



Planning and Transportation Committee

Date: TUESDAY, 4 OCTOBER 2016
Time: 10.30 am
Venue: LIVERY HALL - GUILDHALL

Urgent Item No. 11

**2-3 Finsbury Avenue, London,
EC2M 2PA**

**John Barradell
Town Clerk and Chief Executive**

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Committee:	Date:
Planning and Transportation	4 October 2016
Subject: 2-3 Finsbury Avenue London EC2M 2PA Demolition of existing buildings and construction of a building arranged over three basement floors, ground and 32 upper floors plus mezzanine and three rooftop plant levels (168.4m AOD) to provide office accommodation (Class B1) (61,867sq.m); flexible retail uses (for either class A1, A2 or A3) at part ground and mezzanine levels (4,250sq.m GIA); cafe/restaurant uses (Class A3) at 13th floor level (1,291sq.m); flexible retail uses (for either class A1 or A3) at part ground floor level (248sq.m); a flexible space for office, conferencing, events and/or leisure use (for either Class B1, D1 or D2) at 13th to 18th floor levels (5,333sq.m) and a publicly accessible roof terrace and associated facilities at 13th floor level; hard and soft landscaping works; servicing facilities; and other works incidental to the development (total floor area 85,378sq.m GIA).	Public
Ward: Bishopsgate	For Decision
Registered No: 16/00149/FULEIA	Registered on: 19 February 2016
Conservation Area: NO	Listed Building: No

Summary

The planning application relates to two office buildings at the north west Corner of the Broadgate Campus.

The proposal is for the redevelopment of the site to provide a new office building comprising four parts: a 36 storey tower to the eastern end, a lower 13 storey central section, a 20 storey towards the western end of the site stepping down to 8 storeys at the western end on to Wilson Street.

The building would provide offices, retail at ground and mezzanine levels, a conference and events centre and / or further office accommodation at levels 13 to 18 and a café / restaurant space and a publicly accessible roof terrace at level 13. The development would include a new covered publicly accessible diagonal pedestrian route through the site linking Finsbury Avenue Square and Sun Street and Wilson Street.

The gross floor area would be 85,378sq.m (GIA), comprising:

- 61,867sq.m offices (Class B1);
- 5,333sq.m flexible conference and events centre / additional office floorspace (Class D1/D2/B1);
- 4,250sq.m flexible retail (Class A1/A2/A3);
- 248sq.m flexible retail (Class A1/A3);
- 1,291sq.m café/restaurant (Class A3); and
- 895sq.m publicly accessible roof terrace space.

An Environmental Statement accompanies the scheme.

The proposed development would provide a substantial increase in high quality office accommodation, supporting the strategic objective of the Corporation to promote the City as a leading international financial and business centre. The development would provide public realm benefits including a new pedestrian route, a publicly accessible roof terrace, additional retail floorspace and an attractive events centre to enhance and enliven this area of the City.

It is concluded that the proposal accords with the development plan as a whole, that it would preserve the setting of listed buildings and preserve or enhance the character or appearance of nearby conservation areas, and that it is acceptable subject to the imposition of conditions and to a Section 106 agreement and any necessary agreements under Section 278 of the Highways Act 1980 being entered into to cover the matters set out in the report.

Recommendation

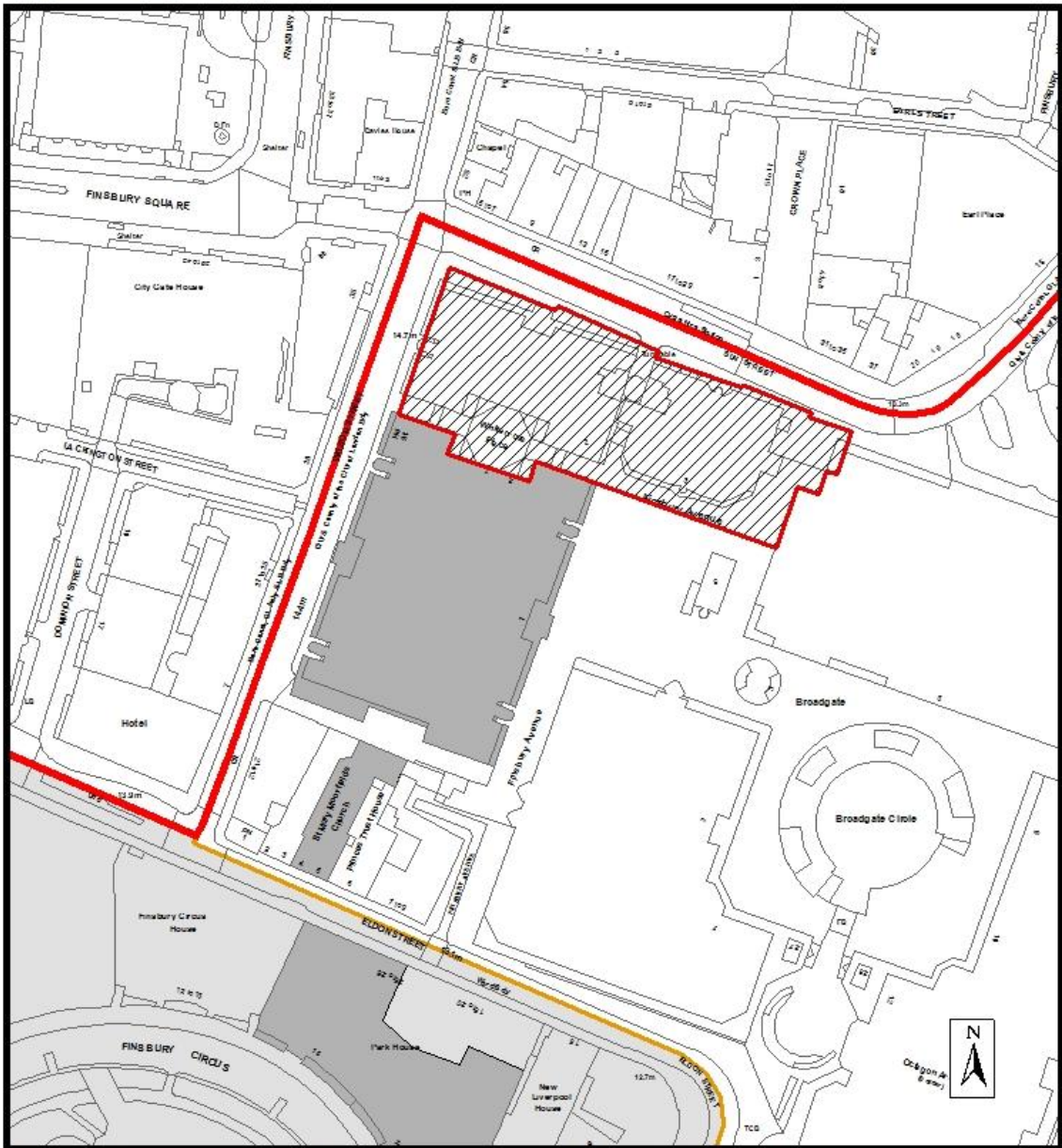
(1) That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);

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

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




Site Location Plan



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ADDRESS:
2-3 Finsbury Avenue

CASE No.
16/00149/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT



2-3 Finsbury Avenue Case No. 16/00149/FU/LEIA

Main Report

Site

1. The Site is located at the north west corner of the Broadgate campus, on the northern side of Finsbury Avenue Square. It has frontages to Finsbury Avenue Square and Whitecross Place to the south, Sun Street to the north and Wilson Street to the west. The Site is 0.49 hectares (ha) in area.
2. Broadgate is located on the north eastern edge of the City of London. Immediately north of Sun Street lies the London Borough of Hackney in an area identified in the London Plan as the City Fringe. Immediately to the west across Wilson Street and to the northwest is the London Borough of Islington. Liverpool Street Station and Bishopsgate lie to the east of the site, beyond which is the London Borough of Tower Hamlets.
3. The Broadgate campus is a major office location serving the financial, legal and other sectors. The campus is undergoing a process of renewal to ensure that it remains a global business destination and is the subject of major investment in the redevelopment and refurbishment of existing buildings.
4. The existing site comprises two 1980s office buildings (2 and 3 Finsbury Avenue) providing approximately 22,359sq.m (GEA) of office (B1) and 663sq.m (GEA) of ground floor retail. The buildings were designed by Arup Associates and were constructed during 1986-1988, following the first phase of development of the Broadgate masterplan.
5. 2 Finsbury Avenue aligns with 1 Finsbury Avenue, to the south, to which it is currently connected via glazed bridge links at levels 3, 4, 6 and 7. Number 3 Finsbury Avenue is located east of number 2 and forms the northern edge of Finsbury Avenue Square.
6. The 5 Broadgate development which was completed in 2015 and due for occupation later this year is located immediately to the east of the Site. It will become the new headquarters of UBS Ltd, who will be relocating and consolidating their operations from a number of existing buildings on the Broadgate Campus, including the existing offices at 2 and 3 Finsbury Avenue.

Relevant Planning History

7. 1 Finsbury Avenue, which is located immediately to the south of the site on the opposite side of Whitecross Place, was listed Grade II in January 2015. Planning permission (ref: 15/00657/FULMAJ) and listed building consent (ref: 15/00658/ LBC) were granted on 24th November and 8th October 2015 for the refurbishment and extension of the building. The refurbished building will provide enhanced and increased office accommodation with ground level retail uses fronting Whitecross Place and Finsbury Avenue Square. The removal of the existing bridge links which connect 1 and 2 Finsbury Avenue and an existing glazed

canopy above Whitecross Place were approved as part of the planning permission and listed building consent.

8. The existing buildings at 2 and 3 Finsbury Avenue buildings are not listed and are the subject of a Certificate of Immunity (ref: 1425962), which was issued by the Secretary of State on 3rd December 2015.

Proposal

9. Planning permission is sought for the demolition of the existing buildings and the construction of a new building including 32 upper floors, mezzanine and three rooftop plant levels (168.4m AOD) plus three basement levels.
10. The building would comprise four elements: a 36 storey tower on the eastern end; a lower 13 storey central section stepping up to a 20 storey tower towards the west before stepping down to 8 storeys on the western end on to Wilson Street.
11. The building would provide offices, retail at ground and mezzanine levels, a flexible conference and events centre at levels 13 to 18 and cafe / restaurant space and a publicly accessible roof terrace at level 13.
12. The gross floor area would be 85,378sq.m (GIA), comprising:
 - 61,867sq.m offices (Class B1);
 - 5,333sq.m flexible conference and events centre / additional office floorspace (Class D1/D2/B1);
 - 4,250sq.m flexible retail (Class A1/A2/A3);
 - 248sq.m flexible retail (Class A1/A3);
 - 1,291sq.m cafe/restaurant (Class A3); and
 - 896sq.m publicly accessible roof terrace space (with an 83sq.m glazed studio).
13. A new ground level pedestrian route is proposed in the form of a retail arcade providing public access diagonally through the site linking Finsbury Avenue Square and the junction of Sun Street and Wilson Street.
14. The primary office entrance would be via a double height reception area with an entrance from Sun Street and two entrances from Finsbury Avenue Square, including a triple escalator to the mezzanine level where the lobby and office entrance hall would be located.
15. The flexible conference / events centre at levels 13 to 18 and the restaurant and publicly accessible terrace at level 13 would be served by a separate core and lift lobby accessed from Whitecross Place.
16. Flexible retail units (Classes A1 / A2 / A3) are proposed at ground floor level across the site, with further retail space available immediately above at mezzanine level, providing opportunities for active retail frontages on all four sides of the building and the proposed pedestrian

arcade. A further publicly accessible retail unit (Classes A1 / A3) is proposed within the central office reception area.

17. The building has been designed to achieve an inclusive environment throughout, maximising access for all. All ground floor entrances would provide level access into the building and internal spaces are designed to be suitable for use by people with disabilities. The publicly accessible terrace and restaurant on the level 13 would be fully accessible. A parking space would be provided for drivers with disabilities and provision would be made for adapted bicycles in the cycle storage areas which would be accessible via dedicated lifts.
18. The three basement levels would contain plant, servicing areas, cycle parking and facilities and other ancillary spaces. The servicing area would be at first basement level and would be accessed via two vehicle lifts from Wilson Street. Cycle spaces and facilities at second basement level would be accessed via dedicated cycle lifts and stairs from Sun Street. A disabled parking space for disabled drivers would be provided at first basement level.

Consultations

19. A Statement of Community Involvement (SCI) has been submitted with the application outlining the developers' engagement with statutory authorities, other interest groups and with building owners and occupiers in the surrounding area. Two public consultation events were held at the Broadgate Welcome Centre, 3 Finsbury Avenue during December 2015 (2nd and 3rd December) and January 2016 (12th and 13th January). The events included public exhibitions and were attended by a total of 51 people over the two sessions. The SCI has advised that the feedback from the events was largely positive.
20. Following receipt of the planning application it has been advertised on site and in the press and widely consulted on. Further notification and consultation was undertaken following revision to the scheme. Copies of all letters and e-mails making representations as a result of both consultations are attached to this report.
21. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters can be addressed by conditions and the Section 106 agreement. These include matters relating to environmental controls such as noise, fume extract and ventilation, controls during construction activities, and security issues.
22. One objection has been received from a member of the public who has commented that: The proposal violates the St. Paul's viewing corridor and ruins the view of the cathedral; and that the proposal would demolish charming post-modern low rise buildings. A scheme more representative of the 1980s Broadgate development would be more acceptable.
23. The Greater London Authority (GLA) considers the scheme to be broadly acceptable in strategic planning terms but did state that some

parts of the proposal did not fully comply with the London Plan. In particular concern was raised regarding the impact on future neighbours at the consented residential-led development at One Crown Place on the north side of Sun Street in the London Borough of Hackney. Amendments to the scheme have been made, involving the chamfering of the corners of the two taller elements of the development, which would result in the broadening of views from One Crowne Place. The GLA have confirmed that this addresses the concerns that they raised.

24. The GLA support the provision of high quality flexible office accommodation and consider the proposed mix of uses to be appropriate for the Central Activities Zone (CAZ). The GLA advise that the site is an appropriate location for a tall building and that the proposed building is high in architectural quality. The scheme is not considered to adversely affect strategic views, the setting of listed buildings or heritage assets and would not cause harm to the historic environment.
25. Transport for London (TfL) has replied separately addressing aspects of the proposed development including public transport accessibility, car and cycle parking, walking and the public realm, trip generation and securing a delivery and servicing plan and travel plan through a Section 106 agreement. Concern has been raised regarding the level of short stay cycle parking provision, which is considered later in this report.
26. The Department for Communities and Local Government advises that it has no comments to make on the application.
27. Historic England have commented that the height of the proposed development is such that it would appear in a wide variety of views and the setting of a range of designated heritage assets across London. As such Historic England have urged the City to pay due consideration to the impact of the proposals on the significance of the historic environment.
28. Crossrail have advised that they do not wish to make any comments on the application.
29. Network Rail has advised that it has no objection or comment to make.
30. 10 London Boroughs have been consulted and at the time of this report 7 replies have been received.
31. The Royal Borough of Kensington and Chelsea and the London Boroughs of Hammersmith and Fulham, Richmond upon Thames and Southwark have raised no objection to the development.
32. The London Borough of Hackney have objected to the proposal in terms of its visual impact and impact on amenity. They have raised concerns regarding the bulk and design of the proposed building. In particular, they consider the overall massing to be monumental and out of context to the surrounding area, creating an overbearing building form to Sun Street and areas to the north of the site in Shoreditch. Concern has been raised over the loss of daylight and sunlight to

properties to the immediate north of the development. These specific concerns are addressed in the relevant sections of this report.

33. The London Borough of Islington have objected that the proposed development – due to its height, bulk and proximity – would substantially harm the setting of the Bunhill Fields and Finsbury Square Conservation Area. They have suggested that the proposed materials would give the development a poor quality appearance, with large parts of the elevations appearing grey and monotonous. These specific concerns are addressed in the relevant sections of this report.
34. Islington have acknowledged the need for office accommodation within the City of London and City Fringe and the globally important role of the City of London as a centre for finance and business and therefore support the maximisation of employment floorspace on the site, particularly office floorspace. Islington would welcome appropriate public realm improvements to streets and squares within Islington close to the site and comment that it would be appropriate for such improvements to be secured via a Section 106 agreement.
35. The City of Westminster has raised concern over the proximity of the proposals in views from Embankment towards St. Paul's Cathedral viewing corridor and that as the development could encroach on views of St. Paul's insufficient assessment of the visual impact has been considered in this regard. This is not accepted given the sufficiently rigorous assessment of these views, which is addressed in the relevant section of this report.
36. The Twentieth Century Society objects to the demolition of No 2 Finsbury Avenue; they consider it to be an important building which has the potential to be adapted and upgraded sympathetically and state that demolition of a recent building of such high quality would be a needless waste of resources and would further chip away at the architectural uniformity of the wider Broadgate development. This is not accepted. A thorough assessment of the significance of this building has been carried out by Historic England who concluded that it was not worthy of listing. The number of recent permitted schemes in the Broadgate Campus would mean that there is no longer a uniformed architectural approach. The proposed scheme is considered to contribute positively to the emerging diverse and dynamic architectural character of Broadgate.
37. London Heathrow Airport and London City Airport have raised no objection to the development but have requested a condition requiring the submission of a construction methodology to include details of the use of cranes including their location, maximum operating height, construction timescales to ensure that the construction work and equipment does not endanger the safe movement of aircraft or the safe operation of both airports.
38. Natural England have raised no objection to the proposal.

39. The Environment Agency have advised that they have no comments as they consider the proposal to be low risk in respect of the environmental constraints that fall within their remit.
40. Thames Water has recommended a number of conditions and informatives regarding protection of infrastructure and an assessment of capacity to meet demand to be attached to the planning permission if granted.

Policy Context

41. The development plan consists of the London Plan 2015 and the City of London Local Plan 2015. The London Plan sets out the Mayor's vision for London up to 2036, and includes policies aimed at delivering employment growth of 57,000 or 13.5% in the City of London in this period. The London Plan identifies the City as falling within London's Central Activities Zone (CAZ) and requires that planning policy should sustain and enhance the City as a "strategically important, globally-orientated financial and business centre", ensuring that development of office provision is not strategically constrained and that provision is made for a range of occupiers, especially financial and business services. To deliver office growth, the Plan encourages the renewal, modernisation and increase in the office stock, where there is strategic and local evidence of sustained demand for office-based activities.
42. A key objective of the Local Plan is to ensure that the City remains the world's leading international, financial and business services centre, planning for 1,150,000 square metres of additional office floorspace between 2011 and 2026.
43. London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
44. There is relevant City of London supplementary planning guidance in respect of: Planning Obligations, Protected Views, Open Spaces Strategy and Tree Strategy, as well as the City of London Community Infrastructure Levy Charging Schedule. There is relevant Mayoral supplementary planning guidance in respect of the Central Activities Zone (CAZ), Sustainable Design and Construction, London View Management Framework, Accessible London, Control of Dust and Emissions during Construction and Demolition, and Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL.
45. Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are: building a strong, competitive economy, placing significant weight on supporting economic growth, job creation and prosperity; promoting sustainable transport and requiring transport assessments where significant transport movements are envisaged; requiring good design, ensuring buildings function well and add to the overall quality of

an area; meeting the challenge of climate change and addressing the potential for flooding; conserving and enhancing the natural environment; conserving and enhancing the historic environment, attaching great weight to the conservation of heritage assets of the highest significance.

Environmental Impact Assessment

46. The application is accompanied by an Environmental Statement (ES) and an ES addendum. The ES is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the competent authority before it makes its decision.
47. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from members of the public about environmental issues.
48. Representations made by anybody required by the EIA Regulations to be invited to make representations and any representations duly made by any other person about the environmental effects of the development also forms part of the environmental information before your Committee.
49. The Environmental Statement and addendum are available in the Members' Room, along with the application, drawings, relevant policy documents and the representations received in respect of the application.

Considerations

50. The Corporation, in determining the planning application has the following main statutory duties to perform:-
 - To have regard to the provisions of the development plan, so far as material to the application, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990);
 - 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);
 - To pay special attention to the desirability of preserving or enhancing the character or appearance of adjacent and nearby conservation areas (S 72(1) Planning, Listed Buildings and Conservation Areas Act 1990);
51. In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1)

Planning (Listed Buildings and Conservation Areas) Act 1990); in this case the duty is to have special regard to the desirability of preserving the settings of listed buildings.

52. The effect of the duties imposed by section 66(1) and 72(1) of the Planning (Listed buildings and Conservation Areas) Act 1990 is, respectively, to require decision-makers to give considerable weight and importance to the desirability of preserving the setting of listed buildings, and to the desirability of preserving or enhancing the character or appearance of a conservation area.
53. In respect of sustainable development the NPPF states at paragraph 14 that 'at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision taking... for decision taking this means: approving development proposals that accord with the development plan without delay...'

Principal Issues

54. The principal issues in considering this application are:
 - The economic benefits of the scheme;
 - Impact on retail and the public realm;
 - The appropriateness of the bulk, massing and design of the proposals;
 - The impact of the proposals on the London skyline including on views in the London Views Management Framework (LVMF);
 - The impact of the proposal on heritage assets;
 - Servicing, transport and the impact on public highways;
 - The impact of the proposal on nearby buildings and spaces, including environmental impacts such as daylight and sunlight, wind microclimate, solar glare, energy consumption and air quality; and
 - The extent to which the proposals comply with Government policy advice (NPPF) and the relevant policies of the Development Plan.

Economic Issues and Need for the Development

55. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating £45 billion in economic output (as measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 400,000 people.
56. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by

world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.

57. Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides a greater range of complementary facilities to meet workforce needs. There is increasing demand for smaller floorplates and tenant spaces, reflecting this trend and the fact that a majority of businesses in the City are classed as Small and Medium Sized Enterprises (SMEs).
58. The National Planning Policy Framework establishes a presumption in favour of sustainable development and places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
59. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2015 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.
60. The London Plan projects future employment growth across London, projecting an increase in City employment of 71,000 between 2011 and 2036, a growth of 13.5%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
61. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. The Local Plan, policy DM1.2 further encourages the provision of large office schemes, while DM1.3 encourages the provision of space suitable for SMEs.
62. The proposed development would provide a minimum of 61,867sq.m of high quality office (Class B1) floorspace, which would be a significant uplift of the City's office stock, which is in accordance with Local Plan Policy CS1. This additional floorspace will make a significant

contribution towards meeting the Local Plan's overall office floorspace targets to 2026.

63. The majority of the office accommodation within the building would be provided at the lower levels where the building would have a continuous volume extending from Wilson Street to the west and 5 Broadgate to the east. The large floorplates of the lower levels could be subdivided into two tenancies using alternative access points from the building's main lift lobbies.
64. The massing of the building across different volumes creates varying floorplates across the development and offers the opportunity to meet the needs of a range of different occupiers. The developers have stated that they would provide flexible, affordable workspace for small and medium enterprises (SMEs), which would be secured through a Section 106 agreement.

Flexible Conference and Events Centre / Office

65. The flexible conference and events centre proposed on the upper floors of the secondary tower would provide an attractive venue which could be used for a wide range of functions including art, music, theatre, dance, film and education events (Classes D1 / D2 / B1).
66. The space has been designed to be versatile with the ability to comprise a mixture of meeting rooms of varying sizes, in addition to the potential for a split-level 400-seat auditorium. The final configuration of the internal spaces within the centre are still to be determined and would be subject to market and operators' requirements.
67. The centre would operate independently to the office floorspace within the rest of the building and would be served by the separate core and lift lobby accessed from Whitecross Place. This would enable the conference and events centre to operate outside of typical office hours, facilitating the potential for the centre to be used for evening and weekend events.
68. As an operator of the conference and events facility has not yet been identified the applicant is seeking flexibility for the space to also be delivered as additional office (Class B1) floorspace if a suitable operator cannot be identified.
69. The proposed flexible space for office, conferencing, events and leisure would complement the core office accommodation at Broadgate and is considered acceptable in accordance with Local Plan Policy DM1.5.

Retail Provision

70. The development would deliver 5,789sq.m (GIA) of retail floorspace.
71. The proposed retail predominantly comprises of ground floor accommodation across five retail units (Class A1 / A2 / A3) with the addition of mezzanine floorspace providing a total of 4,250sq.m (GIA) of retail floorspace. A further 248sq.m of informal retail floorspace (Classes A1 / A3) would be provided within the main ground floor office reception.

72. A publicly accessible restaurant and cafe (Class A3) is proposed at 13th floor level, adjacent to an external roof terrace located between the primary and secondary tower elements of the building. The restaurant and cafe are expected to have a joint capacity of approximately 420 guests at any one time. Access to the restaurant / cafe would be from a core and lift lobby on Whitecross Place, which is separate to the main office cores within the building. An external perimeter walk would be provided around the western and northern edges of the restaurant, providing external space with views to the north and west.
73. The applicants have completed a sequential test due to the site being located outside of the designated Principal Shopping Centres (PSCs) (Policy CS20) where new retail space is encouraged. Such a large development of retail floorspace could have detrimental effects on PSCs located nearby. The applicant has demonstrated there were no other suitable sites within the PSCs and through the retail study outlined the potential impact the scheme would have on existing centres.
74. The impact from the scheme would be low, with less than a 1% diversion from Liverpool Street and Moorgate PSCs and negligible diversion from the other 3 PSCs. Whilst the cumulative impact of this development, in combination with others nearby, creates estimated diversions of 8% and 7.5% on Liverpool Street and Moorgate, this is still an acceptable level and should not cause any significant harm to those PSCs. There are currently few vacancies in retail units nearby and with Crossrail coming to the area in 2018/19, retail demand will remain high.

Public Realm

75. The scheme would provide enhancements to permeability within the Broadgate area, including the creation of a new pedestrian arcade running diagonally through the site between the junction of Sun Street / Wilson Street and Finsbury Avenue Square. The arcade would be open 24 hours a day, seven days a week. The proposals would extend the existing public realm around the base of the building, using paving materials to match the existing, and would enliven this area through the addition of new retail and cafe uses.
76. The area between the proposed building and 5 Broadgate is already a pedestrian route which is being retained in the scheme and acknowledges the desire line north towards Appold Street.
77. A series of five independent structures of at least 3m tall by 1.2m wide are proposed to be installed within the public realm at the north east corner of the development between the building's facade and the recently installed 'Chromorama' public art on Sun Street. These are required to achieve an acceptable microclimate and are considered further later in this report.
78. A further three trees within raised planters are proposed within Whitecross Place. Details of hard and soft landscaping would be secured by condition.

Publicly Accessible Roof Terrace

79. The publicly accessible roof terrace at 13th floor level would be between the primary and secondary towers. It would include a central space defined as a courtyard garden, with a glazed studio in the centre. The spaces either side of the studio would provide seating, planting and terrace spaces for flexible use for outdoor dining, relaxation and meetings. The terrace would be accessed from Whitecross Place via scenic lifts.
80. The proposed terrace is in accordance with London Plan policy 7.7 which requires tall buildings to incorporate public accessible areas on their upper floors, where appropriate. It is proposed that the final operation of the terrace will be subject to a management plan that would be secured through a Section 106 agreement.

Bulk, Height and Massing

81. The proposed tower lies adjoining an emerging cluster of permitted towers including those under construction and completed on the Hackney / City of London boundary in the London Plan "City Fringe Opportunity Area". The site subject of this application lies just outside the boundary of the Opportunity Area, with the opposite side of Sun Street in Hackney.
82. Following a rigorous assessment of key views, the principle of a tall building in this location is considered acceptable given its relationship adjoining an emerging cluster of consented tall buildings to the north and east of the site. In particular, the site is located in a wedge shaped area which falls between two Protected Vistas, the first from King Henry VIII's mound and the second, Westminster Pier, both focussing on St Paul's Cathedral. The other consented tall building schemes in this area fall within this narrow wedge between these Protected Vistas.
83. The height of the tower and form of the development is informed by its relationship to the emerging cluster, especially from Waterloo Bridge and the impact on key views. In particular it's massing is modelled so as to be concealed behind the dome and drum of St Paul's from both recognized LVMF viewpoints from the South Bank and Westminster Pier.
84. Following design amendments which reduced its height, the tower rising up to 168m high is considered to relate satisfactorily with the height of other permitted and completed towers to the immediate north and east. For example, Broadgate Tower (165m), Bavaria House (170m), Crown Place (120m). The result is that the proposed tower is appropriate to the heights and profile of the emerging tall building cluster and assists in consolidating the cluster of towers.
85. The proposal comprises of a 36 storey tower on the eastern end and a lower 13 storey central section stepping up to a 20 storey part towards the west before stepping down to 8 storeys on the western end on to Wilson Street. The lower massing of the scheme on the western side is

a response the more modest scale of development on Wilson Street as opposed to the taller consented towers to the east.

86. The 36 storey tower on the eastern end relates satisfactorily with the consented tower to the north and east. In addition, the vertical emphasis of the tower provides a visual counterpoint to the horizontality of 5 Broadgate. The gap between the eastern and western taller elements is primarily a response to the need not to encroach on the open sky to the right of St Paul's Cathedral from Westminster Pier. However, the lower central section is successful in breaking down the bulk of the development.

Design Approach

87. The design approach comprises of a series of 4 stepped diagonal slices each one with secondary vertical diagonal modelling. Each of the four slices are separated by recessed channels which assists in defining the individuality of each section as well as introducing depth, modelling and a vertical rhythm to the frontage. The lower storeys of the building include cantilevered soffits which define a generous base to the building varying between 6.8m and 10.8m high which rise and fall to reflect the stepped profile and hierarchy of the diagonal slices of the building.
88. The strong vertical rhythm is reinforced by a compact rhythm of bays and projecting fins. This vertical emphasis of the tower creates a visual counterpoint to the exaggerated horizontal massing of 5 Broadgate to the east. The angled facets of the tower will enhance the slender vertical appearance of the tower in surrounding views
89. The facades comprise of glazing in a combination of clear, rolled, translucent and opaque finishes. The design approach, materials and detailing are considered of high quality, refined and accomplished. The horizontal bands of rolled glazing will provide a level of texture and dappled reflectivity which will animate the facades.
90. A new diagonal pedestrian route is created in the north western corner of the site linking Sun Street and Finsbury Square in to Finsbury Avenue Square. The entrance of this route is architecturally expressed with a triple height recessed "gateway". The City is of a view that the Broadgate Estate is an undesignated heritage asset in terms of the plan form of public spaces linked by pedestrian thoroughfares. The new diagonal pedestrian link enhances this enduring quality of Broadgate and increases permeability and connectivity between Broadgate and the surrounding area. The new route will have two storey retail frontages resulting in a vibrant public route.
91. There is generous provision of active retail frontages, some on two levels around the building ensuring a vibrant public realm. The ground floor facades are predominantly glazed ensuring views in to and out ensuring an appropriately active elevation. The location and design of the servicing bay is successfully resolved architecturally.

92. The space beneath the tower facing Finsbury Avenue Square is recessed with a stepped 23 meter high setback in the massing of the tower from street level up to 5th floor level. The stepped curved nature of the recessed lower storeys creates a dynamic and varied facade, which creates a strong reception entrance to the tower and maximizes sunlight from the south.
93. The publicly accessible roof terrace at level 13 would provide a substantial public benefit and would be accessed from a dedicated ground floor entrance and lobby in a prominent location on Whitecross Place with glazed scenic lifts. The terrace and circular walkway will provide views to the west, north and south and provide a dynamic and unique vantage point which is likely to prove popular with members of the public. Details of the visitor access and management plan will be agreed under the Section 106 agreement.
94. The roof terrace comprises of soft and hard landscaping with tables and chairs and is partly roofed by a canopy to mitigate wind impacts. The perimeter walkway associated with the roof terrace will comprise a recessed cloister which will appear as a prominent architectural feature denoting the public viewing gallery as well as defining the Conference facility above as a separate architectural entity in the design.
95. The building maintenance regime is discreet with cleaning cradles and tracks located at roof level concealed from view when the cradles are parked.

London Views Management Framework

96. The London View Management Framework (LVMF) is a key part of the Mayor's strategy to preserve London's character and built heritage. It explains the policy framework for managing the impact of development on key panoramas, river prospects and townscape views. The LVMF provides Mayoral Supplementary Planning Guidance (SPG) on the management of 27 strategically important views designated in the London Plan. It elaborates on the policy approach set out in London Plan policies 7.10, 7.11 and 7.12. and came into effect on 16 March 2012. London Plan policy requires that development should not cause adverse impacts on World Heritage Sites or their settings and that new development should not harm and where possible should make a positive contribution to, the characteristics and composition of strategic views and their landmark elements.
97. The site falls outside all of the Protected Vistas of the LVMF but impacts on a number of the identified Assessment Points. These have been assessed.

Westminster Pier (8A.1 of the LVMF)

98. The scheme would be wholly concealed from this viewpoint. The lower tower element is located behind and therefore concealed by the drum of St Paul's Cathedral whilst the taller tower is concealed by the Shell Building. The middle lower part of the building is in the gap between the two and the open sky to the right of the Cathedral will remain.

99. Therefore, the proposal is considered to be in accordance with the guidance for this view (para. 170 of the LVMF). In particular, the proposal would preserve the viewer's ability to recognise or appreciate the dome, peristyle and south-west tower of St Paul's Cathedral which will remain with a clear sky backdrop.

Gabriel's Wharf (16B.1, 16B.2)

100. The proposed development would be wholly concealed behind St Paul's Cathedral from and between Assessment points 16B.1 and 16B.2. The views and setting of St Paul's Cathedral and other Heritage Assets in this view would not be harmed.
101. Therefore, the proposal is considered to be in accordance with the guidance for this view (paras. 280 to 283 of the LVMF). In particular, the prominence of St Paul's Cathedral would not be reduced or compromised.

Waterloo Bridge (15B.1 and 15B.2)

102. The proposed tower would appear as part of the cluster of consented towers to the left of St Paul's Cathedral from and between Assessment points 15B.1 and 15B.2. The proposal would bring the cluster somewhat closer to the Cathedral but a very generous gap would still exist between the development and the Cathedral. The viewer's ability to recognize and appreciate St Paul's Cathedral as a Strategically Important Landmark would not be diminished.
103. The proposal is considered to be in accordance with the guidance for this view (para. 262 to 267 of the LVMF). The proposal will draw the emerging cluster of tall buildings slightly closer to St Paul's Cathedral but in a manner which preserves the composition of the view, the Cathedral's relationship with its clear sky background and does not dominate the dome or western towers in accordance with para. 264.

Hungerford Bridge (17B.1, 17B.2)

104. The impact on the views eastwards from Hungerford Bridge is very similar to that from Waterloo Bridge. The proposal would be viewed alongside the consented cluster of towers in front of and somewhat taller than Broadgate Tower between assessment points 17B.1 and 17B.2 in this view. The proposed tower would not harm the appreciation, views or setting of St Paul's Cathedral.
105. The proposal is considered to be in accordance with the guidance for this view (paras. 301 to 305 of the LVMF). In particular, the setting of St Paul's is preserved and the tower is grouped with the northern cluster of tall buildings.

London Bridge (11B.1, 11B.2)

106. The tower would be visible on the skyline to the right of the Old Stock Exchange tower and the left of the cupola of 68 King William Street on the western periphery of this view from and between Assessment Points 11B.1 and 11B.2. The scheme would not harm the setting of the Tower of London World Heritage Site, which is in the extreme east of

the view or harm the wider settings of the listed Adelaide House, Custom House, St Magnus the Martyr or Billingsgate Market. The proposal is considered to be in accordance with the guidance for this view (paras. 202 to 205 of the LVMF). In particular, Tower Bridge would remain the dominant structure in the view and the viewer's ability to easily recognize its profile and the Outstanding Universal Value of the World Heritage Site would not be compromised.

Millennium Bridge (13A.1, 13B.1)

107. From these viewpoints the tower will be seen on the skyline above the riverside buildings alongside the consented towers in the area a significant distance to the east of St Paul's Cathedral.
108. Therefore, the proposal is considered to be in accordance with the guidance for this view (paras. 227 to 229 and 234 to 236 of the LVMF). In particular, the proposal would preserve the peristyle, drum and dome's prominence in the view of St Paul's Cathedral.

King Henry VIII's Mound (9A)

109. The tower will be located outside the background consultation area and will adjoin the consented cluster of towers to the north of St Paul's Cathedral. Although the tower will result in this cluster of permitted schemes being closer to St Paul's the generous gap to the left of St Paul's is maintained and the proposal will be screened by the canopies of the mature trees in this view. In this respect, the tower will be wholly concealed in summer when the trees are in full leaf and screened by branches in winter.
110. Therefore, the proposal is considered to be in accordance with the guidance for this view (para. 175 and 176 of the LVMF). The proposal is subordinate to the Cathedral and would preserve the viewer's ability to recognise and appreciate the dome of the Cathedral and the clear sky background profile of the upper part of the dome would remain.

Tower Bridge: (10A.1)

111. This LVMF view is identified also as a key view in the Tower of London World Heritage Site Local Setting Study, its focus is on the Tower of London. In this view, the proposed tower would be wholly concealed behind the consented 40 Leadenhall Street tower. In this respect the proposal would not compromise views or the setting of the Tower of London World Heritage Site or its Outstanding Universal Value.
112. Therefore the proposal does not dominate the Tower of London or compromise the ability to appreciate the Outstanding Universal Value of the World Heritage Site and would relate satisfactorily to existing skyline features in consolidating the City cluster of towers; as such the proposal is in accordance with the guidance for this view (paragraphs 183 to 187 of the LVMF).

City Hall (25A.1, 25A.2 and 25A.3)

113. The principal focus of all three views is the strategic landmark of the Tower of London on the eastern side of the view. The proposed

building would be concealed from view behind the Three Quays development and the consented schemes in the City's Eastern Cluster of tall buildings. The Outstanding Universal value and setting of the Tower of London World Heritage Site would not be compromised.

114. The proposal is considered to be in accordance with the guidance for this view (paras. 414 to 415 and 418 to 419 of the LVMF) and Policy 7.10B of the London Plan. The proposal would not compromise the viewer's ability to appreciate the Outstanding Universal Value, integrity, authenticity or significance of the World Heritage Site, does not dominate the World Heritage Site and relates positively to the Tower of London. Consequently, the World Heritage Site will continue to dominate its surroundings.

Other Key Views (non LVMF)

Monument

115. The proposal falls outside the identified viewing cones from the Monument and would not harm or conceal views of important heritage assets in the view.

St Paul's Cathedral

116. The proposal would not harm views of or the setting or significance of St Paul's Cathedral.
117. Exceptional public views of London are afforded from the Golden Gallery of St Paul's. From the viewing area, the tower would be visible to the north alongside the permitted cluster of towers in the vicinity of the site. The proposal would not harm views within and out of or the setting or significance of the St Paul's Conservation Area.
118. The visual impact of the proposal from the view alongside the National Theatre on Waterloo Bridge has been assessed. From this point the development will be viewed abutting the left hand side of the drum and dome of the Cathedral. However, the permitted cluster of towers in this area will have a similar visual impact not worsened by this proposal.

Setting of the Tower of London World Heritage Site

119. The Tower of London World Heritage Site is located a substantial distance to the south east of the scheme. The proposed development will be concealed from key viewpoints of and from the tower (including those identified in the World Heritage Site Local Setting Study) and therefore will not harm the Outstanding Universal Value of the World Heritage Site.

Other views

120. Given the scale of the proposed tower, it would have an impact on other views both in the City and in the wider area of central London. These have been assessed in detail.
121. The proposal will appear as a prominent development in views within the public spaces and pedestrian thoroughfares of the Broadgate Estate but not in a manner which is harmful especially as it will be

viewed alongside the significant scale of 5 Broadgate and the consented towers in Hackney.

122. In views westwards along Fournier Street, Brick Lane and Christ Church Spitalfields the tower element of the scheme will appear as a significant element on the skyline alongside other permitted towers and other significant new schemes in Broadgate or the western end of Spitalfields Market. The impact of the proposal will not be harmful.
123. The views from the permitted Garden Bridge, to the east of Waterloo Bridge have been assessed and the proposal is not considered to erode the area of open sky to the north of St Paul's Cathedral in a significant manner or harm these future views.
124. Other views have been assessed such as Southwark Bridge, Chiswell Street, the South Bank, Somerset House and St James' Park and the proposal does not harm these views or the setting of heritage assets within these views.
125. In terms of publicly accessible upper level viewing galleries and terraces, the proposal will not harm views from either the roof terrace of New Change or the viewing gallery of 20 Fenchurch Street and Tate Modern. In addition, the scheme will not harm views of the permitted public viewing galleries of 22 Bishopsgate, 6-8 Bishopsgate and 120 Fenchurch Street.

Setting of Listed Buildings

126. The building is located adjoining, adjacent to and near a number of listed buildings.

1 Finsbury Avenue

127. To the south is the Grade 2 listed 1 Finsbury Avenue. The proposal will have a substantial impact on the setting of the listed building in views along Wilson Street, Finsbury Avenue Square and Sun Street. 1 Finsbury Avenue forms part of the Broadgate Campus. The lower scale 9 storey Wilson Street frontage of the development will create an appropriate bookend to the townscape and to the listed building in views northwards along Wilson Street and is respectful to the scale of the Wilson Street elevation of the listed building.
128. The loss of the appearance of the stair towers of the listed building seen against open sky will slightly diminish its setting in views northwards along Wilson Street. However, the permitted One Crown Place development in Hackney would have a similar result.
129. Given the nature of the townscape to the east and north of the listed building, the relationship of the larger scale of the proposed development on the views of 1 Finsbury Avenue is not considered to harm the setting or significance of the listed building.

Flying Horse Public House

130. This Grade 2 listed corner pub lies opposite the site on Sun Street. The scale of the proposed development will impact on the setting of this

modest scale corner public house. However, the permitted towers to the east will become a distinctive and differently scaled backdrop to the building in views along Sun Street and in this context the proposed development will be similar in nature. The western part of the proposed development opposite the listed building will step down to 9 storeys in response to the modest scale of the junction of Wilson Street and Sun Street. In this respect, the tower will not harm the setting of the listed building.

Other listed buildings

131. The impact of the proposal has been assessed on the setting on a large number of listed buildings in the vicinity of the site both within and outside the City of London and is not considered to harm the setting or significance of these.
132. In particular, the proposed development will be visible in views northwards from the churchyard of both the Grade 1 listed St Botolph without Bishopsgate Church and the Grade 2 listed St Botolph Church Hall. However, the Dashwood House tower in the foreground and other consented towers to the north, east and south characterize the backdrop and setting of these listed buildings and in this respect the proposal will not harm the setting or significance of these listed buildings.
133. The tower will be seen as a significant element on the skyline in views of the Grade 2* listed Britannic House and Grade 2 listed Salisbury House, Park House and London Wall Buildings. The setting of all of these buildings are to varying degrees characterized by a backdrop of completed or permitted taller new development and the presence of the mature plane tree canopy of Finsbury Circus partially screens many of these towers. In this respect the setting or significance of these listed buildings will not be harmed by the proposed development.

Setting of Conservation Areas

134. The site is adjacent or in close proximity to a number of Conservation Areas. It is considered that the proposal would not harm views of the setting or significance of more distant Conservation Areas inside or outside the City. These include the Conservation Areas in the London Borough of Hackney, Islington and Tower Hamlets. The impact of the proposal on the nearby Conservation areas within the City is set out below:

Finsbury Circus Conservation Area

135. This Conservation Area lies some distance to the south of the site and is centred on Finsbury Circus itself. The proposed tower will be visible on the skyline in views northwards from Circus Place on the south side of the Conservation Area and eastwards from the west side of the Circus where it will appear as a prominent element albeit partially screened by the mature plane trees of the central gardens. This impact is not considered harmful to the character and appearance of the Conservation Area or its significance or its status as a Registered Park

and Garden. In particular, given that in other views to the east, west and south out of the Circus, the City's tall buildings are visible.

Bishopsgate Conservation Area

136. This Conservation Area lies to the south and east of the site. The tower will be visible on the skyline in numerous views from the Conservation Area. In particular, the tower will appear as a prominent element on the skyline in views northwards from the Churchyard of St Botolph without Bishopsgate Church. The impact is not considered harmful given the more assertive impact of Dashwood House tower in the foreground as well as the permitted tower in Hackney.
137. In this respect the proposal is not considered to harm the character and appearance of the Bishopsgate Conservation Area or its significance.

Sun Street Conservation Area (L.B Hackney)

138. The site is directly to the south of this small Conservation Area in the L.B Hackney. The Conservation Area is characterized by a domestic scaled enclave of mainly C19th buildings. The scale of development will have a substantial impact on the Conservation Area but not in a manner which is considered harmful. In particular in the key views eastwards along Sun Street, the proposed tower will be seen alongside the substantial scaled One Crown Place permitted scheme in Hackney and the completed 5 Broadgate development in the City. In this respect the backdrop of the Conservation Area is characterized by substantially scaled new development. The contrast in scale is not uncharacteristic in this part of London and within this context not considered harmful to either the Conservation Area or its significance, the listed building or the locally listed 5-15 Sun Street.

Bunhill Fields / Finsbury Square Conservation Area (L.B Islington)

139. The site lies to the east of this Conservation Area within the L.B of Islington where the development will be visible from numerous vantage points.
140. From Finsbury Square, the scheme would be visible as a prominent element on the skyline in views eastwards and to the south, where it will be seen alongside either the permitted cluster of towers in the City Fringe area to the east or the cluster of towers in the City's Eastern Cluster to the south. In this respect, these views of Finsbury Square are characterized by consented and completed tall buildings, which the development will relate to satisfactorily.
141. Similarly, the development will be viewed alongside the permitted and completed towers to the south and east in views from the grounds of the Honourable Artillery Company. The tower would be visible through the mature trees from Bunhill Fields (which is a Grade 1 Park and Garden) alongside the consented towers. From Bunhill Fields in particular, the tower will be virtually concealed when the trees are in leaf and heavily screened by branches at other points in the winter months.

142. The proposal is not considered to harm the character and appearance of the Bunhill Fields and Finsbury Square Conservation Area or its significance.

Non-designated Heritage Assets

143. The plan form of public spaces with connecting pedestrian links of the Broadgate Estate is identified by the City as an Undesignated Heritage Asset. The new diagonal pedestrian route proposed and enhanced nature of existing routes will enhance the significance of this quality of the undesignated heritage asset. No harm has been identified to other non-designated Heritage Assets, their settings or their significance.

Archaeology

144. The site is in an area of significant archaeological potential, lying in close proximity to the now buried Walbrook River. There is some evidence of prehistoric activity at nearby sites, and due to the presence of the Walbrook River there is potential for waterlogged deposits. There is archaeological evidence for Roman activity and during the Medieval period the area became waterlogged (Moorfield Marsh) and was predominantly used by tanners, leather workers, and for quarrying of brickearth and gravel.
145. There is high archaeological potential in the area. The existing buildings have basements which will have removed upper levels of archaeological deposits. There is potential for surviving archaeological remains of deep cut features and waterlogged deposits.
146. The proposed basement levels would remove any surviving archaeological remains within the footprint of the site. Archaeological evaluation is required to provide additional information on the type, date and character of potential archaeological survival and to design an appropriate mitigation strategy.
147. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundations and piling design.

Transport, Servicing, Parking and Impact on Public Highways

Basement Access and Servicing

148. The proposed development would include three basement levels which would contain plant, servicing, cycle parking and associated facilities and a loading dock. Vehicle access to the basement would be via Wilson Street, with a service entrance containing a pair of 26 tonne vehicle lifts. The service entrance would accommodate the largest servicing vehicle so as to enable a vehicle to wait off the public highway. Access would be security controlled and all deliveries would be managed by a pre-booked delivery system.
149. Servicing for the building would be undertaken entirely off-street at basement level 1 where four loading bays are located. These meet peak hour servicing demand.

150. The development would include measures such as common procurement and the consolidation of tenants' supply chains to reduce the number of vehicles making trips to the building. The provision of storage for tenants would help to reduce the number of deliveries to the building. Details of the servicing arrangements would be secured through a delivery and servicing plan within the Section 106 agreement.

Waste Management

151. A centralised waste centre is proposed at basement level 1. Office waste and recycling would be stored at recycling points, which would be distributed throughout each floor of the building and subsequently transported to the central waste store. The same principle would apply to the conference centre. Retail waste would be stored in each unit then subsequently transferred to the central waste store for collection. Waste would be collected every two days by a private contractor, with collections taking place outside of peak delivery hours.
152. The proposed waste management strategy meets the City's requirements.

Parking

153. No car parking spaces are proposed on site other than one space at basement level 1 for disabled parking. No motorcycle spaces are proposed.

Bicycle Spaces

154. A total of 891 cycle parking spaces are proposed, consisting of 859 long stay cycle parking spaces in the building at basement level 2 and 32 short stay spaces adjacent to the building on Wilson Street and Whitecross Place.
155. The 859 long stay spaces would be in accordance with Development Plan standards. They would be provided as follows:
- 698 cycle spaces provided by two tier cycle stackers with assisted lifting.
 - 108 cycle lockers for folding bicycles; and
 - 85 Sheffield stand cycle spaces.
156. The long stay cycle parking facilities would be accessed via Sun Street. Showers, changing facilities, lockers and drying facilities are included within the proposals. The development would provide one shower for every nine long stay cycle parking spaces as required by long stay standards and one locker for every long stay cycle parking space.
157. It is only possible to provide a limited number of short stay cycle parking spaces in the public realm in the immediate vicinity of the proposed development. Additional spaces have been provided within the office long stay area to make good the shortfall.
158. The existing short stay cycle spaces located in the vicinity of the site are currently used by employees of 1 Finsbury Avenue and 2 - 3

Finsbury Avenue due to the under provision of cycle parking spaces provided within the existing buildings. The proposed refurbishment and extension of 1 Finsbury Avenue which is consented and the proposed development would provide sufficient cycle parking for employees and would release capacity provided by the existing short stay spaces in the local area.

Public Transport

159. The site is highly accessible by public transport and records the highest possible Public Transport Access Level (PTAL) of 6b. Liverpool Street and Moorgate mainline and underground stations and Bank / Monument underground station are located within 1km of the site. It is also well served by bus services which can be accessed from Liverpool Street Bus Station, Bishopsgate, Finsbury Pavement, Appold Street, Moorgate, Eldon Street and Finsbury Square.
160. It is predicted that the proposed development is likely to accommodate 5,443 employees, with 4,627 (85%) occupying the development on a daily basis. It is anticipated 2,135 would arrive at the development in the AM peak hour and 1,990 would depart in the PM peak hour.
161. It is assumed that 600 Conference Centre Visitors would arrive and depart in the AM and PM peak hours, and that 300 further trips would be generated during the evening by the proposed restaurant uses.
162. The existing building currently generates 4,164 trips per day by all modes. The majority of these are undertaken via the underground and overground rail. The proposed development would generate 15,018 trips per day, an uplift of 10,854 trips per day. The majority of trips associated with the proposed development are anticipated to be undertaken via the underground and overground rail, with approximately 1,618 trips via Crossrail.
163. Overall, the Transport Assessment submitted with the application demonstrates that the proposed development can be accommodated within the local transport network and that the increase in passenger demand would not have a material impact on capacity on existing and improved public transport services.

Pedestrian Movements

164. A detailed pedestrian comfort level assessment has been submitted with the application, which assesses the projected increase in pedestrian trips as a result of the proposed development and the likely mode and distribution of these trips.
165. It is estimated that there would be a potential net hourly increase of 2,052 pedestrian trips that would use the local pedestrian network in the AM peak hour and 2,115 in the PM peak hour. These trips would include those walking to and from work as their main mode. These trips would be accommodated within the existing capacity provided by the Broadgate Campus as well as the improved station accessibility and interchange upgrades delivered by Crossrail and the proposed improvements to Octagon Mall associated with the 100 Liverpool Street

development (ref: 14/01285/FULEIA). The remaining pedestrian trips would be dispersed on a range of routes to and from the proposed development, which are identified as having sufficient capacity to accommodate the additional trips.

166. The proposed pedestrian link from Finsbury Avenue Square to Sun Street / Wilson Street would enhance pedestrian permeability through the site. It is proposed to widen the footway on the south side of Sun Street, along the northern perimeter of the development, at its narrowest point from 2.4m to 3.7m, which would provide additional capacity for pedestrians. The proposed footway improvement works would be secured through a Section 278 agreement.

Stopping Up

167. A small area (2.3sq.m) of public highway is required to be stopped up along Sun Street to facilitate the new building line to the north. This would be offset by the provision of a new pedestrian route through the site. The extent of the stopping up is identified on a plan attached to this report.

Highway Projection

168. The proposed development would project over the public highway on Sun Street at a height of 6.5m, which is considered to be acceptable in highways terms. The extent of the projection is identified on a plan attached to this report.

Security

169. A number of security measures are included to address the security issues that would arise with a development of this size, location and nature.
170. Perimeter protection would be achieved by the installation of security rated bollards and by the facade construction. Bollards are proposed to be installed on the developer's land at entrances to Whitecross Place, the proposed arcade and the main reception entrance on Sun Street. There is an existing row of security rated bollards on the public highway on the south side of Sun Street adjacent to the eastern end of the site opposite Crown Place. It is proposed to marginally extend and realign these bollards to provide additional protection for the building and to align with the orientation of the building at this point
171. A further set of hostile vehicle mitigation measures are planned at the Finsbury Avenue entrance to the Broadgate Campus, which would provide further protection for the Campus and further protect the proposed development from the south. These measures would be the subject of a separate application for planning permission and a clause would be included in the section 106 agreement requiring the implementation of any approved measures prior to the occupation of the proposed development.
172. The proposed security measures have been reviewed by the City of London Police who have confirmed that measures are acceptable and

commensurate with the security issues that would arise as a result of the development.

173. Details of the final scheme of security measures for the building would be sought by condition. Any alterations on the highway would be secured through a Section 278 agreement.

Environmental Impact of the Proposal on Surrounding Area

174. The impact of the scheme on the amenity of the surrounding areas has been assessed taking into account Development Plan policy.

Wind Micro-Climate

175. The likely effect of the development on the wind microclimate in the surrounding area has been assessed using two methodologies and the results considered against the requirements of Policies 7.6 and 7.7 of the London Plan and DM10.1 of the Local Plan.
176. The first assessment used wind tunnel tests to deliver a detailed account of the average and gust wind conditions around the existing site and the proposed development with both existing surroundings and cumulative proposed surroundings. Assessments were undertaken for both the summer season and the windiest season (generally winter) using the Lawson Comfort Criteria.
177. The design of the development has been amended to incorporate a number of wind mitigation features to control the pedestrian level wind conditions around the site. The presence of these measures are included in the final wind assessment results submitted with the Environmental Statement addendum.
178. A second assessment was undertaken using a separate computer based methodology to verify the results of the wind tunnel assessment.
179. In the wind tunnel assessment the wind speeds were measured at 122 locations around the site including at sensitive areas such as entrances to buildings and external seating areas.
180. The Lawson Comfort Criteria defines a range of pedestrian activities from sitting through to more transient activities such as crossing a road, and for each activity a threshold wind speed and frequency of occurrence is applied beyond which the environment would be unsuitable for that activity. The results show the microclimate suitable for a particular activity at each of the 122 receptor points. For a mixed use urban site such as the proposed development and surrounding area the desired wind microclimate would typically have areas suitable for sitting, pedestrian standing or building entrance use, and leisure walking.
181. The baseline assessment shows the wind conditions around the existing site, which in the windiest season are mainly suitable for 'Sitting' with some areas suitable for 'standing' or 'Strolling'. These conditions are typical of other central London locations with closely spaced low to mid rise buildings.

182. The wind mitigation features incorporated into the design of the building include canopies, screens, baffles and trees.
183. 5 solid baffles are proposed at the north east corner of the proposed development to create calmer wind conditions. The proposed baffles would need to measure 3m tall by 1.2m wide, and would need to be located between 2-3 Finsbury Avenue and the recently completed 5 Broadgate development, arranged parallel to Sun Street.
184. A total of 8 trees in 1m tall by 2m square planters are required in the East Passage. The wind mitigation trees would need to be at least 5.4m tall (inclusive of the planter) and have a spread of 3m.
185. A mixture of 'Standing' and 'Strolling' conditions would be achieved at the North East Corner and along the East Passage in the windiest season by the introduction of these mitigation measures.
186. 8 Solid 'glass wind flags', measuring 2.9m high by 3m wide located at a height of 3.9m above ground floor level, mounted on a solid glass flagpole projecting 0.9m from the facade of the arcade, are required to achieve acceptable wind conditions within the arcade. A mixture of 'Standing' and 'Sitting' conditions are achieved throughout the arcade, with the exception of two single points of 'Strolling'. One is located at the centre of the entrance on Sun Street and the other is located in the centre of the arcade. This meets the requirement for 'Standing' conditions at retail entrances along the arcade.
187. A solid screen measuring 2m high by 1m wide is proposed and required at the west end of Whitecross Place, adjacent and running parallel to the proposed bicycle parking stands. The wind conditions along Whitecross Place is predominantly 'Strolling' achieving 'Sitting' and 'Standing' as you move further east along Whitecross Place. The retail entrance at Whitecross Place would need to be recessed by approximately 1m to reduce windiness by the entrance. Three trees in 1m tall by 2m square planters are proposed and required in Whitecross Place to improve wind conditions in this area. The trees would need to measure at least 5.4m tall inclusive of the planter and have a 3m spread.
188. Mitigation measures would be required at the roof terrace level to mitigate the wind impacts. The following mitigation measures would be required to achieve predominantly 'Sitting' and 'Standing' conditions with the exception of three points where 'Strolling' conditions would be achieved:
 - a. A 'Cloister' canopy around the perimeter of the roof terrace at 4m high
 - b. A solid structure (studio) between the edges of the 'Cloister' canopy, measuring 5m wide and full height of the canopy.
 - c. At either end of the studio, underneath the 'cloister' canopy, three staggered solid screens that extend 60% the width of the path

- d. Two 50% porous, long canopies spanning from the opposite edges of the Roof terrace to 3m from the far edge of the studio.
 - e. Two 50% porous, short canopies spanning from the opposite edges of the roof terrace, 7m towards its centre.
 - f. Balustrades at either edge of the roof terrace measuring at least 1.2m high.
 - g. In addition, vegetation in the roof garden would help improve the wind conditions at roof level.
189. The Finsbury Avenue Open Space would be suitable for 'Sitting' and 'Standing' throughout the year and no additional wind mitigation measures would be required within this space.
190. Details of the appearance of wind mitigation features and the wind mitigation tree planting and maintenance regime would be required by condition to ensure they are effective from the earliest occupation of the building.
191. The measurements at entrances to the proposed development indicate that where entrances are recessed, acceptable 'standing' conditions would be achieved; except in the case of the retail entrance at Whitecross Place, where with the recessed entrance 'Strolling' conditions would be achieved. However the exceedance of the Lawson Criteria at this location is marginal and would only occur during the windiest season.
192. With the mitigation measures in place the assessment shows that during the windiest season conditions would be suitable for 'Strolling' or better around the base of the building. During the summer season the conditions around the base of the building would be suitable for 'standing' or 'sitting'.
193. The pedestrian routes through the Arcade, East Passage and within Finsbury Avenue Square, conditions would be within acceptable 'standing' or 'sitting' levels, except at the north east corner at the entrance of the East Passage, where conditions would be one level higher at 'Strolling'.
194. With the proposed development and with existing surroundings in place, the areas around the base of the building would experience marginally windier conditions compared to the existing baseline situation. With the proposed development and with proposed surroundings, the areas around the base of the building would be broadly similar to the existing condition.
195. In conclusion the main wind effect of the proposed development would be to channel some of the prevailing south-westerly wind down to the ground increasing the windiness predominantly to the north east corner of the site. With the proposed mitigation measures in place the assessment shows that wind would slow down. In the summer, conditions would be primarily 'sitting' or 'standing/entrance'. The results confirm that the proposed development would have some adverse impact but not such as to cause unacceptable harm to pedestrian level.

wind conditions which would remain at a level suitable for the urban environment with the mitigation in place.

Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution

196. An assessment of the impact of the development on the daylight and sunlight received by surrounding buildings has been undertaken in accordance with the Building Research Establishment (BRE) guidelines on site layout planning for daylight and sunlight and with regard to London Plan Policies 7.6 and 7.7 and City of London Local Plan Policy DM10.7 "Daylight and Sunlight". Guidance on the BRE's methodology is contained in Appendix B of this report.
197. The assessment of the impact on daylight and sunlight for the proposed development has been measured against the existing baseline condition. The following properties have been identified as sensitive receptors and considered within the assessment:
 - The Flying Horse Public House (upper floors), Wilson Street (London Borough of Hackney);
 - The Railway Tavern Public House (upper floors), Liverpool Street; and
 - St Mary Moorfields RC Church (upper floors), Eldon Street.

Daylight

198. In terms of the impact on daylight, the assessment shows that at the three sensitive receptors identified from a total of 83 windows assessed 80 (96%) would meet the BRE criteria for vertical sky component (VSC) and 43 (96%) out of the 45 rooms assessed would meet the criteria for the daylight distribution / no-sky line test (NSL).
199. The Railway Tavern Public House would meet the BRE guidelines for both VSC and NSL and the effect is therefore negligible.
200. A total of eight windows serving seven rooms were assessed within the upper two floors of the Flying Horse Public House. In regards to VSC, six (75%) out of the eight windows assessed would meet the BRE guidelines and therefore the effect on these windows is considered to be negligible.
201. The two remaining windows experience alterations between 30-40%, however, both would retain VSC levels of 15.7% and 16.7%, which could be considered commensurate with the urban context of the site. In terms of daylight distribution, all seven of the rooms assessed would meet the BRE guidelines and therefore the effect on these rooms is considered to be negligible. Overall, the daylight effect to this property is considered to be minor adverse.
202. A total of 68 windows serving 31 rooms have been assessed within St. Mary Moorfields Church. With regards to VSC, out of the 68 windows assessed 67 (99%) windows will meet the BRE guidelines and therefore the effect on these windows is considered to be negligible. The one remaining window will experience an alteration between 20-

30% which is considered minor in significance. In addition, the window has a low existing VSC level of 6.4% whereby any alteration would result in a disproportionate percentage change which is shown by the small absolute difference of 1.5% that is unlikely to be noticeable.

203. In regards to daylight distribution, all of the 31 rooms assessed would meet the BRE guidelines and therefore the effect on these rooms is considered to be negligible. Therefore, overall the effect to this property is considered to be negligible in daylight terms.

Sunlight

204. Out of the total 55 windows assessed 54 (98%) meet the BRE criteria for sunlight in terms of percentage of annual probable sunlight hours (APSH) that they would receive as a result of the development. The Railway Tavern was not assessed within the sunlight assessment due to the orientation of the windows which are north facing.
205. All 53 of the windows tested for St Mary Moorfields Church meet the BRE guidelines with regards to sunlight and therefore the effect to this property is considered to be negligible.
206. Of the two windows assessed for Flying Horse Public House one (50%) will meet the BRE guidelines for APSH levels. The one affected window would experience alterations in excess of 40% for winter sunlight. However, the window would retain a winter APSH level which is considered commensurate with the urban context of the site. In addition, the window would retain an annual APSH level of 30% which is above the 25% minimum recommended within the BRE guidelines. Overall, the effect to this property is considered to be minor adverse.

Cumulative Assessment

207. A further 'cumulative' assessment has been undertaken which considers the daylight and sunlight impact of the proposed development and surrounding consented developments in comparison with the current baseline. The following permitted development schemes are considered to be located in close enough proximity to the proposed development to have the potential to result in cumulative effects:
- 100 Liverpool Street (as extended) (ref: 14/01285/FULEIA);
 - One Crown Place (London Borough of Hackney);
 - Bavaria House (London Borough of Hackney);
 - 1 Finsbury Avenue (as extended) (ref: 16/00657/FULMAJ); and
 - Flying Horse public house (as extended and converted to hotel use) (London Borough of Hackney).

One Crown Place

208. The development at One Crown Place is a residential led mixed used development. The residential element of the development is considered to be sensitive and an assessment of the impact of the proposed development on the daylight and sunlight received by the residential

accommodation within One Crown Place has therefore been undertaken. The remaining permissions are for commercial offices or hotel development and are therefore not considered in this report.

Daylight

209. The BRE guidelines state that Average Daylight Factor (ADF) is an appropriate criterion for buildings where planning permission has been granted but not yet constructed, as is the case for One Crown Place. A total of 354 habitable rooms were assessed for Average Daylight Factor (ADF). The daylight findings are summarised below:
- Of a total of 354 rooms 288 rooms (81%) would meet the BRE criteria for ADF.
 - Out of the 66 rooms which do not meet the ADF criteria, 11 are bedrooms which are considered less sensitive in regards to daylight as per the BRE guidelines.
 - Of the remaining 55 rooms, 33 of which are Living/Kitchen/Diners, 25 retain 1.5% ADF which is considered acceptable for a living room.
 - The remaining 8 L/K/Ds would not meet the ADF criteria following the implementation of the proposed development, however this is unlikely to be cause by the proposed Development in isolation. The facade detailing and fins proposed as part of the One Crown Place development, combined with the deep room layouts proposed would restrict the levels of daylight penetrating into each room. For each of these 8 rooms the levels of ADF are just below the 1.5% ADF recommended for a living room.
 - 20 living rooms would not meet the criteria for ADF however, this is a result of a combination of factors such as the proximity of the two developments, proposed winter gardens and deep room layouts.
 - A further 2 studios do not meet the 2% ADF criteria however they retain an ADF of at least 1.5%, which is considered acceptable for a living room. In addition, the difference in ADF levels prior to and after the completion of proposed development equates to 0.1-0.2% ADF which may not be noticeable.
210. With the proposed development in place, the proposed residential accommodation within One Crown Place would retain good levels of daylight over the majority of the accommodation.

Sunlight

211. The sunlight assessment for One Crown Place establishes that the proposed residential accommodation within One Crown Place would retain good levels of sunlight over the majority of the accommodation.
212. On the southern facade directly facing the proposed development there would be lower levels of sunlight potential as result of the proposed development for both annual and winter sunlight. As with the daylight assessment, there are a number of design features which would limit

the sunlight available to the building; the inclusion of window fins and winter gardens create obstructions that would restrict the amount of available sunlight.

213. The south east facade of the southern tower of One Crown Place (closest to the proposed development site) would retain very high levels of APSH annually and in the winter months (meeting or exceeding the BRE Guidelines for the majority of the facade).
214. Overall, the majority of the One Crown Place development would receive high levels of daylight and sunlight on the whole with some expected lower levels. The variation across the accommodation is considered to be consistent with levels that can be achieved throughout the local area where there is a higher density of development.

Balance of Use within the Central Activities Zone

215. London Plan Policy 2.12 states that the Mayor and boroughs should work to develop sensitive mixed use policies to ensure that housing does not compromise strategic functions (including the increase in office floorspace) within the Central Activities Zone (CAZ). The Mayor's Central Activities Zone supplementary planning guidance (SPG) identifies that it is important to strike a balance when considering areas within the CAZ that are appropriate for mixed use development including residential to ensure that business clusters in the CAZ are not undermined. Table 1.1 within the SPG provides general guidance on the appropriate balance between offices and residential in different parts of the Zone. It states that in the City Fringe Opportunity Area offices and other CAZ strategic functions are to be given greater weight relative to new residential development.
216. The retained levels of daylight and sunlight in One Crown Place as result of the development are considered to be acceptable for the City Fringe location and in the context of the BRE guidelines and the London Plan which seeks to promote strategically important development in the CAZ.

Overshadowing

217. An assessment of the impact of the development on transient overshadowing has been undertaken according to BRE guidelines in respect of a number of key amenity areas identified in proximity to the site.
218. On March 21st there would be an increase in overshadowing as a result of the proposed development. The development would cast a shadow to the north-west on to Finsbury Square Gardens between 8am and 10am. A shadow would be cast to the north on to Crown Place between midday and 2pm, however this would reduce throughout the afternoon and move completely from the area by 5pm. Exchange Square amenity area in the Broadgate Campus would not experience any impacts from overshadowing caused by the Proposed Development.

219. On June 21st the shadows are shorter in length due to the higher position of the sun. Of the areas assessed a shadow would be cast onto Crown Place between 1pm and 5pm. The amenity areas Broadgate Circle, Exchange Square, Finsbury Avenue Square, Finsbury Square Garden would not experience any impacts from overshadowing as a result of the proposed development in the summer months.
220. On December 21st the sun's altitude is particularly low; therefore, relatively low obstructions would create long shadows. From 10:00am a long shadow would be cast to the north of the proposed development, however the majority of the overshadowing is overlapped by shadow from surrounding buildings. From 1pm to 2pm a shadow would be cast on to the Crown Place amenity area, however there is no additional shadowing on the amenity space compared with the baseline. The remaining amenity areas in the vicinity of the site would remain unaffected by overshadowing from the proposed development.
221. Overall, the impact of transient overshadowing as result of the proposed development can be considered to be minor adverse in significance.

Solar Glare

222. The potential for reflected solar glare or dazzle has been assessed particularly in relation to road safety. Assessments have been taken at four potentially sensitive viewpoints with the assumption that all the proposed facades would be fully reflective therefore representing the worst case scenario.
223. The assessment shows that the impact would be minor adverse from two of the four locations. In these locations there would be a small number of potential instances of reflection in a driver's line of sight and / or peripheral vision which could be mitigated by the driver's use of a sun visor.

Light Pollution

224. The impact of light pollution has been assessed in respect of the effect on the residential units on the upper floors of the Flying Horse Public House. The assessment focuses on the levels of light pollution pre-curfew (07:00 to 23:00) and post-curfew (23:00 to 07:00). The results indicate that pre-curfew levels of light in excess of those recommended by the Institute of Lighting Professionals (ILP) would not occur.
225. In the event of the proposed offices and retail units within the proposed development being occupied after 23:00, levels of light intrusion greater than those recommended by the ILP would be experienced within the upper floors of the public house. The public house has planning permission to be extended and converted into a hotel, which is considered to be less sensitive in terms of light pollution. In the event that the planning permission is implemented the impact is considered to be minor adverse.

226. However, if the Flying Horse Public House remains residential there would be a major adverse post-curfew impact in the unlikely event that the offices and retail units within the Proposed Development remain occupied and lit after 23:00. Any impact could be mitigated through the use of light sensors which would ensure lights automatically switch off when any given area of the building is not in use.

Energy and Sustainability

227. The NPPF, London Plan and the Local Plan seek to ensure that sustainability is integrated into designs for all development.
228. The London Plan requires an assessment of energy demand that demonstrates the steps taken to apply the Mayor's energy hierarchy to achieve the reduction of energy consumption within buildings and to use renewable energy sources. London Plan policy requires non-domestic buildings to achieve a 35% carbon emissions reduction over Part L (2013) of the Building Regulations. Policy CS15 of the Local Plan supports this approach.
229. The Energy Statement submitted with the application assesses the baseline energy demands and outlines an energy strategy for the proposed development. The Statement and the BREEAM Pre-Assessment Report submitted with the application demonstrate that the proposed development has the potential to achieve a BREEAM excellent rating.
230. The Energy Statement provides evidence that the development has been designed to achieve a 27.5% improvement in carbon emissions compared with the 2013 Building Regulations. This would be achieved through energy efficiency measures and photovoltaics. London Plan Policy 5.2 requires carbon offsetting for any shortfall in carbon dioxide reductions below the target of 35% over the Building Regulations. A carbon offsetting contribution would be secured through the Section 106 agreement.
231. An energy centre is proposed at basement level 3 to serve the whole building. Connection to the existing Citigen district heating network has not been proposed on the grounds that it is too far away and on site combined heat and power has been discounted on the basis that it would not run for sufficient time annually for it to be effective. The building has been designed to enable future connection to a district network and a letter of intent has been signed between the developer and EON in respect of the potential future supply of heating and cooling to the building. A condition is included to ensure that the building is designed to enable future connection.

Water Resources, Drainage and Flood Risk

232. The site is not in the City flood risk area and is located in Flood Zone 1, where the probability of flooding is the lowest (less than 0.1% every year) and the risk linked to tidal flooding is considered to be very low.
233. The site is in close proximity to large combined public sewers. The exact locations of the sewers would be established by on-site survey

prior to demolition work. An appropriate protection system would be implemented to minimise any impact to the public sewer network. Run-off from the site would be minimised by utilising sustainable urban drainage system (SuDS) measures and source control techniques, which has the potential to reduce the peak discharge rate from the site by a maximum of 50% of the existing rate. Details of the SuDS measures, including the maintenance regime, would be secured by condition.

234. Overall, the proposed development would provide an improvement to the existing surface water run-off rates and provide a beneficial effect to the sewer network and River Thames Water quality and biodiversity by reducing the risk of overflow during extreme rainfall events.

Air Quality

235. The Environmental Statement includes an assessment of the likely changes to air quality as a result of the demolition, construction and operational phases of the development and has been considered having regard to Policies 7.14 of the London Plan and CS15 and DM15.6 of the Local Plan.
236. During the demolition, construction and earthworks phase, there is the potential to generate temporary dust emissions and these emission would be controlled using on-site management practices in accordance with GLA Guidance and the City of London's code of practice for deconstruction and construction sites. With the implementation of mitigation measures, details of which would be secured by condition, the risk of the potential impacts on receptors would be minimised or prevented.
237. During the operational phase of the building, the assessment confirms that the key elements of concern for air quality are the energy centre and traffic emissions associated with trips to the proposed development. As the energy centres are fuelled by gas, the emission of nitrogen oxide would be the principal consideration and a condition is included to restrict the nitrogen oxide emissions from any boiler plant used for the development.
238. An Air Quality Neutral Assessment has been undertaken in line with London Plan Policy 7.14 and the GLA's 'Sustainable Design and Construction' supplementary planning guidance'. This assessment concludes that the proposed development would be air quality neutral for both vehicle emissions and building emissions in compliance with Development Plan requirements.

Noise and Vibration

239. The Environmental Statement assesses the impact of noise and vibration on the surrounding area and in particular in relation to noise sensitive receptors around the site.
240. The assessment indicates that demolition and construction activities may result in temporary minor adverse noise effects at nearby receptors. Temporary piling activities may occur close enough to

receptors that vibration may be perceivable by building occupants but would not be strong enough to result in cosmetic building damage. Noise and vibration mitigation, including control over working hours and types of equipment to be used, would be included in a Construction and Environmental Management Plan to be approved under planning conditions.

241. Changes in road traffic noise as a result of demolition and construction traffic are expected to be negligible at all receptors. Changes in road traffic flows due to the proposed development have been calculated as increasing noise to a level not considered to be significant. Consequently, changes in road traffic noise on affected road links as a result of operational road traffic would be negligible at all receptors.
242. Noise levels from mechanical plant in the completed development would need to comply with the City of London's standard requirement that there would be no increase in background noise levels and approved under planning conditions to ensure there would not be an adverse effect on the surrounding area.
243. The impacts on noise and vibration would be managed through conditions and provisions in the S106 agreement to control any adverse effects.

Planning Obligations and Community Infrastructure Levy

244. The development would require planning obligations in a Section 106 agreement to mitigate the impact of the proposal and make it acceptable in planning terms and to contribute to the improvement of the City's environment and facilities. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.
245. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
246. The planning obligations and CIL contributions are set out below. The proposal includes flexible conference centre/events and leisure/office uses. These uses are included in the total office floorspace at this stage. The section 106 agreement will allow for the crossrail contribution to be confirmed once the proposed uses and total floorspaces has been established prior to commencement.

Mayoral CIL and planning obligations

Liability in accordance with the Mayor of London's policies	Contribution	Forwarded to the Mayor	City's charge for administration and monitoring
Mayoral Community Infrastructure Levy payable	£3,145,800	£3,019,968	£125,832
Mayoral planning obligation net liability*	£5,345,068	£5,345,068	£3,500
Total liability in accordance with the Mayor of London's policies	£8,490,868	£8,365,036	£129,332

Net liability on the basis of the CIL charge remaining unchanged and subject to variation.

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	£4,718,700	£4,482,765	£235,935
City Planning Obligation Affordable Housing	£1,258,320	£1,245,737	£12,583
City Planning Obligation Local, Training, Skills and Job Brokerage	£188,748	£186,861	£1,887
City Planning Obligation Monitoring Charge	£16,221		£16,221
Total liability in accordance with the City of London's policies	£6,165,768	£5,915,362	£250,406

City's Planning Obligations

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

- Highway Reparation and other Highways obligations
- Delivery and Servicing Management Plan
- Travel Plan
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement
- Carbon Offsetting
- Utility Connections
- Public Realm Access and City Walkway
- Provision of Flexible, Affordable Workspace
- Roof Terrace Access Management Plan
- Conference and Event Space Management Plan

248. I request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

Monitoring and Administrative Costs

249. A 10 year repayment period would be required whereby any unallocated sums would be returned to the developer 10 years after practical completion of the development. Some funds may be set aside for future maintenance purposes.
250. The applicant will pay the City of London's legal costs and the City Planning Officer's administration costs incurred in the negotiation, execution and monitoring of the legal agreement and strategies.

Site Specific Mitigation

251. The City will use CIL to mitigate the impact of development and provide necessary infrastructure but in some circumstances it may be necessary additionally to seek site specific mitigation to ensure that a development is acceptable in planning terms. Other matters requiring mitigation remain to be fully scoped.

Conclusion

252. The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre and with the strategic objective to focus and promote a significant increase in office floorspace. The proposed building would make a substantial contribution to the additional office floorspace sought in Policy CS1 to meet the needs of projected long term economic and employment growth.
253. The development has been designed to provide high quality and flexible spaces.
254. The development would provide an enhanced retail offer and provide an attractive conference and events centre to enhance and enliven this part of the City.

255. The scheme would deliver improvements to the public realm including a new pedestrian route through the site and would provide a publicly accessible roof terrace with unique views across the City and surrounding area.
256. The design approach, materials and detailing are of high quality, refined and accomplished. The strong vertical rhythm and the vertical emphasis of the eastern tower would create a visual counterpoint to the horizontal massing of 5 Broadgate.
257. With the development of a high building it is inevitable that some distant and local views will change and that the setting of heritage assets will be altered. The proposal, due to its scale and height, would be visible in a number of views but, as outlined in the report, would not cause harm to these views.
258. The proposal would not cause harm to views, the setting or the significance of the Tower of London World Heritage Site or of St Paul's Cathedral.
259. The development would impact on the setting of a number of designated and non- designated heritage assets but would not cause harm to their significance or settings and as a result their settings would be preserved.
260. The site lies adjacent to and nearby a number of conservation areas including Finsbury Circus, Bishopsgate, Sun Street and Bunhill Fields / Finsbury Square Conservation Areas. The character and appearance of these conservation areas would be preserved.
261. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free. 891 bicycle spaces with associated facilities would be provided in accordance with latest Development Plan standards.
262. The scheme would result in some minor adverse environmental impacts for example on daylight and sunlight and on overshadowing to surrounding areas which is a consequence of large scale development. However, it is not considered that the impacts would cause unacceptable harm such as to warrant a refusal of planning permission.
263. The scheme would provide benefits through CIL for general improvements to the public realm and funding for public transport, housing and other local facilities and measures. The payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to general improvements there would be site specific measures sought through a Section 106 Agreement.
264. Virtually no major development proposal is in complete compliance with all policies and in arriving at a decision it is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
265. In this case I am of the view that the proposal accords with the Development Plan as a whole and that having taken other material

considerations and local finance considerations into account planning permission should be granted as set out in the recommendation and the schedules attached.

Background Papers

Internal

Memo 08.03.2016 Community Facilities Manager
Memo 24.03.2016 Department of Markets and Consumer Protection
Memo 12.09.2016 Department of Markets and Consumer Protection

External

Letter 18.02.2016 DP9
E-mail 04.03.2016 Crossrail
E-mail 11.03.2016 Network Rail
E-mail 13.03.2016 Mr Luke Treherne
Letter 17.03.2016 Royal Borough of Kensington and Chelsea
Letter 21.03.2016 Transport for London
Letter 22.03.2016 Twentieth Century Society
Letter 24.03.2016 Environment Agency
Letter 24.03.2016 Historic England
E-mail 24.03.2016 London City Airport
Letter 05.04.2016 London Borough of Richmond upon Thames
E-mail 08.04.2016 Thames Water
Letter 12.04.2016 London Borough of Islington
Letter 21.04.2016 City of Westminster
Letter 21.04.2016 Greater London Authority
Memo 09.05.2016 Arup Associates
Letter 11.05.2016 Transport for London
Letter 03.06.2016 Gordon Ingram Associates
Letter 06.06.2016 DP9
E-mail 06.06.2016 Edward Law
Letter 05.07.2016 DP9
E-mail 08.07.2016 Crossrail
Letter 15.07.2016 Heathrow Airport Limited
Letter 18.07.2016 Natural England
Letter 19.07.2016 London Borough of Islington
Letter 25.07.2016 City of Westminster
Letter 28.07.2016 Environment Agency
E-mail 29.07.2016 Department of Communities and Local Government

Letter 01.08.2016 London Borough of Hackney
E-mail 03.08.2016 Greater London Authority
Letter 04.08.2016 Historic England
Letter 04.08.2016 Southwark Council
E-mail 04.08.2016 Transport for London
Letter 05.08.2016 London Borough of Hammersmith and Fulham
Letter 11.08.2016 Gordon Ingram Associates
E-mail 15.08.2016 Greater London Authority
Letter 24.08.2016 Professor Robert Tavernor Consultancy
Memo 26.08.2016 Aecom
Letter 07.09.2016 London Borough of Richmond upon Thames
E-mail 14.09.2016 Tim Holtham
E-mail 15.09.2016 Tim Holtham
E-mail 15.09.2016 Sebastian Knox
E-mail 16.09.2016 Edward Law
E-mail 20.09.2016 Ford Keeble
E-mail 20.09.2016 Tim Holtham
E-mail 21.09.2016 Tim Holtham

BREEAM Pre-Assessment (Arup Associates) February 2016
BRUKL Output Document (Arup Associates) June 2016
CFD Study (Arup Associates) August 2016
Design and Access Statement (Arup Associates) February 2016
Design and Access Statement Addendum (Arup Associates) June 2016
Energy Statement (Arup Associates) February 2016
Energy Statement Addendum (Arup Associates) June 2016
Environmental Statement Volume I: Main Text and Figures (Aecom) February 2016
Environmental Statement Volume II: Townscape, Built Heritage and Visual Impact Assessment (Tavernor Consultancy / Miller Hare) February 2016
Environmental Statement Volume III: Technical Appendices (Aecom) February 2016
Environmental Statement Non-Technical Summary (Aecom) February 2016
Environmental Statement Volume Addendum I: Main Text and Figures (Aecom) June 2016
Environmental Statement Volume Addendum II: Townscape, Built Heritage and Visual Impact Assessment (Tavernor Consultancy / Miller Hare) June

2016

Environmental Statement Volume Addendum III: Technical Appendices
(Aecom) June 2016

Environmental Statement Addendum Non-Technical Summary (Aecom) June
2016

GLA Stage 1 Response (DP9) undated

Ground Floor Building Line over Public Highway Plan (Arup Associates) June
2016

Planning Statement (DP9) February 2016

Retail Statement (DP9) February 2016

Retail Statement Addendum (DP9) June 2016

Statement of Community Involvement (Hardhat) February 2016

Sustainability Statement (Arup Associates) February 2016

Sustainability Statement Addendum (Arup Associates) June 2016

Transport Assessment (Arup Associates) February 2016

Transport Assessment Addendum (Arup Associates) June 2016

Appendix A

London Plan Policies

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

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

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

Policy 2.18 Protect, promote, expand and manage the extent and quality of and access to London's network of green infrastructure.

Policy 3.1 Protect and enhance facilities and services that meet the needs of particular groups and communities.

Policy 3.2 New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities.

Policy 3.3 Ensure the housing need identified in the London Plan is met, particularly through provision consistent with at least an annual average of 32,210 net additional homes across London which would enhance the environment, improve housing choice and affordability and provide better quality accommodation for Londoners.

Policy 3.11 Maximise affordable housing provision and seek an average of at least 13,200 more affordable homes per year in London over the term of the London Plan.

Policy 3.16 Protection and enhancement of social infrastructure - additional and enhanced social infrastructure provision to meet the needs of a growing and diverse population.

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

- Policy 4.5 Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision.
- Policy 4.6 Support the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors.
- Policy 4.8 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 5.10 Promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and multifunctional green infrastructure, to contribute to the adaptation to, and reduction of, the effects of climate change.
- Policy 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.
- Policy 5.12 Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 and address flood resilient design and emergency planning; development adjacent to flood defences would be required to protect the integrity of existing flood defences and wherever possible be set back from those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.
- Policy 5.13 Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so.
- Policy 5.18 Encourage development waste management facilities and removal by water or rail transport.

Policy 6.1 The Mayor would work with all relevant partners to encourage the closer integration of transport and development.

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

Policy 6.5 Contributions would 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 7.7 Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings. Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that would meet the criteria set out in this policy.

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

Policy 7.10 Development in World Heritage Sites and their settings, including any buffer zones, should conserve, promote, make sustainable use of and enhance their authenticity, integrity and significance and Outstanding Universal Value.

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

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

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

Policy 7.15 Minimise existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals and separate new noise sensitive development from major noise sources.

Policy 7.18 Resist the loss of local protected open spaces unless equivalent or better quality provision is made within the local catchment area.

Policy 7.19 Development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy 7.21 Trees should be protected, maintained, and enhanced. Existing trees of value should be retained and any loss as the result of development should be replaced.

Relevant Local Plan Policies

CS1 Provide additional offices

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

CS2 Facilitate utilities infrastructure

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

CS3 Ensure security from crime/terrorism

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

CS4 Seek planning contributions

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

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.

CS11 Allow hotels in suitable locations

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy by (inter alia) allowing hotels that support the primary business or cultural role and refusing hotels where they would compromise the City's business function.

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.

CS13 Protect/enhance significant views

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

CS14 Tall buildings in suitable places

To allow tall buildings of world class architecture and sustainable design in suitable locations and to ensure that they take full account of the character of their surroundings, enhance the skyline and provide a high quality public realm at ground level.

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.

CS16 Improving transport and travel

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

CS17 Minimising and managing waste

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

CS18 Minimise flood risk

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

CS19 Improve open space and biodiversity

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

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.

DM1.3 Small and medium business units

To promote small and medium sized businesses in the City by encouraging:

- a) new accommodation suitable for small and medium sized businesses or occupiers;
- b) office designs which are flexible and adaptable to allow for sub-division to create small and medium sized business units;
- c) continued use of existing small and medium sized units which meet occupier needs.

DM1.5 Mixed uses in commercial areas

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

DM2.1 Infrastructure provision

- 1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.
- 2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:
 - a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply(TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
 - b) reasonable gas and water supply considering the need to conserve natural resources;
 - c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;

d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;

e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.

3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.

4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City Corporation will require the developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

DM3.1 Self-containment in mixed uses

Where feasible, proposals for mixed use developments must provide independent primary and secondary access points, ensuring that the proposed uses are separate and self-contained.

DM3.2 Security measures

To ensure that security measures are included in new developments, applied to existing buildings and their curtilage, by requiring:

a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;

b) measures to be integrated with those of adjacent buildings and the public realm;

c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retro-fit measures that impact on the public realm;

d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;

e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;

f) an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

DM3.3 Crowded places

On all major developments, applicants will be required to satisfy principles and standards that address the issues of crowded places and counter-terrorism, by:

- a) conducting a full risk assessment;
- b) keeping access points to the development to a minimum;
- c) ensuring that public realm and pedestrian permeability associated with a building or site is not adversely impacted, and that design considers the application of Hostile Vehicle Mitigation measures at an early stage;
- d) ensuring early consultation with the City of London Police on risk mitigation measures;
- e) providing necessary measures that relate to the appropriate level of crowding in a site, place or wider area.

DM3.4 Traffic management

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

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

DM10.1 New development

To require all developments, including alterations and extensions to existing buildings, to be of a high standard of design and to avoid harm to the townscape and public realm, by ensuring that:

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;

- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.3 Roof gardens and terraces

- 1) To encourage high quality roof gardens and terraces where they do not:
 - a) immediately overlook residential premises;
 - b) adversely affect rooflines or roof profiles;
 - c) result in the loss of historic or locally distinctive roof forms, features or coverings;
 - d) impact on identified views.
- 2) Public access will be sought where feasible in new development.

DM10.4 Environmental enhancement

The City Corporation will work in partnership with developers, Transport for London and other organisations to design and implement schemes for the enhancement of highways, the public realm and other spaces. Enhancement schemes should be of a high standard of design, sustainability, surface treatment and landscaping, having regard to:

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;

- c) the use of natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City;
- d) the inclusion of trees and soft landscaping and the promotion of biodiversity, where feasible linking up existing green spaces and routes to provide green corridors;
- e) the City's heritage, retaining and identifying features that contribute positively to the character and appearance of the City;
- f) sustainable drainage, where feasible, co-ordinating the design with adjacent buildings in order to implement rainwater recycling;
- g) the need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered;
- h) the need for pedestrian priority and enhanced permeability, minimising the conflict between pedestrians and cyclists;
- i) the need to resist the loss of routes and spaces that enhance the City's function, character and historic interest;
- j) the use of high quality street furniture to enhance and delineate the public realm;
- k) lighting which should be sensitively co-ordinated with the design of the scheme.

DM10.7 Daylight and sunlight

- 1) To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's guidelines.
- 2) The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight.

DM10.8 Access and inclusive design

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

- a) inclusive and safe for of all who wish to use it, regardless of disability, age, gender, ethnicity, faith or economic circumstance;
- b) convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
- c) responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

DM11.2 Public Art

To enhance the City's public realm and distinctive identity by:

- a) protecting existing works of art and other objects of cultural significance and encouraging the provision of additional works in appropriate locations;
- b) ensuring that financial provision is made for the future maintenance of new public art;
- c) requiring the appropriate reinstatement or re-siting of art works and other objects of cultural significance when buildings are redeveloped.

DM12.1 Change affecting heritage assets

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

DM12.4 Archaeology

1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.
2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.
3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

DM15.1 Sustainability requirements

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
 - a) BREEAM or Code for Sustainable Homes pre-assessment;
 - b) an energy statement in line with London Plan requirements;
 - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.
4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

DM15.2 Energy and CO2 emissions

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

DM15.3 Low and zero carbon technologies

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of

connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.

2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered

3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.

4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.4 Offsetting carbon emissions

1. All feasible and viable on-site or near-site options for carbon emission reduction must be applied before consideration of offsetting. Any remaining carbon emissions calculated for the lifetime of the building that cannot be mitigated on-site will need to be offset using "allowable solutions".

2. Where carbon targets cannot be met on-site the City Corporation will require carbon abatement elsewhere or a financial contribution, negotiated through a S106 planning obligation to be made to an approved carbon offsetting scheme.

3. Offsetting may also be applied to other resources including water resources and rainwater run-off to meet sustainability targets off-site where on-site compliance is not feasible.

DM15.5 Climate change resilience

1. Developers will be required to demonstrate through Sustainability Statements that all major developments are resilient to the predicted climate conditions during the building's lifetime.

2. Building designs should minimise any contribution to the urban heat island effect caused by heat retention and waste heat expulsion in the built environment.

DM15.6 Air quality

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.

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

DM16.1 Transport impacts of development

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

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

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

DM16.2 Pedestrian movement

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

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

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

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

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

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

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

DM16.3 Cycle parking

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

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

DM16.4 Encouraging active travel

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

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

DM16.5 Parking and servicing standards

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

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

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

4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the

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

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

DM17.1 Provision for waste

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

DM17.2 Designing out construction waste

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

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

DM18.2 Sustainable drainage systems

1. The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping, where feasible and practical, and should follow the SuDS management train (Fig T) and London Plan drainage hierarchy.

2. SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.
3. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.

DM19.1 Additional open space

1. Major commercial and residential developments should provide new and enhanced open space where possible. Where on-site provision is not feasible, new or enhanced open space should be provided near the site, or elsewhere in the City.
2. New open space should:
 - a) be publicly accessible where feasible; this may be achieved through a legal agreement;
 - b) provide a high quality environment;
 - c) incorporate soft landscaping and Sustainable Drainage Systems, where practicable;
 - d) have regard to biodiversity and the creation of green corridors;
 - e) have regard to acoustic design to minimise noise and create tranquil spaces.
3. The use of vacant development sites to provide open space for a temporary period will be encouraged where feasible and appropriate.

DM19.2 Biodiversity and urban greening

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

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

DM20.3 Retail uses elsewhere

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

DM20.4 Retail unit sizes

1. Proposals for new retail uses should provide a variety of unit sizes compatible with the character of the area in which they are situated.
2. Major retail units (over 1,000sq.m) will be encouraged in PSCs and, where appropriate, in the Retail Links in accordance with the sequential test.

SCHEDULE

APPLICATION: 16/00149/FULEIA

2-3 Finsbury Avenue London EC2M 2PA

Demolition of existing buildings and construction of a building arranged over three basement floors, ground and 32 upper floors plus mezzanine and three rooftop plant levels (168.4m AOD) to provide office accommodation (Class B1) (61,867 sq.m); flexible retail uses (for either class A1, A2 or A3) at part ground and mezzanine levels (4,250 sq.m GIA); cafe/restaurant uses (Class A3) at 13th floor level (1,291 sq.m); flexible retail uses (for either class A1 or A3) at part ground floor level (248 sq.m); a flexible space for office, conferencing, events and/or leisure use (for either Class B1, D1 or D2) at 13th to 18th floor levels (5,333 sq.m) and a publicly accessible roof terrace and associated facilities at 13th floor level; hard and soft landscaping works; servicing facilities; and other works incidental to the development (total floor area 85,378 sq.m GIA).

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 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition 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 policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.

- 3 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan shall include relevant measures from Section 3 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. The demolition shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.
- REASON: To ensure that demolition works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to demolition work commencing in order that the impact on the transport network is minimised from the time that demolition starts.
- 4 Before any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.
- REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 5 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.

- 6 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.

REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.

- 7 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.

REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.

- 8 A: No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. The risk assessment must be submitted to and approved in writing by the Local Planning Authority.

B: Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment 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.

C: 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.

D Within five working days of any site contamination (not previously identified) being found when carrying out the development the contamination must be reported in writing to the Local Planning Authority and an investigation and remedial action conducted and reported in accordance with parts A-C of this condition.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. Details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 9 No development other than demolition shall take place until the detailed design of all wind mitigation measures has been submitted to and approved in writing by the Local Planning Authority. These details shall include the size and appearance of any features, the size and appearance of any planting containers, trees species, planting medium and irrigation systems. No part of the building shall be occupied until the approved wind mitigation measures have been implemented unless the Local Planning Authority agrees otherwise in writing. The said wind mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority.

REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2. These details are required prior to construction in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 10 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface 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 0800 009 3921 to discuss the details of the piling method statement.

- 11 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

- 12 Construction works shall not commence until impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

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

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

- 14 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) Fully detailed design and layout drawings for the proposed SuDS components (as outlined in Chapter 11 of the Environmental Statement accompanying the planning application);
 - (b) A Surface Water Drainage Pro-forma for new developments;
 - (c) Full details of measures to be taken to prevent flooding (of or by what) during the course of the construction works;
 - (d) A Lifetime Maintenance Plan for the SuDS system to include:
 - o A full description of how the system would work, it's aims and objectives and the flow control arrangements;
 - o A Maintenance Inspection Checklist/Log;
 - o A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.

REASON: To improve sustainability, reduce flood risk and reduce water run off rates in accordance with the following policies of the Local Plan: DM15.5 and DM18.1

- 15 Construction works shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority in consultation with Heathrow Airport and London City Airport covering the application site and any adjoining land which will be used during the construction period.

Such a strategy shall include the following:
Details of cranes and other tall construction equipment (including crane locations, operating heights, start and finish dates and details of obstacle lighting). Such schemes shall comply with Advice Note 4 'Cranes and Other Construction issues' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>).

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment does not endanger the safe movement of aircraft or the operation of London City Airport and Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

- 16 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction 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 policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to construction in order that the impact on amenities is minimised from the time that the construction starts.

- 17 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development has been submitted to and approved

in writing by the Local Planning Authority. The Construction Logistics Plan shall include relevant measures from Section 3 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address [driver training for] the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.

- 18 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun.

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

- 19 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building;
 - (b) details of all elevations to show typical details of all external components including details of drainage;
 - (c) details of ground floor elevations including entrances;
 - (d) details of escape doors, gates, doors to the vehicular lifts and bicycle entrance;
 - (e) details of soffits, hand rails and balustrades;
 - (f) details of ground level surfaces including materials to be used
 - (g) details of external lighting attached to the building including lighting to the soffits and lighting to the new pedestrian route;
 - (h) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level
 - (i) details of plant and ductwork to serve the Class A1 and A3 and any kitchens ancillary to the uses within the building;

(j) details of ventilation and air-conditioning for the Class A1 and A3 uses;

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.

- 20 All unbuilt surfaces shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any landscaping works are commenced. All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.
REASON: In the interests of visual amenity in accordance with the following policies of the Local Plan: DM10.1, DM19.2.
- 21 Before any works thereby affected are begun details of the entrance, street frontage and ground floor lobby for the publicly accessible roof terrace at 13th floor level shall be submitted to and approved by the Local Planning Authority. Such details shall be implemented prior to the occupation of the building unless otherwise approved in writing by the Local Planning Authority.
REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1.
- 22 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 Local Plan: DM18.2, DM19.2.
- 23 Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be

submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

REASON: To ensure provision for street lighting is discreetly integrated into the design of the building in accordance with the following policy of the City of London Local Plan: DM10.1.

- 24 A detailed facade maintenance plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted.
REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the development to ensure that there is no obstruction on the streets and in the interests of public safety in accordance with the following policy of the Local Plan: CS16
- 25 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
(b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 26 The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.
A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall submitted to and approved in writing by the Local Planning Authority.
REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.
- 27 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 A3 uses. Flues must

terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A3 uses commence.

REASON: In order to protect commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7.

- 28 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.

- 29 Any generator on the site shall be used solely on intermittent and exceptional occasions when required in response to a life threatening emergency or an exceptional event requiring business continuity and for the testing necessary to meet that purpose and shall not be used at any other time. At all times the generator shall be operated to minimise noise impacts and emissions of air pollutants and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.

REASON: To minimise adverse air quality in accordance with policies DM15.6 and DM 21.3 of the Local Plan and policies 7.14 B a and c of the London Plan.

- 30 Unless otherwise agreed in writing by the local planning authority all combustion flues must terminate at least 1m above the highest roof in the development in order to ensure maximum dispersion of pollutants.

REASON: In order to ensure that the proposed development does not have a detrimental impact on occupiers of residential premises in the area and in accordance with the following policy of the Local Plan: DM15.6 and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10, in accordance with the City of London Air Quality Strategy 2015 and the Local Plan DM15.6.

- 31 No boilers that have a dry NO_x emission level exceeding 40 mg/kWh (measured at 0% excess O₂) shall at any time be installed in the building.

REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.

- 32 A. No CHP plant in the thermal input range 50kWth to 20MWth with NO_x emissions exceeding that specified in Band B of Appendix 7 to the GLA Sustainable Design and Construction Supplementary Planning Guidance published April 2014 (or any updates thereof) shall at any time be installed in the building.

B. Prior to any CHP plant coming into operation the following details must be submitted to and approved in writing by the Local Planning Authority:

1. The results of an emissions test demonstrating compliance with Part A of this condition and stack discharge velocity carried out by an accredited laboratory/competent person; and

2. An equipment maintenance schedule demonstrating that the emission standard would always be met.

C. The CHP plant shall at all times be maintained in accordance with the approved schedule.

REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.

- 33 No amplified or other music shall be played on the roof terraces.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 34 The roof terraces hereby permitted shall not be used or accessed between the hours of 22:00 on one day and 07:00 on the following day and not at any time on Sundays or Bank Holidays, other than in the case of emergency.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 35 There shall be no promoted events on the premises. A promoted event for this purpose, is an event involving music and dancing where the musical entertainment is provided at any time between 23:00 and 07:00 by a disc jockey or disc jockeys one or some of whom are not employees of the premises licence holder and the event is promoted to the general public.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 36 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.
- 37 Facilities (other than by street level turntable) must be provided and maintained for the life of the development so that vehicles may enter and leave the building by driving in a forward direction.
REASON: To ensure satisfactory servicing facilities and in the interests of public safety in accordance with the following policy of the Local Plan: DM16.5.
- 38 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the

building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.

REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Local Plan: DM16.5.

- 39 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building.

REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM16.1, DM16.5, DM21.3.

- 40 Before the use as authorised by this permission is commenced, adequate provision must be made within the curtilage of the site for loading and unloading facilities and details of such facilities must be submitted to and approved in writing by the Local Planning Authority. The approved facilities must be maintained and used as approved for the life of the building.

REASON: To ensure that traffic in surrounding streets is not impeded and a free flow of traffic is maintained in accordance with the following policy of the Local Plan: DM16.5.

- 41 Changing facilities and showers shall be provided in accordance with the plans hereby approved and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.

REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.

- 42 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 891 pedal cycles (859 long stay cycle spaces; 32 short stay cycle spaces). The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.

REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.

- 43 A level clear standing area shall be provided and maintained entirely within the curtilage of the site at street level in front of any vehicle lift sufficient to accommodate the largest size of vehicle able to use the lift cage.

REASON: To prevent waiting vehicles obstructing the public highway in accordance with the following policy of the Local Plan: DM16.5.

- 44 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.

REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.

- 45 No doors, gates or windows at ground floor level shall open over the public highway.

REASON: In the interests of public safety

- 46 No public address system (PA), amplified live or amplified recorded music shall be played within any part of the building or site so loud that it can be heard outside the site or within any other premises in the building on the site.

REASON: To safeguard the amenity of the occupiers of nearby premises and the area in general in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 47 Unless otherwise approved by the LPA there must be no building, roof structures or plant above the top storey, including any building, structures or plant permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.

REASON: To ensure protection of the view of St Paul's Cathedral and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: CS14, DM10.1 DM12.1.

- 48 Unless otherwise approved by the LPA no telecommunications equipment shall be installed on the exterior of the building, including any telecommunications equipment permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.

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

- 49 A minimum of one car parking space suitable for use by people with disabilities shall be provided on the premises in accordance with the drawings hereby approved and shall be maintained throughout the life of the building and be readily available for use by disabled occupiers and visitors without charge to the individual end users of the parking.

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

- 50 Provision shall be made for disabled people to obtain access to the offices, each retail unit, the publicly accessible terrace, and to each of the separate uses within the building 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 Local Plan: DM10.8.
- 51 The pass door shown adjacent to or near to the main entrance on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Local Plan: DM10.8.
- 52 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.
REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policies of the Local Plan: DM15.1, DM15.2, DM15.3, DM15.3, DM15.4.
- 53 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.
- 54 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: Site Plan, Site Location Plan, Drawing Nos. 240510-A_A-XX B3-DR-AX-30010 Rev P04, 240510-A_A-XX-B2-DR-AX-30020 Rev P04, 240510-A_A-XX-B1-DR-AX-30030 Rev P04, 240510-A_A-XX-GF-DR-AX-30040 Rev P04, 240510-A_A-XX-M0-DR-AX-30050 Rev P04, 240510-A_A-XX-01-DR-AX-30060 Rev P04, 240510-A_A-XX-02-DR-AX-30070 Rev P04, 240510-A_A-XX-03-DR-AX-30080 Rev P04, 240510-A_A-XX-04-DR-AX-30090 Rev P04, 240510-A_A-XX-ZZ-DR-AX-30101 Rev P02, 240510-A_A-XX-08-DR-AX-30130 Rev P04, 240510-A_A-XX-ZZ-DR-AX-30141 Rev P02, 240510-A_A-XX-13-DR-AX-30180 Rev P04, 240510-A_A-XX-14-DR-AX-30190 Rev P04, 240510-A_A-XX-15-DR-AX-30200 Rev P04, 240510-A_A-XX-16-DR-AX-30210 Rev P04, 240510-A_A-XX-17-DR-AX-30220 Rev P04, 240510-A_A-XX-18-DR-AX-30230 Rev P04, 240510-A_A-XX-19-DR-AX-30240 Rev P04, 240510-A_A-XX-ZZ-DR-AX-30250 Rev P04, 240510-A_A-XX-ZZ-DR-AX-30261 Rev P02,

240510-A_A-XX-P1-DR-AX-30380 Rev P04, 240510-A_A-XX-P2-DR-AX-30390 Rev P04, 240510-A_A-XX-P3-DR-AX-30400 Rev P04, 240510-A_A-XX-P4-DR-AX-30410 Rev P04, 240510-A_A-XX-XX-DR-AX-30510 Rev P02, 240510-A_A-XX-XX-DR-AX-30520 Rev P02, 240510-A_A-XX-XX-DR-AX-30530 Rev P02, 240510-A_A-XX-XX-DR-AX-30540 Rev P02, 240510-A_A-XX-XX-DR-AX-30551 Rev P02, 240510-A_A-XX-XX-DR-AX-30610 Rev P02, 240510-A_A-XX-XX-DR-AX-30620 Rev P02, 240510-A_A-XX-XX-DR-AX-30630 Rev P02, 240510-A_A-XX-XX-DR-AX-30640 Rev P02, 240510-A_A-XX-XX-DR-AX-30650 Rev P02, 240510-A_A-XX-XX-DR-AX-36701 Rev P01.
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 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 Section106 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.

- 2 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking

solutions to problems arising in dealing with planning applications in the following ways:

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

a full pre application advice service has been offered;

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

- 3 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.
- 4 The location of outside space is an important consideration with regard to the exposure of air pollutants. The applicant is therefore minded to consider the location of existing and planned combustion plant termination points relative to any terrace, general access areas or openable windows etc. In addition to any building control or planning requirements, the third edition of the Chimney Height Memorandum (1981) requires that that certain types of combustion plant terminate at least 3m above any area to which there is general access.
- 5 Developers are encouraged to install non-combustion renewable technology to work towards energy security and carbon reduction targets in preference to combustion based technology.

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.

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.

There is a potential for standby generators to give out dark smoke on startup and to cause noise nuisance. Guidance is available from the Department of Markets and Consumer Protection on measures to avoid this.

- 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 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.
- 8 The Department of the Built Environment (Transportation & Public Realm Division) 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. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.
 - (c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, 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 licences 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. Please contact the Corporate Property Officer, City Surveyor's Department.
 - (d) Permanent Highway Stopping-Up Orders and dedication of land for highway purposes.

- (e) Connections to the local sewerage and surface water system.
 - (f) Carriageway crossovers.
 - (g) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".
- 9 The Directorate of the Built Environment (Development Division) should be consulted on the display of any advertisement material on the premises. Advertisements may be subject to the City of London Corporation's Byelaws.
 - 10 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 0800 009 3921.
 - 11 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
 - 12 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: 0800 009 3921 for further information.

PLANNING DECISION NOTICE

City of London Council - Liam Hart
Department of the Built Environment
PO Box 270
Guildhall
London
EC2P 2EJ



ISLINGTON

Development Management Service
Planning and Development Division
Environment & Regeneration Department
PO Box 3333
222 Upper Street
LONDON N1 1YA

Case Officer: Victor Grayson
T: 020 7527 6726
E: planning@islington.gov.uk

Issue Date: 19 July 2016
Application No: P2016/2821/OBS

(Please quote in all correspondence)

Dear Sir or Madam

TOWN AND COUNTRY PLANNING ACTS

BOROUGH COUNCIL'S DECISION: Observations to adjoining borough - comments

Notice is hereby given, in respect to the request for observation(s), of the above stated response of Islington Borough Council, the Local Planning Authority, in pursuance of its powers under the above mentioned Acts and Rules, Orders and Regulations made thereunder. The response relates to the application / development referred to below, at the location indicated.

The observations (if any) of the Borough Council are noted below.

Location:	2-3 Finsbury Avenue, London EC2		
Application Type:	Observations to Adjoining Borough		
Date of Application:	08 July 2016	Application Received:	08 July 2016
Application Valid:	08 July 2016	Application Target:	29 July 2016

DEVELOPMENT:

Observations to City of London in connection with demolition of existing buildings and construction of a building arranged over three basement floors, ground and 32 upper floors plus mezzanine and three rooftop plant levels (168.4m AOD) to provide office accommodation (Class B1); flexible retail uses (Class A1-A3); cafe/restaurant uses (Class A3); flexible retail uses (Class A1/A3); a flexible space for office, conferencing, events and/or leisure use (Class B1, D1, D2 and/or sui generis) and a publicly accessible roof terrace and associated facilities; hard and soft landscaping works; servicing facilities; and other works incidental to the development (total floor area 92,509 sqm GEA). REVISED SCHEME AND ENVIRONMENTAL STATEMENT ADDENDUM AS DETAILED IN DP9 LETTER dated 05 July 2016.

OBSERVATIONS:

The revisions to the proposed development and the revised Environmental Statement do not address, or do not adequately address, the council's previous comments of 12/04/2016. The

P-DEC-OBS

council therefore maintains its objections to the proposed development, and reiterates its previous comments.

Certified that this document contains a true record of a decision of the Council

Yours faithfully



**KAREN SULLIVAN
SERVICE DIRECTOR - PLANNING AND DEVELOPMENT
AND PROPER OFFICER**

PLANNING DECISION NOTICE

City of London Council - Liam Hart
Department of the Built Environment
PO Box 270
Guildhall
London
EC2P 2EJ



ISLINGTON

Development Management Service
Planning and Development Division
Environment & Regeneration Department
PO Box 3333
222 Upper Street
LONDON N1 1YA

Case Officer: Victor Grayson
T: 020 7527 6726
E: planning@islington.gov.uk

Issue Date: 12 April 2016
Application No: P2016/0919/OBS

(Please quote in all correspondence)

Dear Sir or Madam

TOWN AND COUNTRY PLANNING ACTS

BOROUGH COUNCIL'S DECISION: Observations to adjoining borough - comments

Notice is hereby given, in respect to the request for observation(s), of the above stated response of Islington Borough Council, the Local Planning Authority, in pursuance of its powers under the above mentioned Acts and Rules, Orders and Regulations made thereunder. The response relates to the application / development referred to below, at the location indicated.

The observations (if any) of the Borough Council are noted below.

Location:	2-3 Finsbury Avenue, London EC2		
Application Type:	Observations to Adjoining Borough		
Date of Application:	04 March 2016	Application Received:	04 March 2016
Application Valid:	04 March 2016	Application Target:	25 March 2016

DEVELOPMENT:

Observations to City of London in connection with demolition of existing buildings and construction of a building arranged over 3 basement floors, ground and 32 upper floors plus mezzanine and 3 rooftop plant levels [168.4m AOD] to provide office accommodation [Class B1]; flexible retail uses [Class A1-A3]; cafe/restaurant uses [Class A3]; flexible retail uses [Class A1/A3] a flexible space for office, conferencing, events and/or leisure use [Class B1, D1, D2 and/or sui generis] and a publicly-accessible roof terrace and associated facilities; hard and soft landscaping works; servicing facilities; and other works incidental to the development [total floor area 92,123 sqm GEA].

OBSERVATIONS:

- While it is appreciated that permissions exist for other tall buildings at sites to the south and east of Finsbury Square, the proposed development – due to its height, bulk and proximity – would substantially harm the setting of the Bunhill Fields and Finsbury Square

P-DEC-OBS

Conservation Area. The proposed towers would stand in close proximity to, and would loom behind, the existing buildings of Finsbury Square (which have a relatively consistent height and roofline), to the detriment of the character and appearance of the conservation area. The applicant's View 16, 17 and 18 in particular demonstrate this harmful impact, and the applicant's suggestion that this heritage asset would be "unharmful" is not accepted. A better-designed, less bulky tall building could, however, be considered acceptable in this location, in the context of the tall buildings already granted permission.

- The applicant's images suggest the proposed materials would give the development a poor quality appearance, with large parts of the elevations appearing grey and monotonous.
- Given the site's location, the known need for office accommodation within the City of London and the City Fringe, and the globally-important role of the City of London as a centre for finance and business, LB Islington would support the maximisation of employment floorspace on the site, particularly office floorspace.
- Should planning permission be granted by the City of London for the proposed development, and should adjacent footways and highways (within Islington) be damaged during demolition and construction, appropriate reinstatement will need to be funded by the developer.
- LB Islington would welcome appropriate public realm improvements to the streets within Islington close to the application site. In addition, given that staff of the proposed development are likely to rely heavily on Finsbury Square as the nearest significant area of public open space to the application site, it would be appropriate for contributions towards public realm improvements in this location to be secured via a Section 106 agreement. Public space priority project 22 – described at appendix 2 of the Finsbury Local Plan – sets out the improvements LB Islington intends to implement in Finsbury Square. It may also be appropriate to direct Section 106 funding towards other projects within Islington (but within the vicinity of the application site) that would improve conditions for pedestrians and cyclists, and would benefit residents, staff and visitors of/to both the City of London and LB Islington. A co-ordinated approach (between LB Islington, the City of London and LB Hackney) to public realm and related improvements would be appropriate, and officers can be available for discussions in the near future.
- LB Islington would support the connection of the proposed development to a decentralised energy network (DEN). Connection could assist the further expansion of decentralised energy to sites within Islington.
- Given the likely noise impacts during construction, and the length of the construction period, construction monitoring will be necessary. Given the proximity of the site to noise-sensitive properties in Islington, monitoring fees secured by the City of London (if permission is granted) should be shared with LB Islington to cover officer time.

Certified that this document contains a true record of a decision of the Council

Yours faithfully



KAREN SULLIVAN
SERVICE DIRECTOR - PLANNING AND DEVELOPMENT
AND PROPER OFFICER

Comments for Planning Application 16/00149/FULEIA

Application Summary

Application Number: 16/00149/FULEIA

Address: 2-3 Finsbury Avenue London EC2M 2PA

COPY

Proposal: Demolition of existing buildings and construction of a building arranged over 3 basement floors, ground and 32 upper floors plus mezzanine and 3 rooftop plant levels (168.4m AOD) to provide office accommodation (Class B1); flexible retail uses (Class A1-A3); cafe/restaurant uses (Class A3); flexible retail uses (Class A1/A3); a flexible space for office, conferencing, events and/or leisure use (Class B1, D1, D2 and/or sui generis) and a publicly accessible roof terrace and associated facilities; hard and soft landscaping works; servicing facilities; and other works incidental to the development (total floor area 92,123sq.m GEA). This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ at a cost of £250 and further electronic copies can be purchased at a cost of £15 as long as stocks last.

Case Officer: Liam Hart

Customer Details

Name: Mr Luke Treherne

Address: 23 Bellclose Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This proposal violates the St Pauls viewing corridor and ruins the view of the cathedral too. Please adhere to these sightlines policies and reject this scheme.

This scheme will also demolish the existing buildings on 2 & 3 Finsbury Avenue which are very charming post modern low rises. I completely understand the need for skyscrapers to provide additional office space however not at the expense of London's history. These buildings will soon be one of the few remaining low rise buildings that date back to the broadgate development of the 1980s. Something more representative of that history would be more acceptable.

Hackney Council
Neighbourhoods and Housing
Directorate
2 Hillman Street
London E8 1FB
www.hackney.gov.uk
Hackney Reference: 2016/2622

City of London
PO Box 270
Guildhall
London
EC2P 2EJ

01 August 2016

Town and Country Planning (Development Management Procedure) Order 2015
Application Number: 2016/2622
Site Address: 2-3 Finsbury Avenue
London
EC2 2PA

Thank you for your recent planning application for the above address on which a decision has now been made.

Important Information about this Decision

- The decision on your Notification is attached.
- Please carefully read all of the information contained in these documents.
- Please quote your application reference number in any correspondence with the Council, either by post to the Hackney Planning Service, 2 Hillman Street, London, E8 1FB, by email to planning@hackney.gov.uk, or by phone to 020 8356 8062.

Yours faithfully,



Cathy Gallagher
Assistant Director
Neighbourhoods and Housing Directorate

PLANNING DECISION NOTICE

Town and Country Planning Act 1990 as amended
Town and Country Planning (Development Management Procedure) (England)
Order 2015

Agent: City of London
PO Box 270
Guildhall
London
EC2P 2EJ

Applicant: City of London
PO Box 270
Guildhall
London
EC2P 2EJ

**Part 1 - Particulars of the
Application**

Application No: 2016/2622

Date of Application: 08 July 2016

Date Validated: 08/07/2016

Application Type: Adjoining Borough
Observations

Proposal: Observations to the City of London in relation to proposed installation demolition of existing buildings and construction of a building arranged over three basement floors, ground and 32 upper floors plus mezzanine and three rooftop plant levels (168.4m AOD) to provide office accommodation (Class B1); flexible retail uses (Class A1-A3); cafe/restaurant uses (Class A3); flexible retail uses (Class A1/A3); a flexible space for office, conferencing, events and/or leisure use (Class B1, D1, D2 and/or sui generis) and a publicly accessible roof terrace and associated facilities; hard and soft landscaping works; servicing facilities; and other works incidental to the development (total floor area 92,509 sq.m GEA).(City of London ref 16/00149/FULEIA).

Location: 2-3 Finsbury Avenue
London
EC2 2PA

Part 2 – Particulars of Decision:

OBSERVATIONS: OBJECTION

Reason for Decision:

Given the location of the site in relation to the borough boundary, in this instance the relevant considerations in relation to the impact of the proposed development on the London Borough of Hackney are whether the development would affect strategic views to/from the Borough, the visual impact of the proposal and its impact upon views affecting heritage assets in the borough, whether the proposal would have an

impact upon transport capacity in the Borough, and whether the proposal would have an impact the amenity of residential occupiers within the borough.

Visual Impact

The remodelling of the tower elements proposed as part of the revised scheme are welcome as this will assist in marginally reducing the visual bulk of the towers and create a more dynamic architectural form to the towers. However, the London Borough of Hackney have significant concerns regarding the bulk and design of the proposed building and object to the proposal for the following reasons:

- The overall massing and scale of the proposal is monumental and out of context to the surrounding area. The podium and tower elements combine to create an overbearing building form to Sun Street and the areas north of the site in Shoreditch.
- A number of recent tall buildings have been approved within the London Borough of Hackney near the site. However, none are of the typology of the Finsbury Avenue proposal in terms of form, arrangement, and length of linear street frontage. Therefore, the visual and townscape impacts of the proposal are different to the Tall Building schemes recently approved in Hackney.
- The massing and scale to Sun Street is monumental and fails to respond in townscape and massing terms to the existing and emerging scale north of the site in Hackney. There are clearly established and emerging shoulder heights for buildings in this area set by 5 Broadgate and the recently approved development in on Crown Place (Hackney) of around 50m AOD and +70m AOD. The scale of the podium stepping at around AOD +70m and the two towers positioned on a long frontage on a relatively narrow street with an approximately 100 metres, culminates to create a monumental massing.
- This onerous impact is not mitigated by the paired stepping of the form increasing in scale from west to east or the strong verticality of the architectural detailing. The application of the expressed verticality to the each of the segments and repetitive framing only contributes to the bulk of the proposed scheme.
- The proposed amendments will do little to mitigate this visual impact or reduce any identified harm to the setting of both the Sun Street conservation area and the South Shoreditch Conservation Area. Further, the development is considered to harm the setting of the Grade II listed building at 2 Wilson Street and the locally listed terraces at 5-15 Sun Street (Section 66).

Views

The Strategic Views occurring in Hackney are the background setting of the protected view from King Henry's Mound in Richmond Park (9A.1) and the view from Westminster Pier (8A.1). The location of the proposed development in relation to strategic views 9A.1 and 8A.1 is considered to be such that it would not have a harmful material impact.

Amenity Impact

Whilst it is acknowledged that the revised proposal would slightly reduce the amenity



impacts of the proposal upon the future residential occupiers of the adjacent development to the north (1 Crown Place), the London Borough of Hackney would still raise concern about the potential amenity impacts of the development upon this site, particularly in terms of its overbearing nature and potential loss of daylight/sunlight.

Transport

Given that no on-site parking is proposed and given the excellent provision of public transport to the area (6b), it is not considered that the proposal would have a detrimental impact upon public transport capacity within the Borough or upon the local highway network.

Conclusion

In light of the above the London Borough of Hackney object to the proposed development.

Date of Decision: 01 August 2016

Signed

A black rectangular redaction box covering the signature of Cathy Gallagher.

**Cathy Gallagher
Assistant Director
Neighbourhoods and Housing Directorate**



Liam Hart
Department of the Built Environment
City of London
PO Box 270
Guildhall
London EC2P 2EJ

Sent by email: PLNcomments@cityoflondon.gov.uk

22 March 2016

Our ref: 13 02 07

Dear Liam Hart,

16/00149/FULEIA Demolition of existing buildings at 2-3 Finsbury Avenue London EC2M 2PA

Thank you for consulting the Twentieth Century Society on the above planning application for the demolition of No 2 Finsbury Avenue. We wish to object to application for the reasons laid out below.

Significance

The Society considers No 2 Finsbury Avenue to be a non-designated heritage asset of very special interest, which is significant for its group value with No 1 Finsbury Avenue and for its own architectural special interest through its innovative design and high quality materials.

No 2 Finsbury Avenue is adjacent to the Grade II listed No 1 Finsbury Avenue on the corner of Wilson Street and Sun Street. It was constructed in 1987-8 by Arup Associates Group 2 under the direction of Peter Foggo. This was the same architectural team as the earlier No 1, which was completed in 1984. The buildings are linked by glazed walkways. The Wilson Street elevation closely resembles its older neighbour and achieves a harmonious development which was designed to be seen as a coherent whole.

Each of the building's façades is different, but each falls within a carefully controlled massing envelope and palette of materials to form a sequence along with No1 Finsbury Avenue. In addition, the grouping of both buildings helps to strongly define the planned square, responding to the surrounding street plan and in the context of the historical precedent for London squares.

Twentieth Century Society Comment

The Twentieth Century Society has long considered No 2 Finsbury Avenue to be an important building which we believe has the potential to be adapted and upgraded sympathetically. Demolition of a recent building of such high quality would be a needless waste of resources, and further chip away at the architectural uniformity of the wider Broadgate development. We wish to object to the above application, and urge you to refuse consent to demolish.

I trust that these comments will be useful to you in your decision. If you have any questions, please do not hesitate to contact me in this office.




Yours sincerely,



Tess Pinto
Conservation Adviser
Twentieth Century Society

Remit: The Twentieth Century Society was founded in 1979 and is the national amenity society concerned with the protection, appreciation, and study of post-1914 architecture, townscape and design. The Society is acknowledged in national planning guidance as the key organisation concerned with the modern period and is a constituent member of the Joint Committee of the National Amenity Societies. Under the procedures set out in *ODPM Circular 09/2005*, all English local planning authorities must inform the Twentieth Century Society when an application for listed building consent involving partial or total demolition is received, and they must notify us of the decisions taken on these applications.

FOOTED DIMENSIONS ONLY TO BE USED

-  Area for Stopping Up - 2.3 mgn
-  Existing Building Outline
-  Public Highway Boundary

Issue	Date	By	For
3	18/07/18	ARUP	Issued for Planning Submission
2	15/07/18	ARUP	Issued for Information
1	15/07/18	ARUP	Issued for Information



ARUP ASSOCIATES
 15, Abchurch Lane, London EC4N 3DF, UK
 Tel: +44 (0)20 7766 7600
 Fax: +44 (0)20 7766 7601
 Email: arup@arup.com

Client: Bluebutton Properties UK Ltd

Address: 2-3 Finsbury Avenue

Project Name: Site Plan for Proposed Building Line over Public Highway

Scale: 1:300	Scale: A3
Discipline: Architecture	Drawing Code: 240510
Job No: 240510	For Information
Drawing No: 240510-A-00-00-DR-A3-0104	Sheet: P03

