shopping centre;
- iii. the site is close to a public transport interchange;
- iv. there is a riverside frontage.

SHOP4 Variety in size of retail units

To encourage retail uses in any new development scheme to provide a variety of unit sizes compatible with the character of the area in which they are situated and to encourage large retail units in suitable areas.

TRANS15 Seek off-street servicing

To seek, where appropriate, the provision of off-street servicing facilities in such a way as:

- i. to ensure that the location and design of vehicular access and servicing arrangements minimise the adverse effects on the adjoining highway and pay due regard to the environment and the convenience and safety of pedestrians;
- ii. to ensure that vehicular servicing and servicing access is avoided on or onto Tier 1-3 roads, except where a practical alternative cannot be provided; and
- iii. to enable vehicles to enter and leave premises in a forward direction.

TRANS22 Require cycle parking

To provide cycle parking facilities by:

- i. requiring the provision of private parking space for cycles in development schemes;
- ii. maintaining an adequate overall number of spaces for cycles in public off-street car parks; and
- iii. providing an adequate supply of cycle parking facilities on-street.

UTIL6 Provision for waste collection

To require adequate provision within all developments for the storage, presentation for collection, and removal of waste, unless exceptional circumstances make it impractical; to encourage provision to allow for the separate storage of recyclable waste where appropriate.

CS1 Provide additional offices

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

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

CS15 Creation of sustainable development

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

CS17 Minimising and managing waste

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

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.

SCHEDULE

APPLICATION: 13/00693/FULL

111 Cannon Street London EC4N 5AR

Demolition of the existing building above first floor level and alteration to the retained sub-basement, basement and ground floor for office (B1) use, shop (Class A1) use and restaurant/cafe (Class A3) use and the erection of new first to seventh floors for office (Class B1) use. Reinstatement of the London Stone within the building facade on Cannon Street.

CONDITIONS

- 1** The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2** The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

 - a) provide details on all structures;
 - b) accommodate the location of the existing London Underground structures and tunnels;
 - c) accommodate ground movement arising from the construction thereof and;
 - d) mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.
REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

- 3 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site deconstruction of the existing buildings has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).
REASON: To ensure that deconstruction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.
- 4 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.
- 5 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. 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 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
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 policy of the Core Strategy: CS15.
- 6 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking place on the site. 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 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.

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 policy of the Core Strategy: CS15.

- 7 This building shall not be demolished before details of the proposal for the London Stone have been approved by the Local Planning Authority pursuant to a condition of the listed building consent.
REASON: To ensure that the future of the London Stone is assured before any works take place.
- 8 The building hereby approved shall not be occupied for any purpose until the London Stone has been installed in the new building in accordance with details to be approved under conditions of the listed building consent.
REASON: To ensure the preservation of the London Stone as a listed building.
- 9 (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 nearest window or facade of the nearest premises.
The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. 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.
(b) 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 Core Strategy: CS15, CS21.
- 10 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A1 and Class A3 uses. The details approved must be implemented before the Class A1 and Class A3 uses takes place.

REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Core Strategy: CS15, CS21.

- 11 Before any works thereby affected are begun, a scheme in the form of an acoustic report compiled by a qualified specialist shall be submitted to and approved in writing by the Local Planning Authority specifying the materials and constructional methods to be used demonstrating that there is adequate sound proofing to both airborne and structure borne noise transmission between the Class A1 and Class A3 uses and the surrounding offices in the building. The development pursuant to this permission shall be carried out in accordance with the approved scheme and so maintained thereafter.

REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Core Strategy: CS15.

- 12 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 Core Strategy: CS15.

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

REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS15.

- 14 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.

REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS21.

- 15 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.
REASON: To ensure the satisfactory servicing of the building in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL 6, CS10, CS17.
- 16 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) particulars and samples of the materials to be used on all external faces of the building;
(b) details of the proposed new facade(s) including typical details of the fenestration and entrances;
(c) typical details of stonework;
(d) details of windows;
(e) details of soffits, hand rails and balustrades;
(f) details of junctions with adjoining premises;
(g) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level
(h) details of plant and ductwork to serve the [A1] [A3] use(s);
(i) details of ventilation and air-conditioning for the [A1] [A3] use(s);
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 Unitary Development Plan and Core Strategy: ENV28, ENV29, CS10, CS12, CS15.
- 17 Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Core Strategy: CS10, CS15, CS18, CS19.
- 18 In respect of the Class A1 and Class A3 units, no live or recorded music shall be played that can be heard outside the premises or within any other premises in the building.
REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policy of the Core Strategy: CS15

- 19 The building must conform to building lines, levels and site boundaries as confirmed on the site by the Director of the Built Environment.
REASON: To ensure compliance with the proposed building lines, levels and site boundaries in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS 7, CS16.
- 20 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, CS10, CS16.
- 21 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 22 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.
REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Unitary Development Plan: TRANS15.
- 23 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building.
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS21.
- 24 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of one pedal cycle per 250sq.m. of floorspace (minimum 10 spaces). The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 25 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building

for the use of occupiers of the building in accordance with the approved plans.

REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Unitary Development Plan: TRANS22.

- 26 Provision shall be made for disabled people to obtain access to the building via the principal entrances without the need to negotiate steps and shall be maintained for the life of the building.
REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Core Strategy: CS10
- 27 Before the development hereby permitted is commenced, a scheme indicating the provision to be made for disabled people to gain access to the basement Class A1 use and 1st floor Class A3 use shall have been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use.
REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Core Strategy: CS10.
- 28 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The occupiers of the building shall thereafter operate in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.
REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Core Strategy: CS16.
- 29 Details of a Servicing Management Plan demonstrating the arrangements for control of the arrival and departure of vehicles servicing the premises shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Servicing Management Plan (or any amended Servicing Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.
REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS15, CS16.

- 30 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: DWG/P4795/01, E/500 Rev E, E/1000 Rev E to E/1009 Rev E inc., E/1100 Rev E to E/1106 Rev E inc., E/1200 Rev E to E/1202 Rev E inc., P/1997 Rev E, P/1998 Rev E, P/1999 Rev E, P/2000 Rev E, P/2001 Rev E, P/2002 Rev E, P/2003 Rev E, P/2004 Rev E, P/2005 Rev E, P/2006 Rev E, P/2007 Rev E, P/2008 Rev E, P/2009 Rev E, P/2010 Rev E, P/2100 Rev E, P/2101 Rev E, P/2102 Rev E, P/2103 Rev E, P/2200 Rev E, P/2201 Rev E, P/2202 Rev E.

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

INFORMATIVES

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

detailed advice in the form of statutory policies in the Core Strategy/ Unitary Development Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

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

- 2 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 3 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, City Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

- 4 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.
- 5 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.
- 6 Where groundworks not shown on the approved drawings are to take place below the level of the existing structure (including works for underpinning, new lift pits, foundations, lowering of floor levels, new or replacement drainage, provision of services or similar) prior notification should be given in writing to the Department of the Built Environment in order to determine whether further consents are required and if the proposed works have archaeological implications.
- 7 Thames Water advise that:

Waste Comments:

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the planning application.

Water Comments:

On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the planning application.

Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

- 8 The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.
- 9 The Department of the Built Environment (Highways and Streetworks Team) must be consulted on the following matters which require specific approval:
 - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
 - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City.
 - (c) Connections to the local sewerage and surface water system.
 - (d) Carriageway crossovers.
 - (e) Means of escape and constructional details under the Building Regulations and London Building Acts (District Surveyor).
 - (f) The provision of City Walkway drainage facilities and maintenance arrangements thereof.
- 10 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

Noise and Dust

(a)

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

operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

Air Quality

(b)

Compliance with the Clean Air Act 1993

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

Boilers and CHP plant.

(c)

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO_x emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2011.

(d)

All gas Combined Heat and Power plant should be low NO_x technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2011.

(e)

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

(f)

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

Standby Generators

(g)

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

Food Hygiene and Safety

(h)

Further information should be provided regarding the internal layout of the proposed food/catering units showing proposals for staff/customer toilet facilities, ventilation arrangements and layout of kitchen areas.

(i)

If cooking is to be proposed within the food/catering units a satisfactory system of ventilation will be required. This must satisfy the following conditions:

Adequate access to ventilation fans, equipment and ductwork should be provided to permit routine cleaning and maintenance;

The flue should terminate at roof level in a location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. It cannot be assumed that ductwork will be permitted on the exterior of the building;

Additional methods of odour control may also be required. These must be submitted to the Markets and Consumer Protection Department for comment prior to installation;

Ventilation systems for extracting and dispersing any emissions and cooking smells to the external air must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent such smells and emissions adversely affecting neighbours.

(j)

From the 1 July 2007, the Health Act 2006 and associated Regulations prohibited the smoking of tobacco products in all enclosed or partially enclosed premises used as workplaces or to which the public have access. All such premises are required to provide signs prescribed by Regulations. Internal rooms provided for smoking in such premises are no longer permitted. More detailed guidance is available from the Markets and Consumer Protection Department (020 7332 3630) and from the Smoke Free England website: www.smokefreeengland.co.uk.

- 11 You are advised that the Mayor of London introduced a Community Infrastructure Levy ("the Mayoral CIL charge") on 1st April 2012 setting a rate of £50 per sq.m on all "chargeable development" in the City of London.

The Mayoral CIL charge will be recorded in the Register of Local Land Charges as a legal charge upon "chargeable development" should you commence development, and the payment will be passed to Transport for London to support Crossrail.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charge and to whom it has been charged or apportioned. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: www.planningportal.gov.uk/cil). Please note that the charge identified in the Liability Notice may be revised once all criteria required to complete the calculation are known, including the date when all pre-commencement conditions are discharged, and how long before that date any existing buildings were demolished and/or vacated.

Prior to commencement of a "chargeable development" you are required to submit a 'Notice of Commencement' to the City's S.106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest. You are also required to discharge all pre-commencement conditions before commencing the development.

Reason: To advise the City Corporation that CIL is liable and that enforcement measures, charges and surcharges may apply if you fail to meet these requirements."

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

- to identify opportunities for local small to medium sized businesses to bid/tender for the provision of goods and services;
- aim to achieve the procurement of goods and services, relating to the development, from small to medium sized businesses based in the City and the surrounding boroughs, towards a target of 10% of the total procurement spend;
- or where the procurement of goods and services is contracted out
- ensure the above two principles are met by inserting local procurement clauses in the tender documentation issued to contractors

or subcontractors (further information can be found in our 'Guidance note for developers').

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

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

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

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

Unitary Development Plan and Core Strategy Policies

ENV28 Design of building services
ENV35 To protect daylight and sunlight
IMP5 Separate uses to be self contained
SHOP2 Seek replacement of retail uses
SHOP3 Seek increased retail facilities
SHOP4 Variety in size of retail units
TRANS15 Seek off-street servicing
TRANS22 Require cycle parking
UTIL6 Provision for waste collection
CS1 Provide additional offices
CS10 Promote high quality environment
CS12 Conserve or enhance heritage assets
CS15 Creation of sustainable development
CS17 Minimising and managing waste
CS20 Improve retail facilities

Blamires, Michael

From: Vicki Fox [redacted]@co.uk>
Sent: 02 September 2013
To: Blamires, Michael [redacted]
Cc: Jon Finney [redacted]
Subject: Ref: 13/00694/LBC - 111 Cannon Street, London EC4N 5AR
Attachments: e-mail heading.png

Dear Michael Blamires,

This Committee acts on behalf of the Council for British Archaeology in respect of Listed Buildings and Applications within the Greater London area. The Committee discussed the above case at its meeting on Tuesday, 27 August 2013 and made the following observations:

The Committee had no objections in principle but agreed to seek the views of John Clark, Archaeologist, given his long involvement and expertise, and the interest that LAMAS has in the London Stone and its grillage.

Vicki Fox (Hon. Secretary)
LAMAS - Historic Buildings & Conservation Committee

Sent from Windows Mail



The Worshipful Company of Masons

PLANNING & TRANSPORTATION			
PSDD	(05)	PPD	
TPD	05 AUG 2013	LTP	
GM		CSE	
NS	119119	PP	
FILE		DD	

Please reply to

P A (Sandy) Copland

33 Shrewsbury House

Cheyne Walk

London SW3 5LW

020 7352 5097

mail@sandycopland.co.uk

Ms Danielle Zaire

Rolfe Judd Planning

Old Church Court

The Oval

London SW8 1NZ

ACKNOWLEDGED

1st August 2013

Dear Ms Zaire

London Stone – 111 Cannon Street EC4N 5AR

I am writing to you on behalf of the Worshipful Company of Masons, the objects of which include encouraging the use of natural stone, fostering the craft of stonemasonry and seeking to ensure that stone artefacts are properly maintained.

For the past nearly 20 years the Company has been trying to persuade a succession of owners of 111 Cannon Street (starting with The Oversea Chinese Bank in 1996) and the City Corporation to improve the manner in which London Stone is presented for public view.

We were therefore pleased to learn of your recent planning application on behalf of Atkinson Real Estate No 2 Ltd for consent to carry out partial redevelopment of 111 Cannon Street and to reposition London Stone within a specially designed display cabinet and we welcome this proposal.

I note that you have advice from John Clark, formerly of the Museum of London (and you could hardly do better) but over the years the Masons' Company has also built up a store of

knowledge about the stone and has obtained specialist advice about the wording of appropriate descriptive text.

As a Company we would be happy to be associated with this new phase in the life of the Stone and could offer limited funding in support of its repositioning and presentation.

Please will you inform your clients,, Atkinson Real Estate No 2 Ltd, of our longstanding interest in the welfare of London Stone and our willingness to participate in the next phase. We would be happy to attend a meeting to discuss ways in which the Company might be able to help with this project.

Yours sincerely

Sandy

P A (Sandy) Copland – Past Master

Copies to George Gillon - Chief Commoner

Michael Blamires – City Planning Dept

The Worshipful Company of Spectacle Makers

Lieutenant Colonel JAB Salmon
OBE, LLB
Clerk



Apothecaries' Hall,
Black Friars Lane,
London EC4V 6EL

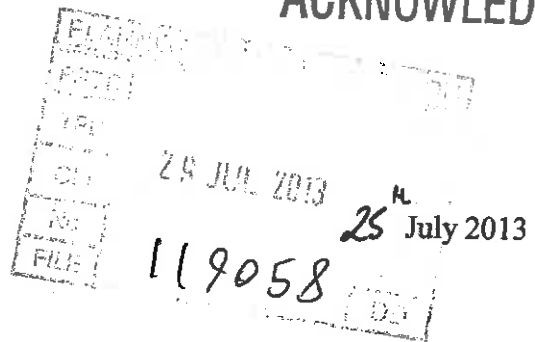
www.spectaclemakers.com

Telephone: 020 7236 2932 / 020 7236 8645

Facsimile: 020 7329 3249 Email: clerk@spectaclemakers.com

Michael Blamires
Department of the Built Environment
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

ACKNOWLEDGED



Dear Mr Blamires,

LONDON STONE



I write in response to David Stothard's letter of 22nd July 2013 concerning the proposal to reposition London Stone within the building façade of 111 Cannon Street, and to lay down our corporate concern for this ancient piece of masonry and our interest in its future.

We do not believe that we are the only one of the Livery Companies to have such an interest, but for the record you should be aware that for many years in the seventeenth century the Stone was used by the officers of this Company to destroy defective "products of the craft". Thus a minute of our Court's proceedings in 1671 records that:

"...two and twenty dozen of English spectacles, all very badd both in the glasse and frames not fitt to be put on sale...were seized and taken away by the Master and the Wardens by vertue of the Charter of this Company and the Lord Maior's Warrant and carryed to Guildhall and there in the Maior's Court by a jury were found badd and deceitful and by judgement of the Court condemned to be broken, defaced and spoyled both glasse and frame the which judgement was executed accordingly in Canning Street on the remayning parte of London Stone where the same were with a hammer broken all in pieces."

I have visited the website referred to in Mr Stothard's letter, but can find no reference to what is proposed for the Stone at 111 Cannon Street. I should be grateful if you would furnish me with the details.

On a point of principle, however, we do not believe that an object of such historical importance should be housed in a private building. It should be freely accessible to the



Public, and displayed alongside boards explaining in full its history and significance to the craft guilds of London. If provision for this cannot be made in Cannon Street, we already have tentative agreement from the Apothecaries' Society to place it in the courtyard of their Hall to which the public have open access. If that seems too "parochial", perhaps it could be re-sited in Guildhall Yard.

I look forward to your response.

✓
Yours sincerely,



John Salmon
Clerk

Kathy Clark
Conservation Adviser
Direct line 020 8747 5894
kathy@victoriansociety.org.uk

THE VICTORIAN SOCIETY

The champion for Victorian and Edwardian architecture

Michael Blamires
Department of the Built Environment
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

Your reference: 13/00694/LBC
Our reference: 2011/11/012

23 August 2013

PLNComments@cityoflondon.gov.uk
michael.blamires@cityoflondon.gov.uk

Dear Mr Blamires

RE: 111 Cannon Street, repositioning of the London Stone (grade II*, origins unknown, 19th century grille and plaque)

Thank you for consulting the Victorian Society on this application. The proposal was discussed by the Society's Southern Buildings Committee at their last meeting, and I write now to convey their views.

We are pleased that this proposal intends to reincorporate the London Stone in the rebuilt 111 Cannon Street, and we support the principle of redesigning the façade. However, we **object** to the detailed design for the setting of the Stone, which would harm the significance of one of the most symbolically important objects in London.

The London Stone has a unique place in London's history, its origins and role being the subject of much speculation and varied interpretation. Its significance has generally been interpreted as more tactile than visual; its use by the Worshipful Company of Spectacle Makers to destroy defective products of their craft in the seventeenth century is just one example of this, and it has been suggested that in medieval times it was struck with swords by rebels and kings to symbolise taking of power in the city. The most notable and pervading feature of the Stone is its inscrutability; it is a mysterious object. This rare kind of significance should be reflected in its setting.

The Victorian grille behind which the Stone is currently kept allows a partial view of it, which is eminently suited to its history and the nature of its significance, and adds to its air of mystery. The application proposes to make the Stone more of a museum-piece, by placing it in an illuminated glazed box. This approach is misconceived. It is not an object of beauty and craftsmanship which is designed to be admired and requires careful scrutiny; displaying it in this way would strip it of its enigmatic qualities.

The Stone's current position and architectural treatment date back two centuries and have developed their own significance during that time. The major problems with the

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current setting are that it is too low, and that the architecture of the office building does not relate to it well. The new design for 111 Cannon Street does not address this latter concern and would have a negative impact on the experience of the Stone.

The Stone is an object to which many layers of accumulated history are attached. Its appropriate and long-standing Victorian grille covering is a significant element of its importance and should be preserved. The current setting, raised to a more suitable level, should be the basis of the new design, and an architectural solution should be found which relates it to the rest of the façade.

Yours sincerely,

Kathy Clark
Conservation Adviser

Blamires, Michael

From: Kathy Clark (The Victorian Society) <kathy@victoriansociety.org.uk>
Sent: 27 September 2013 13:33
To: Blamires, Michael
Subject: London Stone, 13/00694/LBC & 13/00693/FULL

Dear Michael

This is just to confirm that we've now looked at the revised proposals for reinstatement of the London Stone in the facade of the proposed rebuilding of 111 Cannon Street, and we are pleased that our concerns have been addressed. Keeping the Stone in its current surrounds but raised to a more appropriate height, as now proposed, will maintain its distinctive status.

Thank you for notifying us of the updated plans. Our objection is now withdrawn.

Regards,

Kathy

Kathy Clark
Conservation Adviser (South West England,
South East England, North and East
London)**The Victorian Society**
1 Priory Gardens
London W4 1TT

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Date 16 August 2013
Our Ref 20878-SI-D083
Your Ref 13/00693/FULL

To Michael Blamires
Development Management
PLNComments@cityoflondon.gov.uk



London Underground Limited

Hello Michael,

111 Cannon Street, London EC4N 5AR

It has come to my attention that a planning application has been submitted for the above property.

Though London underground Infrastructure Protection has no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. It will need to be demonstrated to the satisfaction of LUL engineers that:

- the development will not have any detrimental effect on our tunnels and structures either in the short or long term
- the design must be such that the loading imposed on our tunnels or structures is not increased or removed
- we offer no right of support to the development or land

Therefore request that the grant of planning permission be subject to conditions to secure the following:

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof
- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

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

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

We also ask that the following informative is added:

The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting

Should you have any further enquiries, please do not hesitate to contact me.

Shahina Inayathusein
Information Manager
LUL Infrastructure Protection
E-mail: locationenquiries@tube.tfl.gov.uk
Tel: 020 7918 0016

Blamires, Michael

From: Pak-Lim Wong <[REDACTED]>
Sent: 13 August 2013 11:34
To: PLN - Comments; Blamires, Michael
Subject: Re: 13/00693/FULL; 111 Cannon Street, London EC4N 5AR

Dear Michael

Re: 13/00693/FULL; 111 Cannon Street, London EC4N 5AR

Demolition of the existing building from first floor up and redevelopment to retained sub-basement, basement and ground floor for retail (Class A1) use and cafe (Class A3) use and erection of new first to seventh floors for office (Class B1) use. Repositioning of the London Stone within the building façade on Cannon Street.

With regards to the site mentioned above, TfL offers the following comments:

1. The application site is situated on Cannon Street, which forms part of the Strategic Road Network (SRN).
2. TfL is not expected that the proposed development would result in an significant traffic capacity impact to the SRN and TLRN in the vicinity.
3. In line with the London Plan cycle parking standards; a minimum of seven cycle parking spaces should be provided on site. In addition, shower and changing facilities should be provided on site to encourage staff to cycle to work.
4. A Construction management plan (CMP) and construction logistics plan (CLP) should be submitted and approved by the local authority and TfL prior to construction commences on site. The plans should to aim to minimise disruption to traffic and pedestrian movements to the highway network; and measures should also be provided to protect vulnerable road users (i.e. cyclists and pedestrian) from conflicting with construction vehicles.
5. A work place travel plan should be produced and implemented to encourage staff travelling in sustainable modes of transport; the plan should be approved by the local authority prior to occupation of the site, and delivered, monitored by way of s106 agreement.
6. A delivery & servicing plan (DSP) shall be produced and implemented for the proposed development. The DSP should be approved by the local authority prior to occupation and be secured by condition.
7. The application site is situated in close vicinity to London Underground infrastructure/ assets; London Underground Ltd is currently assessing likely impact to its infrastructure from the proposed development and will be providing its observation in the very near future.

Subject to the above, the proposal as it stands would not result in an unacceptable impact to the Strategic Road Network (SRN) and Transport for London Road Network (TLRN) in the vicinity.

Please do not hesitate to contact me if I can be of any further assistance.

Kind regards

PakLim Wong
Planning Officer
Borough Planning, Transport for London
9th Floor, Windsor House, 50 Victoria Street, London SW1H 0TL

Blamires, Michael

From: Blamires, Michael
Sent: 10 September 2013 15:05
To: Blamires, Michael
Subject: FW: Email from Thames Water re: 3rd Party Planning Application - 13/00693/FULL
COL:00523308

-----Original Message-----

From: BCTAdmin@thameswater.co.uk [<mailto:BCTAdmin@thameswater.co.uk>]
Sent: 02 August 2013 09:12
To: PlanningQueue
Subject: 3rd Party Planning Application - 13/00693/FULL

Corporation of London
Our DTS Ref: 36983
Department of Planning & Transportation
Your Ref: 13/00693/FULL
PO Box 270
Guildhall
London
EC2P 2EJ

2 August 2013

Dear Sir/Madam

Re: 111, CANNON STREET, LONDON, EC4N 5AR

Waste Comments

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

Water Comments

On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a

minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Yours faithfully
Development Planning Department

Development Planning,
Thames Water,
Maple Lodge STW,
Denham Way,
Rickmansworth,
WD3 9SQ
Tel: 020 3577 9998
Email: devcon.team@thameswater.co.uk

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ENGLISH HERITAGE
LONDON OFFICE

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Direct Dial: 020 7973 3726
Direct Fax: 020 7973 3792

Our ref: L00266549

12 September 2013

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	19 SEP 2013	LTP
OM		SSE
No	119549	PP
FILE		DD

Dear Mr Blamires

**Notifications under Circular 01/2001, Circular 08/2009 &
T&CP (Development Management Procedure) Order 2010**

**Authorisation to Determine an Application for Listed Building Consent as Seen
Fit**

**111 CANNON STREET, LONDON, EC4N 5AR
Application No 13/00694/LBC**

Applicant:	Atkinson Real Estate No 2 Ltd
Grade of building(s):	II*
Proposed works:	Repositioning of the London Stone within the building. facade on Cannon Street
Drawing numbers:	Drawings as approved
Date of application:	9 July 2013
Date of referral by Council:	22 July 2013
Date received by English Heritage:	10 September 2013
Date referred to CLG:	12 September 2013

You are hereby authorised to determine the application for listed building consent referred to above as you think fit. In so doing English Heritage would stress that it is not expressing any views on the merits of the proposals which are the subject of the application.



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3000 Facsimile 020 7973 3001
www.english-heritage.org.uk

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LONDON OFFICE

Yours sincerely



Julie Patenaude

Business Officer

E-mail: julie.patenaude@english-heritage.org.uk

NB: This authorisation is not valid unless it has been appropriately endorsed by the Secretary of State.

The Secretary of State has considered the information given above and does not intend to require the application concerned to be referred to him.

Signed 

Date 16.09.13

National Planning Casework Unit



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3000 Facsimile 020 7973 3001
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