

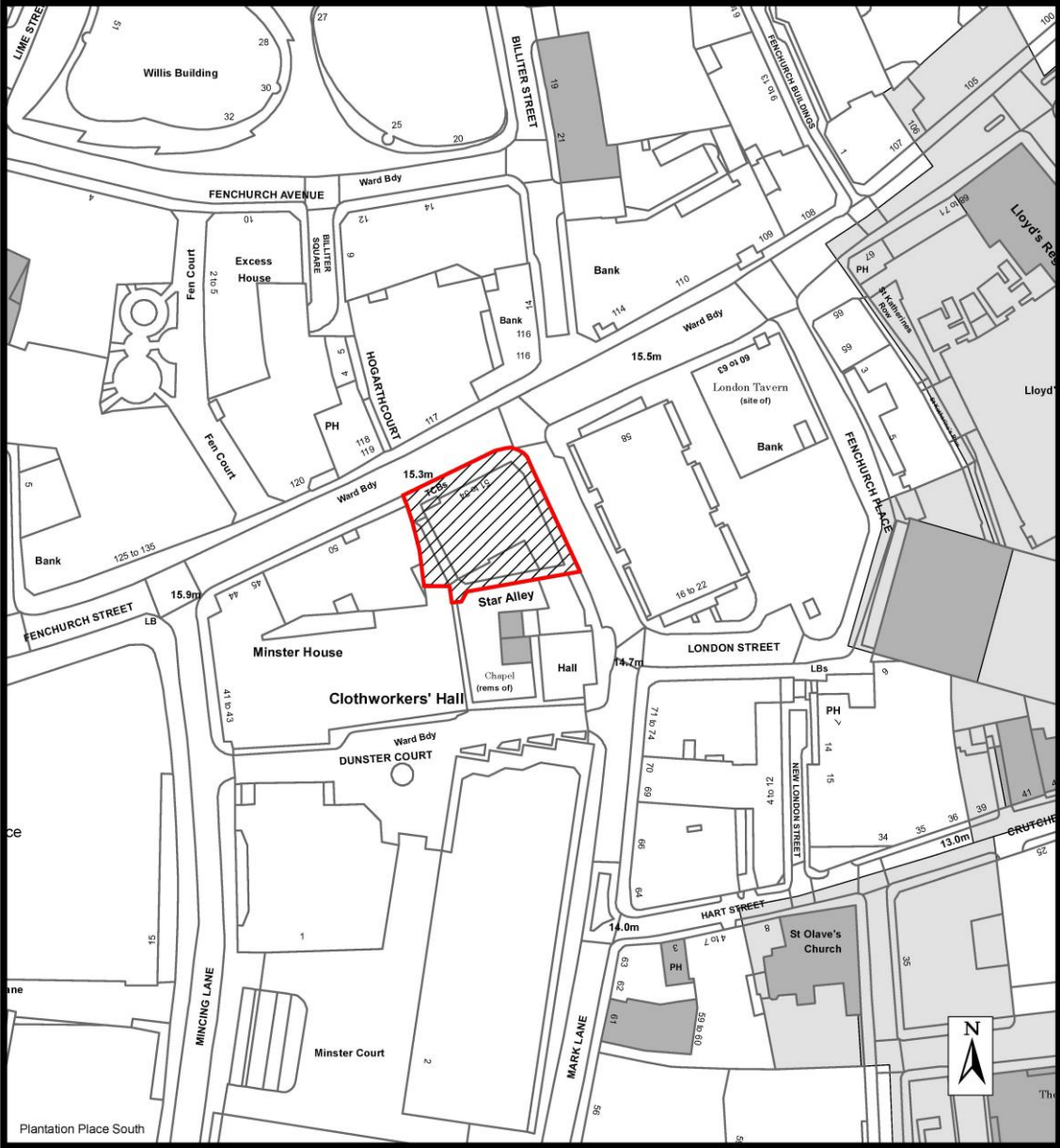
Committee:	Date:
Planning and Transportation	17 July 2014
Subject: 51 - 54 Fenchurch Street London EC3M 3LA Demolition of existing building and re-development of the site for a new ten storey office (Class B1(a)) building with use of part of the ground floor for provision of 2 units (one unit Class A1/A3 retail and the other unit for Class A1/A3 retail or Class B1(a) offices), roof top and basement M&E plant, provision of waste storage, basement cycle parking, realignment and reprovision of Star Alley and associated highway works and other works incidental to the proposals (6,334sq.m).	
Ward: Tower	Public For Decision
Registered No: 14/00363/FULMAJ	Registered on: 17 April 2014
Conservation Area: No	Listed Building: NO
<u>Summary</u>	
<p>It is proposed to demolish the existing 1950s building and construct a 10 storey building. The new development would contain offices of 6,200sq.m and retail floorspace of 134sq.m. The scheme includes moving Star Alley, which crosses the site.</p> <p>The design and articulation of the proposed building is unusual. The building would have a stepped, angled profile with a glass exterior that would make it uncertain which areas are window and which are solid during daylight hours. The design would make a significant contribution to the urban landscape.</p> <p>The proposal is in substantial compliance with the development plan policies that relate to it and no objections have been raised.</p> <p>The proposals are considered not to have a detrimental impact on the listed buildings near the site.</p> <p>It is concluded that the proposal is acceptable subject to conditions and to a Section 106 agreement being entered into to cover the matters set out in the report.</p>	
Recommendation	
<p>(a) Planning permission be granted for the above proposal in accordance with the details set out in the attached scheduled, subject to Planning Obligations and other agreements being entered into as set out in the body of this report, the decision notice not to be issued until such obligations have been executed;</p> <p>(b) That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 and any</p>	

necessary agreements under Section 278 of the Highway Act 1980;

(c) That you agree in principle that the public highway forming part of Star Alley described in the report may be stopped-up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and making of a stopping-up Order for those areas, under the delegation arrangements approved by the Court of Common Council;

(d) That you agree to accept the area of land proposed to be dedicated as replacement public highway as described in the report.

Site Location Plan



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ADDRESS:
51-54 Fenchurch Street

CASE No.
14/00363/FULMAJ

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



51-54 Fenchurch Street – north and east elevation



51-54 Fenchurch Street – south elevation

Site

1. 51-54 Fenchurch Street is an eight storey Portland stone building that was constructed in the 1950s. It has frontages to Fenchurch Street and Mark Lane, and the rear is bounded by Star Alley, part of which passes under the building from Fenchurch Street. The building sets back from Fenchurch Street above a 2-storey base.
2. The building is in office use and there is a small cafe on Star Alley. The existing floorspace has 4,067sq.m (GIA) of offices and 72sq.m (GIA) of retail space.
3. Immediately to the south of the site, on the opposite side of Star Alley is the site of the former church of All Hallows Staining, which was demolished in 1870. This is a raised paved garden containing the small church tower (listed Grade 1), Lamb's Chapel Crypt (listed Grade 2) and the hall of St Olave's Hart Street church.
4. The Clothworkers' Hall adjoins the south-western corner of the site.
5. There are a variety of building heights and styles in the area, including 56-59 Fenchurch Street (6 floors on the street frontage with setbacks to 16 floors overall), 60 Fenchurch Street (12 storeys), Plantation Place (6 storeys on the street frontage with setbacks rising to 16 storeys overall). A building is being constructed at 64-74 Mark Lane which will rise to 16 storeys on London Street.
6. Planning permissions exist for a building opposite the site at 116-120 Fenchurch Street. This permits a 15 storey building with an 11 storey base clad with ceramic/vitreous enamelled columns and clear glazing, and 4 floors of folded glazing, with a landscaped roof garden. A significantly improved public highway fronted by retail units is included through the site at ground level.
7. Planning permission was granted in 2014 for a major office and retail development on the street block bounded by Fenchurch Street, Leadenhall Street, Billiter Street and Fenchurch Buildings. The building on the southern part of the site adjacent to Fenchurch Street would be ground plus 16 storeys high.
8. Fenchurch Street is a busy local distributor road. Mark Lane is a relatively quiet street providing local access and servicing to buildings but is heavily used by pedestrian using Fenchurch Street station at peak times. Star Alley is a narrow pedestrian alley that links Fenchurch Street with Mark Lane and is public highway.

Proposal

9. A 10 storey (ground plus nine upper floors) building is proposed with screened plant above and one full and one part basement. The ground floor and top floor would be set back from the Fenchurch Street frontage.
10. Star Alley would be moved from its current location towards the western edge of the site to the centre.

11. The building would be used for office and retail purposes. The office entrance is proposed to be on Fenchurch Street. One retail unit (A1/A3 use) is proposed on the corner of Mark Lane and Star Alley (73sq.m (GIA)). A second unit for A1/A3 or B1 office use is proposed on the corner of Fenchurch Street and Mark Lane (61sq.m (GIA)). The proposed office floorspace is 6,200sq.m (GIA).

Consultations

12. 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 and the Section 106 agreement.
13. English Heritage has considered the effect of the proposal on the setting of listed buildings and does not wish to comment. They say that the application should be determined in accordance with national and local policy guidance and on the basis of the City's specialist conservation advice.
14. Thames Water has no objection and requests a condition and informatives. These are included on the schedule.
15. Transport for London has advised that, subject to the submission of Delivery and Servicing, Travel and Construction Logistics Plans, the proposal would not result in unacceptable highway and traffic impacts on the Transport for London road network. The requested plans will be obtained under the Section 106 agreement.
16. Wilson Stephen Associates have written on behalf of the PCC of St Olave Hart Street and All Hallows Staining with St Catherine Coleman. They believe the development should be considered in relation to the neighbouring listed buildings and church hall and the opportunity that this redevelopment would give to improve their setting. They ask for conditions to protect the neighbouring property from disturbance during redevelopment to enable them to continue to operate.

The normal conditions are included that cover protection from excess noise and other disturbance during redevelopment.

Policies

17. 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.
18. The Local Plan was published in December 2013 and is expected to be adopted in late 2014 or early 2015. Although the Local Plan does not carry the full weight of an adopted plan, it is considered that the plan should carry significant weight as it is at the final stage of pre-submission consultation, prior to formal consideration at public examination. In accordance with the NPPF and Local Plan Regulations, the draft Plan has been considered by the Court of Common Council as sound planning policy for submission to the Secretary of State.

19. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations and Sustainable Design and Construction.
20. Government Guidance is contained in the National Planning Policy Framework (NPPF). Chapter 12 of the NPPF sets out key policy considerations for applications relating to designated and non-designated heritage assets. Other relevant guidance is provided by English Heritage including the documents Conservation Principles, and The Setting of Heritage Assets. Building in Context (EH/CABE) and the PPS5 Practice Guide in respect of the setting of heritage assets.

Considerations

21. The Corporation, in determining the planning application has the following main statutory duties to perform 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).
 - 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).

Economic Development Issues

22. 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.
23. 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 4.2 and CS1.
24. The building would provide high quality flexible office accommodation to meet the demands of the City's major commercial occupiers. The proposed building would provide high quality office accommodation and a 52% increase (2,133sq.m (GIA)) in office space over that which currently exists on the site.
25. This development would support London's business function in accordance with the development plan policies.
26. The site is not within a principal shopping centre but Fenchurch Street is identified as a Retail Link in the Core Strategy and Local Plan.

27. Policy CS20 encourages various retail uses in the Retail Links to meet the 2026 target for increased retail space. Policy Shop 2 of the Unitary Development Plan 2002 seeks the replacement of retail uses in development schemes. Policy Shop 3 seeks, where appropriate, the provision of new retail facilities where existing retail facilities are being replaced on redevelopment.
28. One retail unit (A1-A3) is proposed on the Mark Lane/Star Alley frontages, in effect replacing the existing cafe. This retail unit would add vitality to the Star Alley and Mark Lane frontages and enhance the relationship of the building with the neighbouring open space, listed buildings and hall.
29. An additional retail unit is proposed on the Fenchurch Street/Mark Lane frontages but the applicants wish to retain the option of using this for office purposes in case there is no demand for retail use. The frontage to Fenchurch Street is currently in office use. A retail unit on this frontage would strengthen the retail function of the area and enhance the retail link in accordance with Core Strategy policy CS20. However, in view of the improved location and frontage of the other unit and that offices exist at present on the Fenchurch Street frontage no objection is seen to retaining the flexibility sought by the applicants.
30. If both units are used for retail there would be an overall increase in retail floorspace of 62sq.m.

Bulk & Massing

31. The site is relatively small and, unlike other recent developments in Fenchurch Street, has insufficient depth to enable a street scale to be built on the frontage with a significantly higher element set back from the street. In addition, the site lies on the outer curve of Fenchurch Street where a tall building on the frontage would be noticeably out of scale.
32. The architects have responded by producing a unique design that fits into the frontage height of recent buildings on the southern side of the street. The building would have 9 storeys on the frontage and set back to 10 storeys. These heights would sit comfortably with the general 6 to 8 storey frontages and the set back 15/16 storey buildings.
33. The building concept is of horizontally twisted, 2 storey high, solid blocks, all of glass, with recesses at the base and the top, and that pick up on strong horizontal and parapet lines elsewhere in the street.
34. The overall concept is of a single sculptural form with an innovative building envelope consisting of four, two storey high layers or blocks that are twisted, creating triangular steps. The ground and 10th floors would be recessed on the north and south elevations. The ground floor set-backs would create a widened pavement to Fenchurch Street and an area of public realm on Star Alley that engages with the churchyard and tower of All Hallows Staining.
35. The four layers would have a solid appearance without obvious window openings. To achieve this effect, the facades would be fully glazed with

no framing and the glass would contain the imprint of Roach bed Portland stone. The stone imprint would display varying degrees of abstraction, magnified to scales of 2:1 to 7:1 so that it can be recognised from a distance, and transparency (clear, translucent and solid). The Portland stone pattern is proposed as reference to the use of this stone in so many of the City's principal buildings.

36. The location of the clear "window" panels would need to be at an appropriate location within the office floors and therefore have a degree of regularity, but randomly located translucent and solid glass panels would be used to create the homogenous block design.
37. Details of the facades, including a facade mock-up, will be obtained by a condition to ensure that the design intent is followed through to implementation with a high architectural quality.
38. While the overhangs and ledges of the north elevation would visually be strongest at the corner with Mark Lane, the articulation would not be used on the facade to Mark Lane in order to maintain a differentiation between the principal and subsidiary facades.
39. The facades to the top floor would be simple curtain wall glazing with vertical joints and have fritting in front of the structural elements that abut the glass. A similar glazed system is proposed for the ground floor. The lighter treatments to the ground and top floors would create a hierarchy that differentiates them from the main part of the building.

Views

40. The building would be prominent in certain views along Fenchurch Street but the street has a diversity of scale and appearance, and this diversity will become more pronounced when other approved buildings are constructed. The reference to Portland stone in the proposed glazing pattern would correspond with stone clad buildings in the street. It is considered that street can accommodate a building of the size proposed and that design would contribute positively to the townscape and not be harmful.
41. In views from the south on Mark Lane and London Street the new building would appear less articulated than on Fenchurch Street, and it would be of greater scale than the Clothworkers' Hall and the tower of All Hallows Staining and the church hall. However there are larger buildings on neighbouring sites at Minster Court and 64-74 Mark Lane and the scale would be broken down by vertical and horizontal modelling that would respond to the smaller scale of the hall and the church tower.

Setting of listed buildings

42. The rear of the building has been designed as a facade rather than a rear elevation and that facade is similar in the design of the Fenchurch Street frontage. The detailed facade design, with its magnified stone patterns, would create visual interest and contrast with the stonework of the historic church tower, parts of which date from the 12th to 16th centuries.

43. The ground floor set back would provide a small publically accessible open space which would complement the open space and use of the churchyard and tower of All Hallows Staining. This could create the potential for improvements to the former churchyard which would also improve the setting of the listed tower and vaults. The proposals do not include such improvements as the churchyard is outside the site.
44. Overall, it is considered that the scale and design would provide an acceptable neighbour to the church tower. Any harm to the setting of the tower of All Hallows Staining and Lamb's Chapel Crypt is considered to be less than substantial and is outweighed by the public benefits created by achieving increased offices and retail uses in a significant new building.

Sustainability and Energy

45. The building would provide flexible office accommodation and has been designed to include a high performance facade, improvements to air-tightness above the Building Regulations requirements and energy efficient building services. The proposed energy efficiency measures would achieve a 23.9% improvement in carbon dioxide emissions on a building regulations' compliant building.
46. The energy strategy includes the incorporation of VRF heat pumps that provide heating and cooling, and the installation of photovoltaic panels (80sq.m.) on the south facing plant screen and horizontally over the plant enclosure on the roof which together could make a further 30.3% of carbon dioxide emissions savings.
47. The total reduction in carbon dioxide emissions savings would be 47.4% which would exceed the current London Plan target of 40%.
48. The building would have the potential to score a BREEAM 2011 New Construction rating of "excellent".
49. Climate change adaptation and sustainable design measures of the development include the incorporation of a green roof to attenuate water run-off, improve insulation and biodiversity, water saving measures and a water attenuation tank to combat local flooding.

Star Alley

50. Star Alley is an "L" shaped public highway. The north-south arm of the alley is proposed to be stopped up and replaced further east, near the centre of the site. This would create more useable floorspace at ground level on each side of the alley.
51. The location of Star Alley has changed several times in the last 4 centuries and was last re-aligned in the 1950s. The new route through the site has been kept narrow and would link to Fenchurch Street and the east-west arm of Star Alley, both of which would be widened by recessing the ground floor.
52. While the advantages of the alleyway as a shortcut between Mark Lane and Fenchurch Street would be lessened, the new position would enable the alleyway to have animated frontages on both sides, provide

an improved visual relationship between Fenchurch Street and the Tower of All Hallows Staining and correspond with the proposed public way at 120 Fenchurch Street.

53. A highway stopping-up order would be required to close the existing north-south arm of Star Alley and the applicant proposes to dedicate the realigned new route as public highway. The east-west arm would remain public highway.
54. The development includes a small open space between Star Alley and the new retail unit on its corner with Mark lane. This is to be publically accessible and access is to be secured through the Section 106 agreement.

Servicing

55. The site area is relatively small and the opportunities for on-site servicing are constrained by the space required for Star Alley, the office reception, a sub-station and the retail accommodation. The only frontage where servicing could take place is Mark Lane. Detailed discussions were held over the possibility of including a vehicle bay on Mark Lane. The conclusion was that there is inadequate space on site for service vehicles, particularly if that would require reversing into or off the street as Mark lane is particularly busy during peak periods.
56. It has been concluded that serving should take place from the Mark Lane highway adjacent to the site. A delivery room and bin store is proposed on this street frontage to reduce delivery and collection times.
57. The highway where service vehicles, including refuse lorries, would stand is currently occupied by parking bays. There are no parking bays on the opposite side of the road. In order for this on-street servicing to work it would be necessary to move the existing parking bays to the eastern side of the street and adjust the position of traffic bollards so that car doors can open over the footway. The applicants have demonstrated that this can be done and have agreed that they would make all the necessary arrangements.
58. Moving the parking bays would involve the making of a traffic order, which is a separate statutory process involving publicity and potential for objection. Any objections to the proposed traffic order would be reported to your Committee for a decision.
59. If objections were raised and there were sound reasons not to move the parking bays it would not be possible to service the building adequately. For this reason it is proposed to impose a "*Grampian*" condition which would prevent the planning permission being implemented (including demolition) until the necessary traffic order had been made and the parking bays moved.
60. As a privately initiated change to parking arrangements all costs, including staff time and advertising, would need to be covered by the applicant.
61. A delivery and servicing plan is needed to ensure that serving is carried out in a satisfactory way, for instance by limiting vehicle movements

during peak hours when Mark Lane is busy with commuters using Fenchurch Street Station.

Parking

62. No car or motorcycle parking is proposed, which accords with policies to reduce motor vehicle use. The constricted site and space taken by retail uses and Star Alley precludes the provision of on-site disabled parking, which is normally sought under the London Plan policies. There is a disabled parking bay in Mark Lane adjacent to the site which would be affected by the changes discussed previously. At this stage it is assumed this bay would be moved to the eastern side of the road.
63. St Olave's church included a request that replacement parking is provided if the existing spaces in Mark Lane are suspended during the development works. They make particular mention of blood donor vehicles which park there when the hall is used as a blood donor centre. These are public spaces, not restricted to church use. As these spaces would to be moved to the eastern side of the road there is more likelihood that they would remain in use during building work but there may be periods when they are unavailable.
64. Racks are proposed for 66 bicycles, together with changing, shower and locker facilities. This exceeds the number required by the Local Plan (56 cycle spaces) but is less than the standard proposed in the draft Further Alterations of London Plan (FALP) (90 cycle spaces). The applicants advise that this is the greatest number that can be accommodated in the current layout. This is considered to be a satisfactory number of spaces, particularly as the new FALP standard remains to be tested at a local inquiry.

Daylight and Sunlight

65. The impact on daylight received by residential accommodation at the Clothworkers' Hall and to the St Olave's church hall has been assessed. In each case the impact was found to be negligible.
66. The study of sunlight received at the churchyard and tower of All Hallows Staining and the church hall demonstrates that there would be no change.
67. Possible solar glare to the paved garden has been considered. The consultants conclude that the design of the southern elevation, with its angled and cantilevered elements, would dissipate and lessen the effects of sunlight and that the flat planes of etched glass would reduce reflections.

Archaeology

68. The site is in an area of archaeological potential where remains from all periods may be expected to survive, including Roman and medieval buildings and Roman roads. There may be survival of burials associated with the medieval All Hallows Church (demolished in the 19th century) to the south of the site, although this potential is considered to be low.

69. The existing building has a basement across the entire site and a sub-basement in the north east part of the site. There is high potential for archaeological survival below the existing single basement area and low potential below the sub-basement but the bases of cut features such as wells may survive. Map evidence indicates that a double basement may exist in the western part of the site, but this is inconclusive.
70. The proposed development would have an impact on archaeological remains through the construction of a deeper single basement and a new basement slab in the area of the sub-basement and new foundations.
71. Archaeological evaluation is necessary to provide additional information on the nature, date and character of archaeological survival on the site and to design an appropriate archaeological mitigation strategy.
72. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation design.

Planning Obligations and Community Infrastructure Levy

73. Under Section 106 of the Town & Country Planning Act 1990 an agreement or planning obligation can be made between parties, usually the developer and the local authority, or a unilateral undertaking can be submitted by a prospective developer:
 - restricting the development or use of land in any specified way;
 - requiring specified operations or activities to be carried out in, on or under or over the land;
 - requiring the land to be used in any specified way; or
 - requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.
74. Planning obligation arrangements were modified by the Community Infrastructure Levy Regulations 2010 as amended ('the CIL Regulations'). The Regulations introduce statutory restrictions on the use of planning obligations to clarify their proper purpose, and make provision for planning obligations to work alongside any Community Infrastructure Levy ('CIL') arrangements which local planning authorities may elect to adopt.
75. Regulation 122 states that it is unlawful for a planning obligation to constitute a reason to grant planning permission when determining a planning application if the obligation does not meet all the following tests:
 - necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development

76. The National Planning Policy Framework (March 2012) stated that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. The policy repeated the tests set out above and states that where planning obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. (NPPF paragraphs 203-206).

Mayoral Community Infrastructure Levy (CIL)

77. London Plan Policy 8.3 requires the Mayoral CIL to be paid by developers to help fund strategically important infrastructure, initially focussing on Crossrail until 2019. The Mayor has set a charge of £50 per sq.m and this applies to all development over 100sq.m (GIA) except social housing, education related development, health related development and development for charities for charitable purposes.

Mayoral Planning Obligations

78. Since April 2010 the Mayor of London has sought contributions towards the cost of funding Crossrail through the negotiation of planning obligations in accordance with London Plan Policy 6.5. Mayoral planning obligations are payable by developers according to an indicative level of charges for specific uses set out in the Mayoral SPG (April 2013): offices (£140 per sq.m), retail (£90) and hotels (£61) provided there is a net gain of 500sq.m in GIA floorspace.
79. Developments liable for both Mayoral CIL and Mayoral planning obligations for Crossrail would not be double charged. The Mayor's approach is to treat the CIL liability as a credit towards the planning obligation contribution. Therefore the Mayoral planning obligation contribution can be reduced by the Mayoral CIL.
80. At the time of preparing this report the Mayoral CIL has been calculated to be £109,750. The full Mayoral planning obligation has been calculated to be £304,200. This would be reduced to £194,450 after deduction of the Mayoral CIL. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative figures at this point.
81. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL liability as an administration fee, the remainder would be forwarded to the Mayor of London. The entire sum of the Mayoral planning obligation contributions received would be forwarded to the Mayor. The developer will also be liable to pay an additional £3,500 Mayoral planning obligation administration and monitoring charge to the City Corporation. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

Liability in accordance with the Mayor of London's policies	Contribution £	Forwarded to the Mayor	Retained by City Corporation
Mayoral Community Infrastructure Levy payable	109,750	105,360	4,390
Mayoral planning obligation net liability*	194,450	194,450	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500
Total liability in accordance with the Mayor of London's policies	307,700	299,810	7,890

*Net liability is on the basis of the CIL charge remaining as reported and could be subject to variation.

City CIL

82. The City introduced its CIL on 1 July 2014 which is chargeable in addition to the Mayoral CIL and Mayoral planning obligations. CIL will be charged at a rate of £75 per sq.m for Offices, £150 for Residential Riverside, £95 for Residential rest of the city and £75 for all other uses. At the time of preparing this report the City CIL has been calculated to be £164,625 It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative figures at this point.
83. Under the CIL regulations the City Corporation is able to retain 5% of the CIL income for administration and monitoring purposes. The CIL sums collected will be used to fund the infrastructure required to meet the requirements of the City's Development Plan.

City of London's Planning Obligations SPG policy

84. On 1st July 2014 the City's Supplementary Planning Document on Planning Obligations was adopted. City Planning Obligations would be payable by developers in accordance with the Planning Obligations SPD on new commercial developments where there is a net increase of 500sq.m or more of Gross Internal Area. The policy seeks

contributions towards Affordable Housing (£20 per sq.m), Local Training, Skills and Job Brokerage (£3 per sq.m) and Carbon Offsetting (£46 per tonne of carbon offset).

85. In this case the proposed net increase in floorspace would be 2195sq.m. On the basis of the figure indicated in the Supplementary Planning Document, the total planning obligation contribution would be £50,485. It is the City's practice that all financial contributions be index-linked with reference to the appropriate index from the date of adoption of the SPD to the date that payment is due.
86. The developers' obligations in accordance with the City's CIL charging schedule and Supplementary Planning Document are summarised as follows:

Liability in accordance with the City of London's policies	Contribution £	Available for Allocation £	Retained for Administration and monitoring £
City Community Infrastructure Levy	164,625	156,394	8,231
City Planning Obligation Affordable Housing	43,900	43,900	Nil
City Planning Obligation Local, Training, Skills and Job Brokerage	6,585	6,585	Nil
City Planning Obligation Administration and Monitoring Charge	2,005	Nil	2,005
Total liability in accordance with the City of London's policies	217,115	206,879	10,2036

87. I have set out below the details that I am recommending concerning the planning obligations. All of the proposals are considered to be 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 above tests contained in the CIL Regulations and in government policy. I would also request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

Affordable Housing

88. The Affordable Housing contribution will be used for the purpose of off-site provision of affordable housing in suitable locations in or near to the City of London in accordance with the London Plan. The applicant will be required to pay this contribution on or before the implementation of the planning permission.

Local Training, Skills and Job Brokerage

89. The Local Training, Skills and Job Brokerage contribution will be applied to the provision of training and skills initiatives, including job brokerage, in the City or City fringes. The Developer will be required to pay this contribution on or before the implementation of planning permission.

Highway Reparation and other Highways obligations

90. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.
91. If required, prior to implementation and based on the City's standard draft, the developer will be obligated to enter into an agreement under Section 278 of the Highways Act 1980 to meet the cost of highway works that are necessary to meet the burden placed on the highway network by the development.

Utility Connections

92. The development will require connection to a range of utility infrastructure. Early engagement by the applicant about utilities infrastructure provision will allow for proper co-ordination and planning of all works required to install the utility infrastructure, particularly under public highway, so as to minimise disruption to highway users. A s106 covenant will therefore require the submission of draft and final programmes for ordering and completing service connections from utility providers in order that the City's comments can be taken into account, and will require that all connections are carried out in accordance with the programme. Details of the utility connection requirements of the Development including all proposed service connections, communal entry chambers, the proposed service provider and the anticipated volume of units required for the Development will also be required.

Delivery and Servicing Management Plan

93. The developer would be required to submit for approval a Delivery and Servicing Management Plan prior to occupation. In the event of any breach of the Management Plan, the developer will be required to resubmit a revised document, and should the developer default on this requirement, the City will be given the ability to provide a replacement plan. The operation of the Delivery and Servicing Management Plan will be subject to an annual review.

Travel Plan

94. The developer would be required to submit both interim and full Travel Plans prior to occupation and six months after occupation respectively. The obligations in relation to this shall apply for the life of the building

Local Training, Skills and Job Brokerage Strategy (Construction)

95. The applicant will be required to submit for approval details of the Local Training, Skills and Job Brokerage Strategy (Construction) in line with the aims of the City Corporation's Employment Charter for

Construction. This Charter aims to maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people wishing to begin a career in construction. The Strategy will be submitted in two stages: one to be submitted prior to the First Preparatory Operation Date in respect of the Preparatory Operations; the second stage to be submitted prior to Implementation in respect of the Main Contract Works Package.

96. The Economic Development Office is able to advise the Developer or its Contractor and Sub-Contractors of local training providers and brokerage agencies to discuss their site-specific skills needs and to identify suitable local people to fill opportunities on site. The Developer is encouraged to liaise with the Economic Development Office at the earliest stage in the development process in order that the strategy can be submitted prior to commencement.

Local Procurement

97. The developer has agreed to submit for approval a Local Procurement Strategy prior to commencement of demolition. The Local Procurement Strategy shall include details of: initiatives to identify local procurement opportunities relating to the construction of the development; initiatives to reach a 10% target for local procurement, from small to medium sized enterprises in the City and City fringes; the timings and arrangements for the implementation of such initiatives; and suitable mechanisms for the monitoring of the effectiveness of such initiatives e.g. a local procurement tracker can be used to capture this information.
98. The developer will be required at the 6 month stage, or half way through the project (whichever is earliest), to report to the City of London Corporation's Economic Development Office on their performance against the 10% local procurement target.
99. The Economic Development Officer is able to provide information and guidance to the Developer its Contractor and Sub-Contractors. The Developer is encouraged to liaise with the Economic Development Officer at the earliest stage in the development process in order that the strategy can be submitted prior to implementation

Carbon Offsetting

100. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 40% from 2013-2016, through the use of on-site renewable energy generation. A detailed assessment will be required by condition. If the assessment demonstrated that the target is not met on site the applicant will be required to meet the shortfall through a cash in lieu contribution. The contribution will be secured through the section 106 agreement, at an initial cost of £60 per tonne of carbon to be offset, calculated over a 30 year period. The financial contribution for carbon off-setting will be required on commencement or implementation of development.

Public Realm Access

101. The proposal includes publically accessible space between Star Alley and the new retail unit on its corner with Mark lane. Public right of access at all times will be secured through the Section 106 agreement subject to a detailed regime for public access to be only prevented or temporarily restricted or limited for cleaning, maintenance and security and to prevent highway rights being acquired.

Monitoring and Administrative Costs

102. A 10 year repayment period would be required where by any unallocated planning obligation contribution sums would be returned to the developer 10 years after practical completion of the development.
103. The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City Planning Officer's administration costs in respect of the same.
104. A further 1% of the total contribution (secured under the City's SPG) and £250 per non-financial obligations will be allocated to the monitoring of the agreement.
105. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

Conclusion

106. The proposed building would provide an increase in good quality office and retail space, in accordance with development plan policies.
107. The design and articulation of the proposed building is unusual. The building would have a stepped, angled profile with a glass exterior that would make it uncertain which areas are window and which are solid. The design would make a significant contribution to the urban landscape.
108. The proposals are considered not to have a detrimental impact on the listed buildings near the site.
109. The proposed servicing arrangements, whilst not ideal, could be made to work successfully provided that the existing car parking bays are moved to the eastern side of Mark Lane before any work is started.
110. It is concluded that the proposal is acceptable subject to conditions and to a Section 106 agreement being entered into to cover the matters set out in the report

Background Papers

Internal

Letter 14/05/14 Access Adviser to Gerald Eve
Memo 12 May 14 Department of Markets and Consumer Protection

External

Letter 01/05/12 English Heritage
Email 01/05/14 Thames Water
Email 22/-5/14 TfL
Letter 23/05/14 DRMM to Access Adviser
Email 28/05/14 Gerald Eve
Letter 27/05/14 Wilson Stephen Associates
Letter 11/04/14 Gerald Eve
Planning Statement April 2014 Gerald Eve
Historic Environment Assessment March 2014 MoLA
Energy Strategy 27/03/14 Hurley Palmer Flatt
Sustainability Statement 27/03/14 Hurley Palmer Flatt
Environmental Noise Survey Report 21/03/14 Hann Tucker
Transport Statement ARUP
Daylight & Sunlight Report April 2014 GVA
Townscape and Visual Impact Assessment March 2014 Miller Hare
Design and Access Statement April 2014 DRMM
East Facade Design Note May 2014 DRMM
Existing Buildings Drawings DRMM

Appendix A

London Plan Policies

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

Policy 2.10 and 4.3 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 4.1 Promote and enable the continued development of a strong, sustainable and increasingly diverse economy;

Support the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity;

Promote London as a suitable location for European and other international agencies and businesses.

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

Policy 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of this Plan, especially town centres.

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

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

Policy 5.6 Development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites.

Policy 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

Policy 5.9 Reduce the impact of the urban heat island effect in London and encourage the design of places and spaces to avoid overheating and excessive heat generation, and to reduce overheating due to the impacts of climate change and the urban heat island effect on an area wide basis.

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

Policy 5.13 Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so.

Policy 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 6.13 The maximum standards set out in Table 6.2 should be applied to planning applications. Developments must:

ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

Policy 7.2 All new development in London to achieve the highest standards of accessible and inclusive design.

Policy 7.3 Creation of safe, secure and appropriately accessible environments.

Policy 7.4 Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

Policy 7.5 London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.

Policy 7.6 Buildings and structures should:

a. be of the highest architectural quality

b. be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm

c. comprise details and materials that complement, not necessarily replicate, the local architectural character

d. not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings

- e. incorporate best practice in resource management and climate change mitigation and adaptation
- f. provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g. be adaptable to different activities and land uses, particularly at ground level
- h. meet the principles of inclusive design
- i. optimise the potential of sites.

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

Unitary Development Plan and Core Strategy Policies

CS1 Provide additional offices

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

CS3 Ensure security from crime/terrorism

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

CS4 Seek planning contributions

To manage the impact of development, seeking appropriate contributions having regard to the impact of the contributions on the viability of development.

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.

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.

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.

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.

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.

TRANS21 Seek parking for disabled people

To seek the provision and improvement of parking arrangements for disabled people.

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.

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.

ARC1 Archaeology - evaluation and impact

To require planning applications which involve excavation or groundworks on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site including the impact of the proposed development.

ARC2 To preserve archaeological remains

To require development proposals to preserve in situ, protect and safeguard important ancient monuments and important archaeological remains and their settings, and where appropriate, to require the permanent public display and/or interpretation of the monument or remains.

ARC3 Recording of archaeological remains

To ensure the proper investigation, recording of sites, and publication of the results, by an approved organisation as an integral part of a development programme where a development incorporates archaeological remains or where it is considered that preservation in situ is not appropriate.

CS18 Minimise flood risk

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

SCHEDULE

APPLICATION: **14/00363/FULMAJ**

51 - 54 Fenchurch Street London EC3M 3LA

Demolition of existing building and re-development of the site for a new ten storey office (Class B1(a)) building with use of part of the ground floor for provision of 2 units (one unit Class A1/A3 retail and the other unit for Class A1/A3 retail or Class B1(a) offices), roof top and basement M&E plant, provision of waste storage, basement cycle parking, realignment and reprovision of Star Alley and associated highway works and other works incidental to the proposals (6,334sq.m).

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 authorised by this permission shall not begin until a Traffic Management Order has been made to enable the car parking bays on the western side of Mark Lane adjacent to the site to be moved to the eastern side as described in the email dated 7 July 2014 from Jeremy Randall of Gerald Eve.
REASON: To enable servicing for the building to take place on the western side of Mark Lane adjacent to the development, to ensure public safety and 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.
- 3 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.

- 4 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.
- 5 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.
- 6 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.

- 7 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.
- 8 Before any works including demolition are begun a site survey shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing highway levels. The development shall be carried out in accordance with the approved site survey unless otherwise agreed in writing by the local planning authority.
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 2002: ENV8, CS10, CS16.
- 9 No construction work shall take place before details of the levels and gradients in Star Alley have been submitted to and approved in writing by the Local Planning Authority.
REASON: To ensure the highway is suitable for public use and for use by people with disabilities in accordance with the following policy of the Core Strategy: CS10.
- 10 Unless otherwise approved in writing by the Local Planning Authority, archaeological evaluation shall be carried out in accordance with the Written Scheme of Investigation for Evaluation dated 15 April 2014, hereby approved, in order to compile archaeological records.
REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Unitary Development Plan 2002: ARC 1.
- 11 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to

exist in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3

- 12 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3.
- 13 No impact piling shall take place until a piling method statement detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works, has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.
REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure and piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.
- 14 Within five working days of any site contamination being found when carrying out the development hereby approved the contamination must be reported in writing to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land, controlled waters, property and ecological systems are minimised and to ensure that the development can be carried out without unacceptable risks to workers, neighbours and other off site receptors in accordance with the following policy the Core Strategy: CS15.

- 15 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
 - (b) details of the appearance of proposed new facades including details of the glazing system;
 - (c) details of ground floor elevations;
 - (d) details of soffits, hand rails and balustrades;
 - (e) details of junctions with adjoining premises;
 - (f) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;
 - (g) details of plant and ductwork to serve the retail use(s);
 - (h) details of ventilation and air-conditioning for the retail use(s);
 - (i) details of external surfaces within the site boundary including hard and soft landscaping.
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS10, CS12, ENV28, ENV29.
- 16 Unless otherwise approved in writing by the Local Planning Authority, a full sized mock-up of a section of the facade (including glass junctions, corners and the detail of all glass, patterns and variations to finishes) shall be approved in writing by the Local Planning Authority before any piling or construction work begins. (Scale 1:1 to be viewed on site or other appropriate location.)
- 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 Core Strategy: CS10, CS12.
- 17 Before any works thereby affected are begun details of the installation of photovoltaic panels on the roof as indicated on the drawings hereby approved, including size, position, arrangement and performance, shall be submitted to and approved by the local planning authority and shall be maintained as approved for the life of the development.
- REASON: To ensure compliance with the following policy of the Core Strategy: CS15; CS10
- 18 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.

- 19 Provision shall be made for disabled people to obtain access to the offices and to each retail unit via their respective 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.
- 20 (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.
- 21 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use takes place.
REASON: In order to protect commercial amenities in the building in accordance with the following policies of the Core Strategy: CS15.
- 22 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.

- 23 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 A use 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.
- 24 No cooking shall take place within any Class A1 or A3 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Any works that would materially affect the external appearance of the building will require a separate planning permission.
REASON: In order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS10, CS15.
- 25 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 Core Strategy CS15.
- 26 A post construction energy statement demonstrating that the London Plan target of at least 40% reduction in carbon emissions has been achieved in the office development shall be submitted as soon as practicable after practical completion of the office building.
REASON: To demonstrate that carbon emissions have been minimised in accordance with the following policy of the London Plan: 5.2
- 27 Unless otherwise approved in writing by the Local Planning Authority the exhaust flue serving the generator in the basement shall terminate at roof level in a location and to a design to be submitted to and approved in writing by the Local Planning Authority.
REASON: To protect the amenities of the area in accordance with the following policy of the Core Strategy CS15.
- 28 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.

- 29 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.
- 30 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 66 pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the policy 6.9 of the London Plan and policies of the Local Plan.
- 31 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.
- 32 The public highway known as Star Alley shall remain fully open and unobstructed until such time as the necessary Stopping-up Order has come into effect.
REASON: To ensure compliance with the terms of Section 247 and 257 of the Town and Country Planning Act 1990.
- 33 The A3 premises hereby permitted shall not be open to customers between the hours of 23:00 on one day and 7:00 on the following day.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.
- 34 No live or recorded music shall be played that it 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 policies of the Core Strategy: CS15.

- 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: drawings numbered 349-SITE-100/P02, SITE-120/P02, LB1-215/P04, LB2-216/P02, L00-200/P03, L01-201/P02, L02-202/P02, L03-203/P02, L04-204/P02, L05-205/P02, L06-206/P02, L07-207/P02, L08-208/P02, L09-209/P02, L10-210/P03, LRF-211/P00, SEC-300/P03, ELE-400/P02, ELE-401/P04, ELE-402/P02, ELE-403/P03; Written Scheme of Investigation for an Archaeological Evaluation dated 15th April 2014; Addendum to the Written Scheme of Investigation for an Archaeological Evaluation dated 3rd July 2014; Email dated 2 July 2014.
- REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:
detailed advice in the form of statutory policies in the Core Strategy/ Unitary Development Plan, Supplementary Planning documents, and other written guidance has been made available;
a full pre application advice service has been offered;
where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.
- 2 The Mayoral Community Infrastructure Levy is set at a rate of £50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

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

The Mayoral and City CIL charges will be recorded in the Register of Local Land Charges as a legal charge upon "chargeable development" when development commences. The Mayoral CIL payment will be passed to Transport for London to support Crossrail. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charges and to whom they have 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).

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section 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.

- 3 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.
- 4 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 5 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation or Transport for London as Highway Authority; and work must not be commenced until the consent of the Highway Authority has been obtained.
- 6 Improvement or other works to the public highway shown on the submitted drawings require separate approval from the local highway authority and the planning permission hereby granted does not authorise these works.
- 7 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation as ground landlords; and the work must not be instituted until the consent of the City of London Corporation as freeholders has been obtained by the Head Lessee.
- 8 The Crime Prevention Design Advisor for the City of London Police should be consulted with regard to guidance on all aspects of security, means of crime prevention in new development and on current crime trends.
- 9 The Directorate of the Built Environment should be consulted on:
 - (a) Any intention to carry out works that would have an impact on a listed building.

(b) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window cill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway). You are advised that highway projection licenses do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. In such cases please also contact the Corporate Property Officer, City Surveyor's Department.

(c) Permanent Highway Stopping-Up Orders, dedication of land for highway purposes, declaration, diversion and stopping up of City and Riverside Walkways.

- 10 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).

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

Air Quality

(a)
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

(b)

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.

(c)

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.

(d)

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.

(e)

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

(f)

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.

(g)

There is a potential for standby generators to give out dark smoke on start up and to cause noise nuisance. Guidance is available from the

Department of Markets and Consumer Protection on measures to avoid this.

Cooling Towers

(h)

Wet cooling towers are recommended rather than dry systems due to the energy efficiency of wet systems.

Food Hygiene and Safety

(i)

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.

(j)

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.

- 12 The grant of approval under the Town and Country Planning Acts does not overcome the need to also obtain any licences and consents which may be required by other legislation. The following list is not exhaustive:

(a) Fire precautions and certification:

London Fire Brigade, Fire Prevention Branch
5-6 City Forum
City Road
London EC1N 2NY

(b) Works affecting water supplies, land drainage and flood defences:

Environment Agency,
North London Planning Liaison Team
9th floor, Eastbury House
30-34 Albert Embankment
London, SE1 7TL

13 Thames Water advice:

There are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

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 groundwater. 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 recommends the installation of a properly maintained fat trap on all catering establishments and, 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.

There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact

Thames Water Developer Services, Contact Centre on Telephone No:
0845 850 2777 for further information.

**WILSON
STEPHEN**
ASSOCIATES

D Stothard Esq
Assistant Director (Development Management East)
City of London
P O Box 270
Guildhall
London EC2P 2EJ

ACKNOWLEDGED

By email to David.Stothard@cityoflondon.gov.uk

29 MAY 2014

WSA Reference: Q14.122
27th May 2014

Dear Mr Stothard,

**City of London planning application reference 14/00363/FULMAJ
51-54 Fenchurch Street, London EC3M 3LA**

We write on behalf of the PCC of St Olave Hart Street and All Hallows Staining with St Catherine Coleman in respect of the above application. We wish to make the following observations in response to the public consultation.

1. Any planning permission should incorporate appropriate conditions to protect neighbouring properties in respect of: hours of work, on site noise, vibration and dust, and other neighbourly considerations, for instance procurement of alternative parking for users of St Olave's church hall if construction leads to suspension of parking nearby (this may affect the National Blood Service who use the hall).
2. We believe it to be strongly desirable that development of this site should not be considered in isolation from the nearby Grade I listed tower of All Hallows Staining, the adjacent crypt and the church hall. At present the poor setting of these buildings detracts from the historic interest of the tower and crypt and diminishes the value of the church hall as a community asset. The redevelopment of 51-54 Fenchurch Street would provide a significant opportunity to address the inadequacies of the present setting of these buildings, and we believe that the deliberations of the planning authority should reflect this.

PROJECT MANAGERS & CHARTERED SURVEYORS

2 - 3 Hind Court, London, EC4A 3DL

e: info@ws-a.co.uk w: www.ws-a.co.uk f: 020 7583 9197 t: 020 7583 7799

Robert Wilson Associates Limited trading as Wilson Stephen Associates

Registration England and Wales No. 5628242. Registered Office: 55 Loudoun Road, St John's Wood, London NW8 0DL
Director: A R Wilson MSc DipBldgCons DipProjMan FRICS FRSA - Director and Company Secretary: R M Wilson BSc



3. We note that a report in respect of Rights of Daylight and Sunlight forms part of the planning application and we confirm that this will be reviewed by the PCC's Rights of Daylight and Sunlight advisors, and that the position is reserved pending such deliberations.

Thank you and we trust that these observations are of assistance.

Yours sincerely,



Matthew Williams

For and on behalf of Wilson Stephen Associates

From: PLN - Comments
Subject: FW: 14/00363/FULMAJ; 51-54 Fenchurch Street, London EC3M 3LA

From: Pak-Lim Wong [mailto:PakLim.Wong@tfl.gov.uk]
Sent: 22 May 2014 12:18
To: Stothard, David; PLN - Comments
Subject: Re: 14/00363/FULMAJ; 51-54 Fenchurch Street, London EC3M 3LA

Dear David

22 MAY 2014

ACKNOWLEDGED

Re: 14/00363/FULMAJ; 51-54 Fenchurch Street, London EC3M 3LA

Demolition of existing building and re-development of the site for a new ten storey office (Class B1(a)) building with alternative use of part of the ground floor for provision of 2 units (one unit Class A1/A3 retail and the other unit for Class A1/A3 retail or Class B1(a) offices), roof top and basement M&E plant, provision of waste storage, basement cycle parking, realignment and reprovision of Star Alley and associated highway works and other works incidental to the proposals (6,334 sq.m).

Thank you for consulting Tfl the above mentioned proposal, Tfl offers the following observations:

1. The application is situated in the City of London with an excellent public transport accessibility of 6a, Tfl therefore welcomes that new on site parking has been proposed.
2. A total of 56 cycle parking spaces have been proposed; based on the City of London standards of 1 spacer per 125sqm. Tfl recommends that further provision be made with reference to the emerging cycle parking standards in the draft Further Alterations of London Plan (FALP); which requires 1 space per 90sqm for long stay and 1 space per 500sqm for visitors. Nevertheless, Tfl welcomes that shower and changing facilities has been included in the proposal.
3. The existing disabled parking space on Mark ^{Lane} Place should be retained. Further disabled space should also be designated to improve accessibility.
4. As the proposed building is approximately twice as large as the existing building; Tfl therefore recommends that on-site servicing facility be provided to minimise impact to the highway network. Nevertheless, Tfl expects that the COL would secure the submission and implementation of Delivery & Servicing Plan (DSP) for the site by s106/ condition prior to the occupation of the site.
5. Tfl does not consider the use of Tfl office sites to estimate trip generation is appropriate as they have a unique trip pattern. However, upon further assessment by Tfl; no further works is required.
6. COL is encouraged to secure contribution toward pedestrian, cycle improvement and way-finding in the locality.
7. A finalised travel plan should be submitted, approved by COL and implemented. The travel plan should be secured by s106 planning obligation.
8. A construction management plan (CMP) and construction logistics plan (CLP) should also be submitted for council's approval prior to construction commences on site. The CLP should aim to rationise construction vehicle movements to minimise construction vehicle impact as there are number of construction sites already in the vicinity. The CLP shall also include protection measures to minimise risk of conflicts between vulnerable road users and construction vehicles. The current Tfl guidance for CLP can be found on : http://www.tfl.gov.uk/microsites/freight/documents/construction_logistics_plan_guidance_for_developers.pdf

9. COL should secure all associated highway works by s106/278 Agreements.

Subject to the above, the proposal as it stands would not result in an unacceptable highway and traffic impact to the TLRN/ SRN 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
Tel: (020) 3054 1779 | Auto: 81779 |
Email: paklim.wong@tfl.gov.uk

For more information regarding the TfL Borough Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit

<http://www.tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications?intcmp=3484>

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Ball, Matthew

14/00363

From: Pln - CC - Development Dc
Subject: FW: Email regarding: 3rd Party Planning Application - 14/00363/FULMAJ
COL03232767

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

From: BCTAdmin@thameswater.co.uk [<mailto:BCTAdmin@thameswater.co.uk>]
Sent: 01 May 2014 15:13
To: PlanningQueue
Subject: 3rd Party Planning Application - 14/00363/FULMAJ

Corporation of London
Our DTS Ref: 40647
Department of Planning & Transportation
Your Ref: 14/00363/FULMAJ
PO Box 270
Guildhall
London
E2P 2EJ

1 May 2014

02 MAY 2014

ACKNOWLEDGED

Dear Sir/Madam

Re: 51-54, FENCHURCH STREET, LONDON, EC3M 3JY

Waste Comments

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

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 groundwater. 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 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

Thames Water recommend the following informative be attached to any planning permission: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0845 850 2777 for further information.

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

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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14/00363

ENGLISH HERITAGE

LONDON OFFICE

Mr David Stothard
Corporation of London
Department of Planning & Transportation
PO Box 270
Guildhall
LONDON
EC2P 2EJ

Direct Dial: 020 7973 3775
Direct Fax: 020 7973 3792

Our ref: W: P00403933

1 May 2014

Dear Mr Stothard

01 MAY 2014

**Notifications under Circular 01/2001, Circular 08/2009 & T&CP (Development Management Procedure) Order 2010
51 - 54 FENCHURCH STREET, LONDON, EC3M 3LA
Application No 14/00363/FULMAJ**

Thank you for your letter of 28 April 2014 notifying English Heritage of the application for planning permission relating to the above site. Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion.

Recommendation

This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

It is not necessary for us to be consulted again on this application. However, if you would like further advice, please contact us to explain your request. We can then let you know if we are able to help further and agree a timetable with you.

In returning the application to you without comment, English Heritage stresses that it is not expressing any views on the merits of the proposals which are the subject of the application.

Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).

Yours sincerely

[Redacted signature]

**Tom Nancollas
Business Officer**

DISABLED

DUKE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

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

English Heritage is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.